Manchester and High Peak Area

Oldham Group

40 Taunton Road
Chadderton
Oldham
OL9 0BE
07929 453 335

email : john@jvwalton.plus.com

Shenaz Choudry
The SOS for Transport
C/O Transport Infrastructure Planning Unit
Great Minster House
33 Horseferry Road
London
SW1P 4DR

12th December 2025

Dear Ms Choudry

Re: The Transport and Works Act 1992 - The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

1.1 I have noted from the above Order that Network Rail are persisting with the closure of the level crossing at Moorgate Halt and directing vulnerable people down an old path (possibly an old quarrymans path) with dangerous steps and these 46 people per day exiting on Oldham Road with a very narrow footway. 450mm initially then 600mm.

1.2 In this letter of objection I am referring "to the proposal empowered by Article 19 and set out in Part 2 of Schedule 8 to the draft Order, namely the extinguishment of footpath 209 SADD between P1 and P2 (depicted on sheet 15)."

1.3 I am objecting on behalf of the Ramblers Association when a cheaper and reasonable footbridge could be installed which although could be £1.5 million and is nothing like the other bridges and station modifications from Stalybridge to Huddersfield and beyond. The overall sum of around **£11.5 billion with an approved funding of £7.3 billion** has been rolled out a number of times.

1.4 I have split this letter into 10 sections to create some form of clarity for all the information, evidence and facts by me with an engineering background. I have enough experience to evaluate the half truths over the past three years by various members of the Network Rail Manchester Office, some who have recently left.

The 10 sections are:

1. Introduction. **No Appendices**. (1.5)

2. History of the level crossing, promises, half-truths, dates going back to 1300. **12 Appendices**. (1.6).

2. Evaluation of the work to be undertaken by Network Rail and their contractors from Stalybridge tunnel to the Standedge Tunnel including some small bridges, two stations and a fair number of bridge reconstructions. **24 Appendices.** (1.7)

3. My cheaper and simpler footbridge which can be installed at the same time as the mods to Greenfield station and the adjacent road bridge. **8 Appendices**. (1.8)

5A. Schematics of footbridge with a retaining wall and trees to act as screening to residents below the footbridge. **7 Appendices.** (1.9).

5B. Schematics of footbridge without a retaining wall and trees to act as screening to residents below the footbridge. **6 Appendices**. (1.10).

6. Costs and Land Take – I have looked at the high costs of Network Rails Rolls Royce footbridge and my cheaper design. and the looked at additional cost such as land take. Network Rail have suggested £200 000 to half a million pounds to bring footpath 244 up to a safe condition. **However, they backed down at the last minute and I think this is the overriding reason not to accept Network Rails proposals.**
2 Appendices. (1.11).

7. Details of path 244 before any modifications. **8 Appendices.** (1.12).

8. Details of path 244 after minimal modifications. **2 Appendices.** (1.13).

9. Photos of 4 bridges etc in West Yorkshire to give an example of some of the challenges faced by the rail engineers. The proposed footbridge at Moorgate is nothing like these engineering marvels. **Looking at the 4th photo on Appendix 9.3 it shows, in the background, an old listed hump backed bridge built in the 1800s**! As mentioned earlier path 209 has be used since 1300 and should be retained as the bridge in Yorkshire. (1.14).

10. Conclusions. At the end I have created a specification of a bridge costing around **£1.6** million pounds **No Appendices.** (1.15)

1.16. I have brought all the above sections into a brief conclusion but had to water them down which leads me to the next section – Recommendations.

1.16 I understand that the Order is proposed to be made under sections 1 and 5 of the Transport and Works Act 1992. Section 5(6) of the 1992 Act provides that "an order under section 1 or 3 [of the Act] shall not extinguish any public right of way over land unless the Secretary of State is satisfied —

1.17 (a) that an alternative right of way has been or will be provided, or (b) that the provision of an alternative right of way is not required.

1.18 The Ramblers ask you to find that the alternative route proposed is not an adequate alternative, and that the path 209 should be retained on its current alignment with a suitable footbridge (ramped if possible) to take users above the railway. This proposal was made in the recent past and should be resurrected.

1.19 I hope you can visualise my thoughts on objecting to the Transport and Works Act 1992 - The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006,

1.20 To install a reasonable footbridge to replace the level crossing at Moorgate Halt. My cheaper cost is about the same as a 400 Series footbridge which was introduced in about 2021. I estimate it would cost about £1.6 million which should satisfy the bean counters.

Yours Sincerely

J Walton.

John Walton

Footpath Secretary,

Special Projects

SECTION 1

Introduction

JW.1 My name is John Walton and I have a HNC in Mechanical Engineering. I have worked at a number of engineering companies initially at Ward and Goldstone where I did my apprenticeship, and one of the things I remember was working on a magnetic sealing system for fridge doors. Iron filings were put in a rectangular extruded strip of plastic and the whole strip was magnified.

JW.2 I then worked in a contract drawing office designing many different machines including a carpet scrubbing machine with 50 domestic brushes, 25 each side driven by a motor cycle gearbox. I used to be hired out to local engineering companies working on ducting for the textile industry.

JW.3 I then worked for Platt Brothers for 14 years initially on Cotton Cards and then on Power Transmission product spending some time in Holland, France and Germany trouble shooting on small electro mechanical clutches. Eventually the company closed down as they never developed new products relying on buying up their competitors over the past 50 years or so.

JW.4 My last company was GEC-Osram working on increasing the range of low pressure sodium lamps which at the time were the most economical lamps in the world. There were two lines of machines, glass forming, inserting electrodes, filling with gases and lastly putting the cap on. Towards the end of the production line were annealing ovens which initially had elements which took over 4 hours to come to the correct annealing temperature and were on constantly.

JW.5 However, with the extra production rising from 500 per week to over 5000 per week more efficient elements were introduced. These took 15 minutes to come up to temperature and would switch on and off in a similar way tom your electric hob. However, the company was taken over by Siemens and the factory closed in 2000.

Footpath Secretary for over 43 years

JW.6 The Ramblers Association Oldham Group was formed in the 1970's and I joined shortly after joining in the various walks with our two young children. Went on many of the local walks and on coach excursions to the Lakes, North Wales and Yorkshire.

JW.7 It was not long before I was encouraged to lead short walks working to longer and more strenuous walks. I also booked youth hostels driving a minibus initially but going by car later on. The first hostel was at Buttermere and we have been to dozens of hostels since.

JW.8 I have walked the Pennine Way, Coast to Coast, the Dales Way and parts of long distance whilst camping in Scotland and in Dartmoor. I have my unique long distance path from Chadderton to Kendal which joining the two ends together forms a 24 deg angle. It took me 5 days staying in hostels and bed and breakfast overnight. The highlight was picking up the Thirlmere aqueduct which is underground for most of the way, surfacing where it crossed 4 rivers. **Memories!**

JW.9 During my 43 years as footpath secretary, I have walked almost all of the 800 footpaths in the borough. I comment on planning applications, footpath diversions by developers and private individuals initially objecting but latterly agreeing with their wishes as many of the paths go through farm yards and private property where vicious dogs present a serious threat. I feel now that these S119 diversions will encourage local people to walk without being intimidated by farmers and dogs.

JW.10 I introduce the Oldham Way in 1995, a 40 mile walk around the boundary keeping as close to the boundary as possible, writing a description and sketch maps which were produced into a coloured leaflets even adverting pub and eating establishments along the Way.

JW.11 I have attended many public inquiries including the M60 Manchester Outer Ring Road. Some privacy ones where the proposer normally won, generally supported by the Rights of Way Officer.

JW.12 The most difficult was a 6 day inquiry into a proposal by Oldham Council to build a Sport Park 2000 for a for a football stadium on an open space of 18 acres of Clayton Playing Felds a new home for Oldham Athletic. The Inspector gave permission but there Were as no monies in the bank and it eventually fell through. It is now a Town Green and protected from developers forever!

- I think I have given you a flavour of my qualifications, working experience (I have never run away from a job), and my role as Footpath Secretary for 43 years.
- This proposal by Network Rail to not install a footbridge as was promised only a few years ago is just like many of the machines I have designed – starting with a sketch on the back of a fag packet and ending up with working machine valued at £100 000 or more.
- **Again memories**

NWR copy.

Section 2 – History of Network Rail, the level crossing and footbridge on path 209 from 2016 to 2025.

This section is about the history of Network Rail who were initially in favour of a footbridge to replace the level crossing between Moorgate Street and Ladcastle Road in Uppermill. Then they reneged leaving joe public with the possibility of no footbridge or a diversion that is dangerous or longer.

2016

2.1 This year is the starting point for the possibility of a footbridge to replace the level crossing on path 209. The following comments were sent to the ROW Officer and Royce Franklin the Ward councillor for transport in Saddleworth. I had further thoughts on the proposed closure of footpath 209 Saddleworth by Network Rail. See **Appendices 2016.1 and 2016.2. ok**

2.2 Enclosed were 2 def maps, 6.11 and 11.3. See **Appendices 6.1.1 and 6.1.2.**

2.3 I also looked at Network Rail pedestrian crossings in Saddleworth from the Tameside border to Diggle. See **Appendix 2016.3.**

2.4 I went to take a clutch of photos of 209 in December 2016 to give me a glimpse of this historical path. I looked at the four corners around the level crossing thinking where the base of any footbridge would be, and in my opinion, they seemed to be all OK although it depends on land ownership. See **Appendix 2016.4**

2.5 On the 14th December 2016 there were 2 reports to the Speakers Panel of Tameside Council. One to divert 63 Droylsden (**4 peds per day**) and Ashton u Lyne 108 (**5 peds per day.)** It was to replace the two level crossings with Series 400 standard footbridge. **See Appendices 2016.5 and 2016.6.**

2017

2.6 I received an email dated 29th March 2017 from Steve Palk OMBC ROW Officer to Royce Franklin re the closure of a level crossing close to the boundary with Mossley. This is a on a non def path and one I have never used so did not make any comment. **See Appendix 2017.1.**

2.7 There was further comment re level crossing between Steve Palk and Royce Franklin on path 209. Steve comments re 244. *Currently Footpath 244 is in a very poor state of repair because of erosion in the recent storms. The main problem with this footpath is the steepness which at the Ladcastle Road end is dealt with by steps. It has a slope of 1 in 2.5 at the top. If it were to be used, I consider that it should be more accessible for the* ***less mobile which would require ramps and consequently land purchase.*** See **Appendix 2017.2.**

2019 and 2020

2.8 Quiet years re the level crossing and paths 209 and path 244. No news is good news.

2021

2.9 On the 31st August 2021, I received a letter from Gareth Jones of Network Rail asking for my comments representing a user group, about the closing of the level crossing and replacing it with **footbridge**. It shows the level crossing, the history of events and a photo of a proposed Series 400 footbridge. It shows access from the south and also from the north. Not much has changed since I took my photos 2 years before. Then another important proposal:

2.10 ***We propose to replace the existing level crossing with a grade separated stepped footbridge to provide a safe route across the railway corridor for pedestrians.*** **See Appendix 2021.1.**

2.11 After receiving the good news re a footbridge, I wrote back a few days later saying I was in favour of a footbridge but it should be ramped and not stepped. As we are getting older a ramped bridge would be desirable. It would help the many vulnerable people listed in the Diversity Impact Assessment report.

2.12 I also filled in questionnaire on a Word doc dated 20th Sep 2021 as I could not fill it in on the Network Rail document. I mentioned path 244 and the longer alternatives along Ladcastle Road. This is the comment re path 244:

2.13 Footpath 244 has 2 tall stone pillars on Ladcastle Road making it quite difficult to squeeze through. It is very steep with a number of unsafe steps and is more suitable for mountaineers. It goes through private gardens and driveway onto Oldham Road with almost no footway.

2.14 For details of my reply and questionnaire see **Appendix 2021.2**. I also added a sketch of ramped footbridge. **See Appendix 2021.3.**

2.15 I also made comments on Network Rail Diversity Impact Assessment (DIA) dated Feb 2021 There were **12 times when a footbridge** was mentioned **See Appendix 2021.4.** plus a few comments re carers, age and disabilities etc.

- **Age** - This box has been ticked with the comment - It will have an impact of changes to long services benefits to younger and older staff. Especially to an older person with a long term condition.
- **Disability including carers** - For disabled people on how people who cannot use stairs etc.
- **Carers -** For an employee who has a disabled dependent and those with caring responsibility or with increased noise levels or someone assisting an autistic person.

2.16 I made comment (not sure who to) of the 34 page document which has **12 references to a stepped footbridge** but no mention of the level crossing being closed. The details of where a footbridge is mentioned can be seen **on Appendix 2012.5.**

2.17 On page 26 it then goes onto **proposed times of construction** commencing on the 1st Sept 2022 until week 8 - 20th May 2023. There are 21 individual times ranging from 52 hours generally to 26 days blockade to mid-week nights. **Overall, 9 months.**

See Appendix 2021.6. It is probably for a Series 400 footbridge. See **Appendix 2021.7. ok**

2022

2.18 **Febuary -** Network Rail submitted a planning application to Oldham Council for the footbridge with their drawing number 151667-TSA-26-MVL3-DRG-T-LP-040101, Rev PO2, dated Feb 2022. The PA was lodged in July 2022, was passed and lasted for 3 years. If no work had started within 3 years this PA would have to be re submitted. See **Appendix 2022.1**

2.19 The drawing number submitted with this PA was 151667-TSA-26-MVL3-DRG-T-LP-040007, Rev PO2, dated Feb 2022. This is what I would call the **Rolls Royce footbridge**, compared to the Series 400 standard bridge which is mentioned in other parts of this letter. The section of the line here is under the title Charlie as all legal orders will have to be submitted to OMBC. Other districts such as Tameside have other code names. For details of the **Rolls Royce footbridge** see **Appendix 2022.2 and 2022.3.**

2023

The Department for Transport's Policy Paper said:

2.20 *"Now that the economy has reopened and road usage is back to pre-pandemic levels, we cannot afford to lose those active travellers. This second cycling and walking investment strategy (CWIS2)* ***reaffirms our commitment to making walking, wheeling and cycling the natural choices for millions more journeys.*** *Active travel is good for the environment, our economy and public health. It's emission-free, which reduces toxins in our air and makes our towns and cities nicer places to live. It eases congestion, which is a drag on our economy. And it makes us healthier, helping to keep us fit and preventing thousands of premature deaths from physical inactivity and poor air quality while saving our NHS billions of pounds each year. It's one of the best return on investment decisions governments can make, which is why this government has committed an unprecedented £2 billion of funding for active travel over 5 years."* For further notes on the Policy Paper see **Appendix 2023.1.**

2.21 In the Network Rail Impact Risk Assessment Report dated 2nd Feb 2023 it mentions **Vulnerability 11 times** and a gives a definition:

2.22 *Vulnerable level crossing users can be defined as people who, when compared with typical users: are likely to take an extended time to traverse due to disability or distraction; and/or might be at greater risk of harm due to their perception of risk.* ***Types of vulnerable users:*** *Vulnerable users can include but are not limited to: People with physical and/or mental disabilities or other impairments; incl. those using mobility scooters. Young children; unaccompanied or in groups. Elderly people. Dog walkers. Cyclists, e.g., where known not to dismount and considered 'at risk'. People carrying heavy bags or large objects, with pushchairs etc. Non-English language speakers, e.g., migrant workers.*

- There are further notes on the Network Rail Impact Risk Assessment Report, See **Appendix 2023.2**

2.23 Now looking at path 209 and comparing it with 244 and the northern non definitive path, it's a shame that Network Rail has had to look for alternatives to the most pleasant and most direct path. See photos of 209 - **Appendix 2023.3** (down).

- Now compare 209 above with path **244 down**. See **Appendix 2023.4.**

2.24 Furthermore compare 209 up with **244 up** and there are vast differences in terms of usability and danger. See **Appendix 2023.5.**

2.25 Footbridges at Greenfield station - I have been lobbying for a footbridge at the Moorgate level crossing where NR had originally proposed a stepped footbridge in February 2022 but by mid 2023, it has now reneged and said that increasing costs was a major factor. It had been costed at **£!.2 million in 2022** probably for a Series 400 standard footbridge and then in **2023 escalated to £3.5** million. A year or two later it **ballooned to £4.5 million**. For details of a Series 400 standard footbridge see **Appendix 2023.6.**

2.26 I received a copy of **PROJECT W2B** - Strategic Proposal for use of FRP footbridges in W2B where it commented on the footbridge on the Greenfield station platform and the adjacent road bridge which are too low for the electrification cables. It also mentions a closure time of around 8 weeks which at the time seemed a bit excessive but a few years later it **rose to 16 to 20 weeks. WOW!**

- For details of the of **PROJECT W2B** See **Appendix 2023.7.** 1st few pages

2.27 Around the same time, I was notified about the worrying antics of the Alliance Group of companies where the Department of Transport have raised concerns over The Alliance which is now in its third year to deliver value for money. The DoT have now withdrawn the financial package for the upgrade of the rail line between Stalybridge in Greater Manchester to Huddersfield. This package was for around **£1.5bn. However, I am now informed that the new package is £9 to £11 billion for the upgrade from Stalybridge to Huddersfield. Furthermore, the new estimate is £11.5 billion with an approved funding of £7.3 billion.**

2.28 I was hoping that the newspaper reporters would unearth more up to date information but it was not to come. I would plod on by myself and other interested footpath society organisations and latterly Ward and Oldham councillors plus the MP for Saddleworth Debbie Abrahams and the Mayor of Greater Manchester Andy Burnham.

2.29 Alliance was dissolved on the 15th Feb 2023, and I enclose a copy of the Application to Strike off Notice from Companies House, **Appendix 2023.8.**

2.30 Towards the end of 2023 thre was a turning point for NWR to argue against a footbridge and look for other ways to get round what I thought was an excellent case for a footbridge based on the 46 vulnerable people who use it each day. This is from Network Rails survey some time ago.

2.31 NWR then started to look for alternative paths, the nearest definitive path is Saddleworth 244 to the south which on paper would appear to be a reasonable choice. However, it is very dangerous just below Ladcastle Road with steep steps at the top. It then becomes reasonable around the underbridge Wichens MVL3/29. It then goes through private gardens and onto Oldham Road with a very narrow footway. See photos of path 244 on **Appendix 2023.4** (down) and **Appendix 2023.5** (up).

2.32 **Alternative non definitive path –** After a site meeting the ROW Officer, Liam Kennedy suggested to the NWR reps that they investigate the non def path to the north. Some time, later I walked it as I had never been along it in 43 years as I always used def paths unless there was a threat of it being closed. It is longer than 244 and uses part of Den Lane which has no footways. See photos in **Appendix 2023.9.**

2.33 However, this northern path has a variety of owners, plus a short distance which is unregistered. Network Rail have been lobbying some of the owners to see if they would dedicate part of the path and the answer was **NO!**

2024

2.34 Network Rail have agreed that some work could be undertaken to improve the route of the northern path somewhat – although the extent of this is not yet agreed with either the landowners or the Highway Authority. If they do not agree as is the case with the landowner of Moorgate Cottage then another blow to Network Rail.

2.35 Network Rail appreciate that Moorgate Halt is a **heavily used crossing** that provides a vital link into the centre of the village for residents from Ladcastle Road, as well as leisure users such as walkers, runners, and cyclists. They also recognise that alternative path through the former quarry (path 244) is currently not ideal to be used in lieu of that on path 209. **Another major reason for a footbridge.**

2.36 Such a diversion is therefore counter to the Government's intention to get more people walking. It was only last year, March 2023, when the Department for Transport re-stated this objective. See **Appendix 2024.1.**

- **Public Sector Equality Duty**

2.37 I have been gathering information re the comparison between path 209 and the dangerous alternative path 244 and was advised by the RA in London to seek out the merits of **Public Sector Equality Duty Act.** This was published in April 2011**.** See the legal definition of the PSED on **Appendix 2024.2**.

- **Comparison of path 209 and path 244**

2.38 In the Network Rail Impact Risk Assessment Report dated 2nd Feb 2023 it mentions **Vulnerability 11 times and a gives a definition:**

2.39 Vulnerable level crossing users can be defined as people who, when compared with typical users: are likely to take an extended time to traverse due to disability or

distraction; and/or might be at greater risk of harm due to their perception of risk. ***Types of vulnerable users:*** *Vulnerable users can include but are not limited to: People with physical and/or mental disabilities or other impairments; incl. those using mobility scooters. Young children; unaccompanied or in groups. Elderly people. Dog walkers. Cyclists, e.g., where known not to dismount and considered 'at risk'. People carrying heavy bags or large objects, with pushchairs etc. Non-English language speakers, e.g., migrant workers.*

2.40 It seems to me that path 209 is ideally suited for the multitude of people mentioned above. The path is wide, safe and has a slight slope but not as steep as mentioned in the NR photos.

2.41 I have taken my own set of photos which shows that 209 which can be seen on Appendix 2024.3 These were taken in December 2016. Well before the present situation came along.

2.42 In 4.2 - *It says that the crossing receives a high volume of usage and is used as an access into the centre of Uppermill for many. This usage includes a higher than usual of* ***vulnerable users!***

- Again, that word - ***vulnerable users*** - creeps in.

2.43 For an extended version of my comments re the **Public Sector Equality Duty see Appendix 2024.2.** This of course includes the nature of the alternative route. I think the Secretary of State would be hard pressed to conclude that it would be "expedient" to confirm the order in this case, given the description of it.

2.44 Moreover, I think we can invoke Public Sector Equality Duty: If people with mobility problems are unable to use the proposed 244 route, and it sounds like they would be, it should weigh very **heavily against confirmation of the order.**

- **Excuses not to install a footbridge**

2.45 There have been a multitude of feeble excuses given out. The first **feeble excuse** by the Manchester Network Rail managers was that wet concrete would be a problem getting it to the site. My reply to Victoria Bentley of NWR re her suggestion that NWR would have to pump wet concrete all the way down path 209 which is one of the reasons why costs have going up.

2.46 Only a few days before I had seen around 50 pots of concrete which must have been brought to the site by a truck mounted on wheels. Possibly during the night. See photo of concrete pots on **Appendix 2024.4.**

2.47 I wrote a letter to Victoria Bentley mentioning the above and for details see **Appendix 2024.5** and also sent her a photo of mobile concrete mixers. See **Appendix 2024.6.**

- The other feeble excuses were as follows:

2.48 One privacy issue, ***only one!*** *What about the privacy issues with 6 and 8 Oldham Road, where path 244 exits on Oldham Road.* See photos **244.11d to 244.15d on Appendix 2023.4.**

2.49 Problem with land requirements for the footbridge pillars. *Nothing like the acres of land required for HS2! With my cheaper design there will be only a small amount of* ***land take – around 65 sq m.*** For one set of steps, but if a ramped footbridge is chosen it could be double. See my lightweight design of footbridge in the **4th section**.

2.50 The railway corridor is very narrow at this location which would mean that a platform would need to be installed to protect the piers which would fall within a collision protection zone. *There is a footbridge location some 2km up the line which is very narrow.* ***A Series 400 standard footbridge***. See my design in the 4th section which is moved away from the running rail with a narrower concrete platform and is only on the east side.

2.51 Ground investigations have shown the rock to be a lot deeper than originally thought, and we would now have to pile the bridge foundations. *I would have thought solid rock would be a good sign. This was brought up some time later in July 2025 that around 30 piles would have to bored into the rock. But on recent investigation there was no trace of any bore holes on 209 either side of the level crossing. I understand that some bore holes were taken around Greenfield Station overnight.*

2.52 **My cheaper** design using lighter materials and will require less bore holes and will be carried out at the time of 16 to 20 weeks for Greenfield station mods.

It is also stated in the Impact Risk Assessment that the bridge in its proposed location would **block a new signal** that is being installed as part of the railway enhancement. *Seems a bit funny as in the* ***Rolls Royce GA*** *it shows 2 signals above a railway carriage and below the overbridge.* Again, this was accepted later as not an excuse.

2.53 There is no consistency in the location of signals in relation to footbridges and other road bridges. In most cases there were bends in the track where a footbridge pier could mask a train drivers view of a red or green signal. The four footbridges have been in existence from around 1970 to 2017.

2.54 From the meeting with Victoria Bentley, Liability Negotiations Adviser, on the 25th Aug 2023, I asked her for details of piers and pillars etc but have had no information to date. At the meeting was Liam Kennedy, Rights of Way Officer who said that once Network Rail came up with a proposal to **close** footpath 209 completely, he would recommend that the Oldham Traffic Regulation Panel would **oppose** the closure of footpath 209 which would almost certainly lead to a public inquiry and by my thoughts **could lead to an Inspector recommending a bridge be installed.**

2.55 It has been stated in the Network Rail Impact Assessment that a Series 400 standard stepped footbridge would cost £1.2 million. In my opinion, a public inquiry with barristers etc could cost half of this sum. There was a public inquiry in Grange over Sands recently re a level crossing and it was reported that around **£60 000** was the sum paid out by the council. I am sure Oldham Council would not like a similar sum taken out from the Treasures purse.

2.56 I have had some interesting historical information from the Saddleworth Historical Society where a starting date is 1300 and gives the importance of saving this packhorse route, bridleway and latterly a definitive footpath. I enclose a spreadsheet showing the key dates of footpath 209 from 1300 to 2033. **See Appendix 2024.7.**

2025

2.57 Kevin of the Uppermill committee sent an email to Network Rail re footbridges MVL3/17AA and MVL3/17AB on the 28th August 2025 asking for information on the level crossings on the TRU line from Manchester Victoria to Leeds – See **Appendix 2025.1**

2.58 A few days later he received an email from Zoe Church, Information Officer, of the Network Rail Milton Keynes office. The Freedom of Information ref no was: **FOI2025/01480. Zoe replied with the following information: See Appendix 2025.2.**

2.59 I have processed your request under the terms of the Environmental Information Regulations 2004 (EIR)1.

2.60 - *The EIR, like the Freedom of Information Act 2000 and can confirm that we do not hold this information.*

2.61 I've spoken to the relevant departments who have confirmed to me that the footbridges mentioned in your request were **not put into place to replace the level crossings at those locations due to the Transpennine Route Upgrade (TRU) project.**

2.62 The two footbridges in Droylsden were installed as the installation of nearby overhead line equipment made the level crossings unsafe to use. The footbridges were installed in response to this.

2.63 If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk. Details of your appeal rights are below.

2.64 Please remember to quote the reference number at the top of this letter in all future communications.

2.65 Zoe Church, information Officer

- **John Waltons comments:**

2.66 It seems strange that these two Tameside footbridges have ref nos as other structures on the line from Stalybridge to Diggle. Eg MVL3/10a – Footbridge reconstruction as shown om **Appendix 3.6.**

2.67 Furthermore, there were two reports to the Tameside speakers panel both dated 14th Dec 2016 and in the section entitled **Financial Implications:(Authorised by the Section 151 officer) it says:**

2.68 ***Network Rail has confirmed, during the application process, that it will meet the full costs involved in the diversion procedure as well as the costs incurred in the electrification of the railway line.*** My emphasis.

2.69 Although it does not mention the TRU specifically the initial section of the TRU from Manchester Victoria to Stalybridge includes these two footbridges, it goes on to say under the reasons for the diversion of footpath 63 and 108 is as follows:

REASONS FOR THE DIVERSION;

2.70. The purpose of the **electrification** of the railway line is to allow for the increased frequency and speed of the services running between Manchester and Leeds. It is planned that the number of services on the line will quadruple with 8 trains per hour in each direction. At the same time, the intention is to increase the speed of these trains to 80mph on this stretch of line.

2.71 This is the same speel given for the removal of the level crossing on path 209 in Uppermill. See **Appendices 2016.5 and 2016.6.**

2.72 One other comment in **Appendices 2016.5 and 2016.6** - it shows the level crossing and a Series 400 standard footbridge which is actually **MVL3/31A** 2km north of the level crossing on 209. A coincidence? See Appendix B in **Appendices 2016.5 and 2016.6.**

To summarise section 2:

- Dialogue started in 2016
- Sent Gareth Jones a sketch in 2021 for a ramped footbridge which is almost the same as my third cheaper bridges in 2025
- Looked at other MVL3/ - bridges and then compared it to the Moorgate Halt footbridge.
- Footbridges mentioned **16 times up to now**!
- Countered the feeble excuses by Network Rail
- Vulnerable people mentioned many times – **15 times up to now!**
- Approved funding of **£7.8 billion out of a total cost of £11.5 billion** for the TRU upgrade

The next section is looking at the 21 bridges etc from Stalybridge to Diggle and then comparing them to a suitable footbridge to replace the level crossing on path 209.

Appendix 2016.1

The following comments were sent to the ROW Officer and Royce Franklin the Ward councillor for transport in Saddleworth

Thoughts on the proposed closure of footpath 209 Saddleworth by Network Rail

2.73 Please find enclosed copies of the definitive map nos 6.11 (**Appendix 2016.1.1**) and 11.3 (**Appendix 2016.1.2**) showing the footpaths in and around Uppermill. Footpath 209 is just below the centre of the page on 6.11 and links Wharmton and skirts Saddleworth Golf Club. Down Moorgate Street (Gate to the Moor) to the centre of Uppermill and the Huddersfield Canal which trundles up and down the Tame Valley. The distance from Ladcastle Road to Moorgate Street is about 200m

Alternative routes:

Going north:

2.74 Walk north along Ladcastle Road for 650m and then down footpath 106 to footpath 103, downhill to Mow Halls Road, then south along Den Lane for 650m and a short walk back to the rail crossing. An alternative is to walk the extra 400m along Ladcastle Road towards Dobcross and then back down Mow Halls Road to Den Lane.

- Total distance – A good 1600m. (2km by the longer route).
- **Disadvantages –**
- From memory Ladcastle Road has no pavements.
- Footpath 103 is very steep with a number of steps and is currently badly over grown.
- Again from memory Den Lane has no pavements.

Going south:

2.75 Walk along Ladcastle Road for about 100m, then downhill along footpath 244 to Oldham Road for 150m and then north along Oldham Road back to the rail crossing for just under 300m. An alternative is to walk the extra 700m south along Ladcastle Road to the Greenfield station road junction area then another 1000m and then back along Oldham Road to the centre of Uppermill.

- Total distance – A good 550m. (A good 2km again with problematic road crossing and pavements close to heavy traffic).
- **Disadvantages –**
- From memory Ladcastle Road has no pavements.
- Footpath 244 is very steep with a number of dangerous steps. At the top there are 2 large stone pillars making it quite difficult to get a pushchair through and is currently badly over grown.
- However, Oldham Road has minimal footway with buses and large wagons on your shoulder.

I suggested to Royce with suggestions to highlight the importance of path 209 the following:

2.76 Keep the path clean and free of litter and dog mess. Carry out usage survey if possible, during weekdays hours 8.00 to 10.00 and 3.00 to 6.00pm, especially on school days.

2.77 Also at weekends similar hours and longer if you can get enough vols. Has the path got grass, weeds on the surface and if so remove and keep tidy,

2.78 Has the path got tree branches enclosing the path and if so get them cut back and discarded away from the path.

2.79 Try to get a surveyor to carry out a feasibility survey for a ramped footbridge. .

John Walton 15th October 2016.

Appendix 2016.1.1



Appendix 2016.1.1

MAP 6-11
SADDLEWORTH


Appendix 2016.1.2
Appendix 2016.2
Uppermill
Wharmton
Frenches
Greenfield
Dearshurst
Hollins
Dacres
Greave
Alphin Brow
Noonsun Hill
Dry Clough Lane
Spring Bank
Churchill Fields
Rush Hill
Ballgrove
Bow Greave
Golburn Clough
Knowl Farm
Rye Top
Reservoir (covered)
Dolefield Barn
Fur Lane Farm
Fur Lane
Bunkers Farm
Tunstead Farm
Lower Tunstead Farm
Hollyville
Ley Butts
Waterside Mill
Springfield Farm
Lowe Arthurs
Ladhill
Cricket Ground
Rugby Football Ground
Shaw Hall
Wharmton Tower
Lane Head
Lane Head Farm
Wingate Farm
Noonsun Farm
Dacres Hall
Bradbury Lane
Intake Lane
MAP 11-3

Appendix 2016.2

Royce

2.80 One of our members works for Network Rail and said that they had put a blanket closure order on all level crossings from Manchester to Leeds due to the electrification of the line and also due to faster and more frequent trains.

2.81 A few years ago, the Oldham Group had a meeting with the engineers who were installing the Metro line between Manchester and Rochdale. They wanted our comments on footpaths between Failsworth and Newhey.

2.82 No closure was envisaged and minimal diversion were agreed. In a couple of cases the level of the line had to be dropped due to low bridges.

2.83 This led me to think that there are a few historical bridges in Saddleworth that are similar and the rail line in these cases would have to be lowered to accept the overhead cables. Or the bridges would have to be raised.

2.84 have looked at the def map jotting down paths between Mossley and Diggle and these are shown on the enclosed spreadsheet. A copy of the def map is also enclosed.

2.85 Obviously the def path 209 level crossing is the most important to retain and with a new footbridge and minimal diversions should be acceptable to all. It is the others that we need to keep an eye on.

2.86 Let me have your thoughts and if you want to meet on site on 209, please let me know.

Best

John

8th Nov 2016

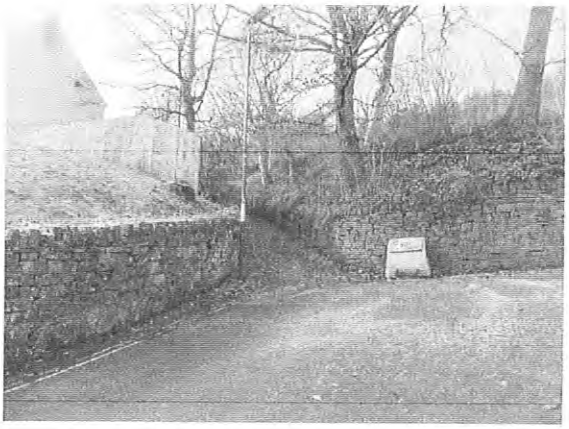
Appendix 2016.2

Appendix 2016. 3 - Network Rail pedestrian crossings in Saddleworth

Starting from the Tameside boundary to Diggle

Map no	path no	footpath or bridleway	bridge over the rail line, level crossing or underpass	overall length of path	comments
11.2	Tameside path on the boundary	possibly a bw leading to Wright Mill bridge and bw 278, Saddleworth.	bridge over the rail line	not known	Was the subject of a public inquiry in the 1980's
11.2	not known	track leading from path 218 to path 222	underpass	about 80m	not definitive
11.2	222	footpath	narrow bridge over the rail line	965	Part of the Oldham Way long distance path. This path is to be diverted fron one side of the rail line to the other. No objections
11.3	210	footpath	underpass	1207	Good path from Wharmton to Shaw Hall Bank Road
11.3	244	footpath	underpass	161	From Ladcastle Road to Oldham Road, just before the canal
6.11	209	footpath	level crossing	1850	Good connection between Wharmton and Saddleworth Golf course and the centre of Uppermill.
6.11	100	footpath	bridge over the rail line	1400	Good connection between the canal at Brownhills and the footpaths leading to St Chads Church. A steel footbridge was installed some 25 years ago after a walker was killed by a fast train.
6.7	106	footpath	underpass	1046	Good footpath between the canal and the new Pennine Bridleway.
6.7	107	footpath	bridge over the rail line	595	steel footbridge

Appendix 2016.4 - Photos of path 209 Saddleworth taken in Dec 2016 by John Walton



1 – Top of Moorgate Road which turns sharp right.



2 – Half way up 209. There was a PA for large detached house to the right. It was turned down and went to appeal, but do not know the outcome.



3 – Gate at top of 209 with rail line behind.



4 – Detail of gate but not sure of the wording on green plate.



5 – Short holding path alongside the rail line.



6 – At the end of the holding path with level crossing to the right. The STOP, LOOK, LISTEN sign obscures the train coming from the south.



7 – Taken from behind the sign on photo 6. Site lines very good (400m to 500m) but would have to measure the time for a train to get from the end to this spot.



8 – Level crossing, again measure the time to get across in secs.



9 – Taken from behind the sign on photo 6. Site lines very good (500m to 600m) but would have to measure the time for a train to get from the end to this spot.



10 – At the other side of level crossing showing the continuation of 209.



11 – Bit further up 209. Note fallen tree across the path, but during my visit the path was passable.



12 – Looking back to the rail line from photo 11.



13 – Bit further up 209.



14 – Looking back down 209 to the fallen tree.



15 – There is a track to the left becoming wider and looking on the def map it is a connection to the Den Quarries, now disused. It is well walked but not sure if you can get out at the other end.



16 – Almost at the end of 209 close to Ladcastle Road.



17 – Track as described in Photo 15.



18 – The track shown in photo 17 now much wider. Looks like bikers are using it.



18 – Opposite the track to Den Quarries there is a stile off 209 and the field shown on photo 19 could be used as a base for a possible footbridge if Network Rail close the crossing.



19 – Field on the other side of the stile above.



20 – Field as above with path 209 to the left.



21 – Field with path 209 to the left. Ridgeworth House at the bottom of the field.

Report To:	**SPEAKERS PANEL (PLANNING)**
Date:	14 December 2016
Reporting Officer:	Ian Saxon – Assistant Executive Director, Environmental Services
Subject:	**SECTION 119A HIGHWAYS ACT 1980 – DIVERSION OF FOOTPATH DROYLSDEN 63**
Report Summary: 63.1	The report seeks authority to make an order under Section 119A Highways Act 1980 to divert a public right of way to improve user safety when crossing a railway line by replacing a level crossing with a stepped bridge. Under the Council's constitution, the Speakers Panel (Planning) is responsible for decisions that affect the definitive rights of way network.
Recommendations: 63.2	It is recommended that an order be made to divert the footpath known as Footpath Droylsden 63 as indicated on the plan attached at **Appendix A** and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.
Links to Community Strategy: 63.3	Provides a safer and secure Environment for the people of Tameside
Policy Implications:	None arising from the report. 63.4
Financial Implications: (Authorised by the Section 151 officer)	Network Rail has confirmed, during the application process, that it will meet the full costs involved in the diversion procedure as well as the costs incurred in the electrification of the railway line. 63.5
63.6	No costs should be incurred by the Council. If there are any unforeseen costs, these would need to be met by the existing Highways funding envelope.
Legal Implications: (Authorised by the Borough Solicitor) 63.7	Under Section 119A of the Highways act 1980, the Council has the power to divert a public right of way which crosses a railway, provided that doing so would be expedient in the interest of the safety of members of the public using it or likely to use it.
63.8	For the reasons outlined at Paragraphs 2.1 – 2.3 of this Decision Report, the Council can be satisfied that the proposed diversion satisfies the above requirement.
63.9	The Council must also consider the Public Sector Equality Duty outlined in section 149 of the Equality Act 2010. The duty requires that the Council has due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations. The Council must analyse the available information on the proposed diversion and its impact with this statutory consideration in mind.
63.10	The Diversity Impact Assessment (completed by Network Rail), attached at **Appendix D** and the Council's Summary, attached at **Appendix C**, suggests that the proposed diversion would have limited impact on people with relevant protected characteristics, and would improve safety when considering the

planned increases in both frequency and speed of trains travelling along the stretch of railway.

63.7 In light of this information, it would be proportionate and reasonable to approve the proposal.

63.8 If the proposal is approved, a rail crossing diversion order would have to be made and advertised for consultation with the public in accordance with the process set out in the Highways Act 1980 and the Rail Crossing Extinguishment and Diversion Orders Regulations 1993/9.

Access to Information:

Appendix A – Location plan showing proposed diversion

Appendix B – Photo of site and typical Network Rail footbridge

Appendix C – Summary of Network Rail's justification under the Equality Act

Appendix D – Network Rail application and supporting report

Background Papers – Application with feasibility study

All documentation can be viewed by contacting Michael Hughes, Sustainable travel Officer.

Telephone:0161 342 3704

e-mail: michael.hughes@tameside.gov.uk

APPENDIX 2016.5
PAGE 2.

1. BACKGROUND

~~1.1~~ Footpath Droylsden 63 runs in a roughly north easterly direction from its junction with Footpath Ashton-under-Lyne 111), before crossing a railway line and meeting Footpath Droylsden 61 which continues through to Buckley Hill Farm (A location plan can be seen at **Appendix A**). In its present format, Footpath Droylsden 63 crosses the railway line by means of a level crossing.

63.9

~~1.2~~ The North West Electrification Project will cause the electrification of the railway line between Manchester and Stalybridge. The works will include the installation of overhead power line equipment.

63.10

~~1.3~~ The result of the electrification will be to increase the frequency of the train service on this line along with the speed at which the trains travel. The increase of both of these factors has been identified as causing a greater risk to users of the public footpath when crossing the railway line at this level crossing.

63.11

~~1.4~~ The identification of the greater risk at this crossing has prompted Network Rail to take action to improve user safety. In order to effect a change to the current set-up and remove the need for a level crossing, a diversion is needed to Footpath 63.

63.12

~~1.5~~ To effect this change, an application has been submitted to make an order to divert the footpath under Section 119A Highways Act 1980 (the Act).

63.13

2. REASONS FOR THE DIVERSION

~~2.1.~~ The purpose of the electrification of the railway line is to allow for the increased frequency and speed of the services running between Manchester and Leeds. It is planned that the number of services on the line will quadruple with 8 trains per hour in each direction. At the same time, the intention is to increase the speed of these trains to 80mph on this stretch of line.

63.14

~~2.2~~ In the current arrangement, the existence of the level crossing means that a speed limit of 40mph is enforced.

63.15

~~2.3~~ If the improvement of the train service along this line is to take place as planned then Footpath 63 will need to be diverted in order to maintain safety for the users when the number and speed of trains rises.

63.16

~~2.4~~ Network Rail conducted a study at this level crossing and investigated a number of potential solutions to the safety issues associated with the continued use of the level crossing. The current proposal of a stepped bridge over the railway line was considered by Network Rail to be the best and most feasible solution of the 8 options investigated.

63.17

3. PROPOSED DIVERSION

~~3.1.~~ The proposed diversion would run from point A to point D via B and C as shown by a bold, broken line in **Appendix A**. The exiting footpath to be closed is shown between points A and D by a bold, continuous line

63.18

~~3.2.~~ The applicant has proposed a diversion route that would move the footpath to a parallel alignment. The additional length imposed by the proposed diversion has been kept to a minimum.

63.19

3.3 The existing footpath crosses the railway line by means of a level crossing. The current arrangement can be seen at **Appendix B**.

3.4 The proposed diversion will mean that walkers cross the railway line by means of a stepped footbridge that will have a usable width of 2 metres. The bottom of the steps will rest on the current alignment of Footpath 63 with the main span of the bridge crossing the railway line on a parallel alignment. A typical Network Rail footbridge can be seen at **Appendix B**.

3.5 The applicant has confirmed during the application process that they will meet the full costs involved in the diversion procedure as well as the costs incurred in bringing the new path into a fit condition for use by the public.

4. COMMENTS OF THE EXECUTIVE DIRECTOR OF PLACE

4.1 The decision to be made under Section 119A of the Act is whether the diversion of the footpath appears to the Council to be "expedient in the interests of the safety of members of the public using it or likely to use it ...". The fact that users would be removed from any interaction with the railway line would seem to satisfy the criteria for approval under the Act.

4.2 It is not felt that the proposed diversion route will be less commodious for the users in terms of alignment, width and length as all of these factors remain to all extents and purposes the same.

4.3 There is a potential difficulty for some users that may struggle to use the stepped access to the bridge crossing. This issue was raised as a concern during consultation with both the Council and the Tameside Public Rights of Way Forum. The response during this consultation was that there was a strong preference from both the users and the Council (when considering its responsibilities towards the Equality Act 2010) for a ramped bridge so that the structure is fully accessible for all.

4.4 This request has been considered and rejected by Network Rail on the grounds of the feasibility of installing a ramped bridge within the curtilage of their property and also that the access leading up to the bridge is currently difficult for users with mobility problems and so if they can reach the bridge then they should be able to easily manage the stepped access. A summary of the reasons given by Network Rail to support this stance can be seen in **Appendix C** with the full application and supporting report at **Appendix D**.

4.5 During consideration of the various options to remove the level crossing, consultation was carried out with the Network Rail Built Environment Accessibility Panel. No objections were raised to a stepped footbridge during this consultation exercise.

4.6 It is clear that the proposed diversion over the footbridge will be an improvement in terms of safety for users over the existing level crossing by removing them from any danger caused by the railway line. The criteria under the legislation would appear to be satisfied and as a result, the Section 119A diversion order should be made.

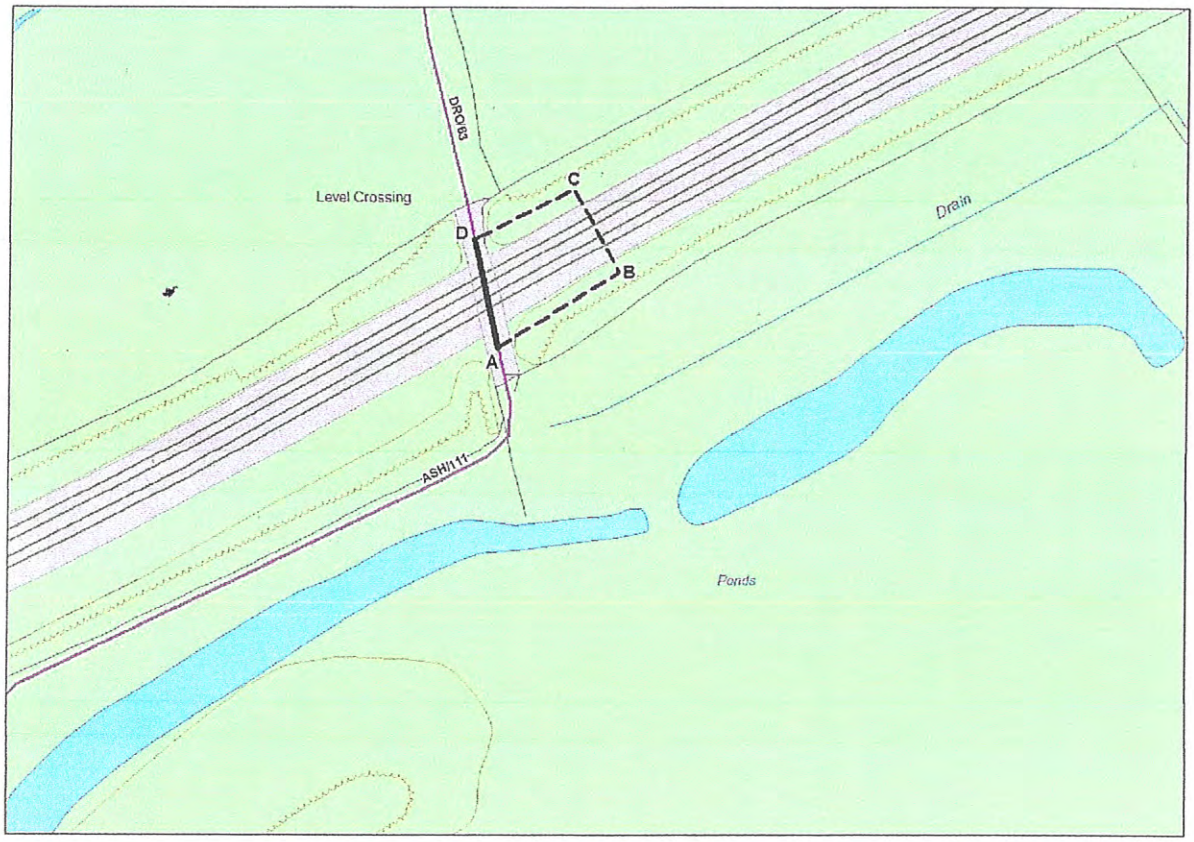
4.7 If approval is granted to proceed with the diversion of Footpath Droylsden 63 then the order will be advertised for consultation with the public in accordance with the statutory process.

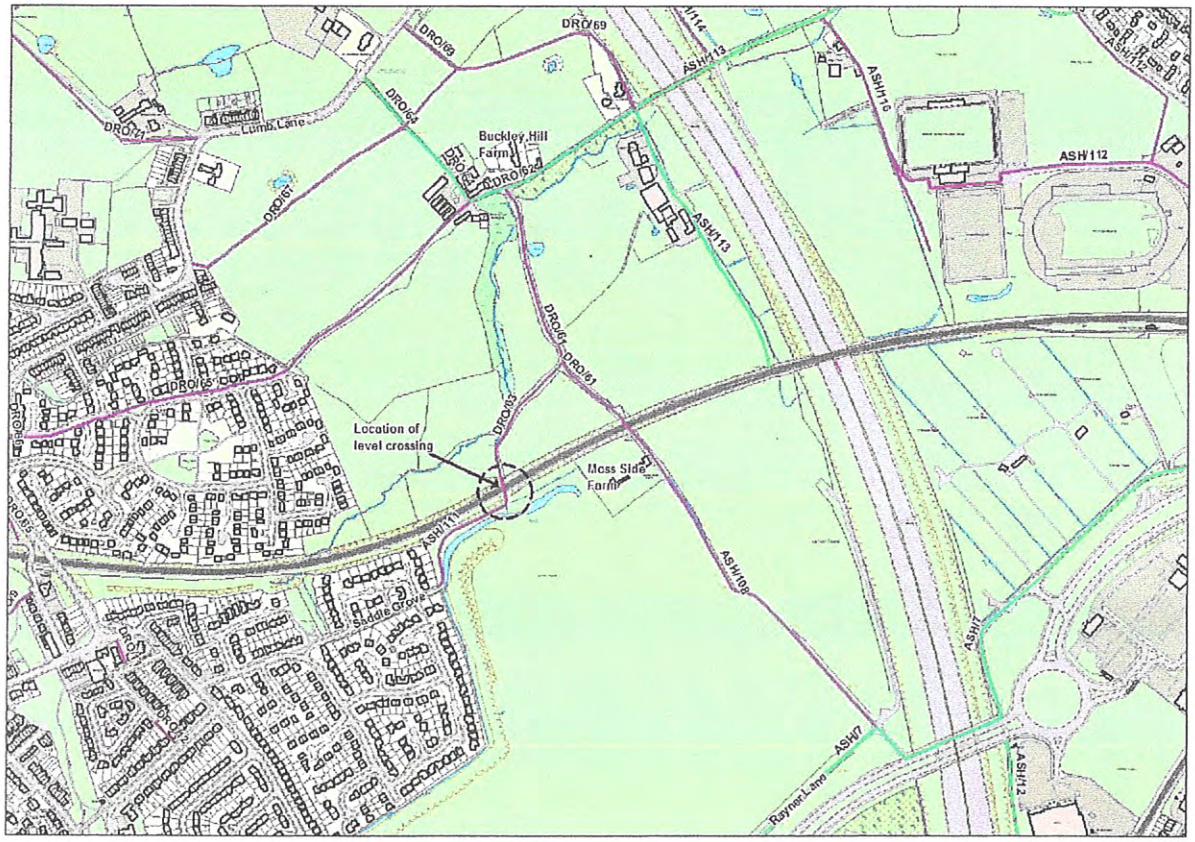
5. RECOMMENDATION

5.1 It is recommended that the order be made to divert Footpath Droylsden 63 as indicated on the plan attached at **Appendix A** and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.

2016-6

APPENDIX ~~A~~





APPENDIX 2016.6

PAGE 5

Report To:	**SPEAKERS PANEL (PLANNING)**
Date:	14 December 2016
Reporting Officer:	Ian Saxon – Assistant Executive Director, Environmental Services
Subject:	**SECTION 119A HIGHWAYS ACT 1980 – DIVERSION OF FOOTPATH ASHTON-UNDER-LYNE 108**
Report Summary: 108.1	The report seeks authority to make an order under Section 119A Highways Act 1980 to divert a public right of way to improve user safety when crossing a railway line by replacing a level crossing with a stepped bridge. Under the Council's constitution, the Speakers Panel (Planning) is responsible for decisions that affect the definitive rights of way network.
Recommendations: 108.2	It is recommended that an order be made to divert the footpath known as Footpath Ashton-under-Lyne 108 as indicated on the plan attached at **Appendix A** and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.
Links to Community Strategy: 108.3	Provides a safer and secure Environment for the people of Tameside
Policy Implications:	None arising from the report. 108.9
Financial Implications: (Authorised by the Section 151 officer) 108.10	Network Rail has confirmed, during the application process, that it will meet the full costs involved in the diversion procedure as well as the costs incurred in the electrification of the railway line.
108.11	No costs should be incurred by the Council. If there are any unforeseen costs, these would need to be met by the existing Highways funding envelope.
Legal Implications:	Under Section 119A of the Highways act 1980, the Council has the power to divert a public right of way which crosses a railway, provided that doing so would be expedient in the interest of the safety of members of the public using it or likely to use it.
(Authorised by the Borough Solicitor) 108.12	
108.13	For the reasons outlined at Paragraphs 2.1 – 2.3 of this Decision Report, the Council can be satisfied that the proposed diversion satisfies the above requirement.
108.14	The Council must also consider the Public Sector Equality Duty outlined in section 149 of the Equality Act 2010. The duty requires that the Council has due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations. The Council must analyse the available information on the proposed diversion and its impact with this statutory consideration in mind.
108.15	The Diversity Impact Assessment (completed by Network Rail), attached at **Appendix D** and the Council's Summary, attached at **Appendix C**, suggests that the proposed diversion would have limited impact on people with relevant protected

108.15 Cont.

characteristics, and would improve safety when considering the planned increases in both frequency and speed of trains travelling along the stretch of railway.

108.16

In light of this information, it would be proportionate and reasonable to approve the proposal.

108.17

If the proposal is approved, a rail crossing diversion order would have to be made and advertised for consultation with the public in accordance with the process set out in the Highways Act 1980 and the Rail Crossing Extinguishment and Diversion Orders Regulations 1993/9.

Access to Information:

Appendix A – Location plan showing proposed diversion

Appendix B – Photo of site and typical Network Rail footbridge

Appendix C – Summary of Network Rail's justification under the Equality Act

Appendix D – Network Rail application and supporting report

Background Papers – Application with feasibility study

All documentation can be viewed by contacting Michael Hughes, Sustainable travel Officer

Telephone:0161 342 3704

e-mail: michael.hughes@tameside.gov.u

APPENDIX 6
PAGE 2

1. BACKGROUND

~~1.1~~ 108.18 Footpath Ashton-under-Lyne 108 runs in a roughly north / south direction from Rayner Lane, Ashton before crossing a railway line and meeting Footpath Droylsden 61 which continues through to Buckley Hill Farm (a location plan can be seen at **Appendix A**). In its present format, Footpath Ashton 108 crosses the railway line by means of a level crossing with telephone operator control.

~~1.2~~ 108.19 The North West Electrification Project will cause the electrification of the railway line between Manchester and Stalybridge. The works will include the installation of overhead power line equipment.

~~1.3~~ 108.20 The result of the electrification will be to increase the frequency of the train service on this line along with the speed at which the trains travel. The increase of both of these factors has been identified as causing a greater risk to users of the public footpath when crossing the railway line at this level crossing.

~~1.4~~ 108.21 The identification of the greater risk at this crossing has prompted Network Rail to take action to improve user safety. In order to effect a change to the current set-up and remove the need for a level crossing, a diversion is needed to Footpath 108.

~~1.5~~ 108.22 To effect this change, an application has been submitted to make an order to divert the footpath under Section 119A Highways Act 1980 (the Act).

2. REASONS FOR THE DIVERSION

~~2.1.~~ 108.23 The purpose of the electrification of the railway line is to allow for the increased frequency and speed of the services running between Manchester and Leeds. It is planned that the number of services on the line will quadruple with 8 trains per hour in each direction. At the same time, the intention is to increase the speed of these trains to 80mph on this stretch of line.

~~2.2~~ 108.24 In the current arrangement, the existence of the level crossing means that a speed limit of 40mph is enforced.

~~2.3~~ 108.25 If the improvement of the train service along this line is to take place as planned then Footpath 108 will need to be diverted in order to maintain safety for the users when the number and speed of trains rises.

~~2.4~~ 108.26 Network Rail conducted a study at this level crossing and investigated a number of potential solutions to the safety issues associated with the continued use of the level crossing. The current proposal of a stepped bridge over the railway line was considered by Network Rail to be the best and most feasible solution of the 8 options investigated.

3. PROPOSED DIVERSION

~~3.1.~~ 108.27 The proposed diversion would run from point A to point D via B and C as shown by a bold, broken line in **Appendix A**. The exiting footpath to be closed is shown between points A and D by a bold, continuous line

~~3.2.~~ 108.28 The applicant has proposed a diversion route that would move the footpath to a parallel alignment. The additional length imposed by the proposed diversion has been kept to a minimum.

~~3.8~~ The existing footpath crosses the railway line by means of a level crossing which is telephone operator controlled. The current arrangement can be seen at **Appendix B**.
108, 29

~~3.9~~ The proposed diversion will mean that walkers cross the railway line by means of a stepped footbridge that will have a usable width of 2 metres. The bottom of the steps will rest on the current alignment of Footpath 108 with the main span of the bridge crossing the railway line on a parallel alignment. A typical Network Rail footbridge can be seen at **Appendix B**.
108, 30

~~3.10~~ The applicant has confirmed during the application process that they will meet the full costs involved in the diversion procedure as well as the costs incurred in bringing the new path into a fit condition for use by the public.
108, 31

4. COMMENTS OF THE EXECUTIVE DIRECTOR OF PLACE

~~4.1~~ The decision to be made under Section 119A of the Act is whether the diversion of the footpath appears to the Council to be "expedient in the interests of the safety of members of the public using it or likely to use it ...". The fact that users would be removed from any interaction with the railway line would seem to satisfy the criteria for approval under the Act.
108, 32

~~4.2~~ It is not felt that the proposed diversion route will be less commodious for the users in terms of alignment, width and length as all of these factors remain to all extents and purposes the same.
108, 33

~~4.3~~ There is a potential difficulty for some users that may struggle to use the stepped access to the bridge crossing. This issue was raised as a concern during consultation with both the Council and the Tameside Public Rights of Way Forum. The response during this consultation was that there was a strong preference from both the users and the Council (when considering its responsibilities towards the Equality Act 2010) for a ramped bridge so that the structure is fully accessible for all.
108, 34

~~4.4~~ This request has been considered and rejected by Network Rail on the grounds of the feasibility of installing a ramped bridge within the curtilage of their property and also that the access leading up to the bridge is currently difficult for users with mobility problems and so if they can reach the bridge then they should be able to easily manage the stepped access. A summary of the reasons given by Network Rail to support this stance can be seen in **Appendix C** with the full application and supporting report at **Appendix D**.
108, 25

~~4.5~~ During consideration of the various options to remove the level crossing, consultation was carried out with the Network Rail Built Environment Accessibility Panel. No objections were raised to a stepped footbridge during this consultation exercise.
108, 26

~~4.6~~ It is clear that the proposed diversion over the footbridge will be an improvement in terms of safety for users over the existing level crossing by removing them from any danger caused by the railway line. The criteria under the legislation would appear to be satisfied and as a result, the Section 119A diversion order should be made.
108, 27

~~4.7~~ If approval is granted to proceed with the diversion of Footpath Ashton-under-Lyne 108 then the order will be advertised for consultation with the public in accordance with the statutory process.
108, 28

5. RECOMMENDATION

~~5.1~~ It is recommended that the order be made to divert Footpath Ashton-under-Lyne 108 as indicated on the plan attached at **Appendix A** and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.
108, 29

Appendix 2017.1

29th March 2017

Dear All

2017.1 I have been in discussion with Network Rail and a resident of Hollin Hall, Greenfield regarding the level crossing marked LC on the attached map. You will note that this is not a Definitive Right of Way. The resident who represents others on the estate have a problem with the horn that trains sound on approach to the crossing and adjacent to his property. This occurs at a frequency of 10 minutes between 6am and 12pm each day.

2017.2 I mentioned this at the last user group meeting and Edgar kindly informed me of a case in Nottingham where it has been determined that it is not possible to claim a footpath over a level crossing because the Network Rail are basically allowing a permissive use over their private property.

2017.3 *I have previously stated that there is not a definitive footpath crossing the line but it is only possible to stop up a highway (footpath) if there were a safety issue. In this case the issue is the* ***disturbance*** *that the safety measures causes.*

2017.4 At a meeting on site, I made Network Rail aware of this case and having looked at the 3 alternative crossings within 550 metres, 2 overbridges and one underbridge all on definitive rights of way and I am of the view that this crossing is not necessary. The screen print below shows Bridleway 6 Mossley which crosses Wright Mill Bridge. See **Appendix 2017.**

2017.5 As a result of the meeting Network Rail are to get a legal view but are minded to proceed with a closure. However, they would like a letter from the Highway Authority confirming their views

2017.6 I write to ask for your views of a closure proposal for this level crossing. I would be happy to discuss this matter further and can meet you on site if necessary.

Regards

Steve Palk
Senior Traffic Engineer, Traffic & Network Management

Appendix 2017.1

Appendix 2017.2

Hello Royce

10th April 2017

2017.7 I do not see any errors in this appraisal. To help with the discussion I have attached a couple of maps. I have still not received any contact with Network Rail so to date I do not know their proposals. However, I consider these discussions will be helpful.

2017.8 I have looked in some detail at the possibility of diverting using Footpath 244 Saddleworth and attach some photographs. I initially thought there should be a path created parallel to the railway connecting Moorgate to Footpath 244 but looking at the map there is a useful off road path on the towpath which only involves a short section by the bus layby on High Street.

2017.9 Currently Footpath 244 is in a very poor state of repair because of erosion in the recent storms. The main problem with this footpath is the steepness which at the Ladcastle Road end is dealt with by steps. If it were to be used I consider that it should be more accessible for the less mobile which would require ramps and consequently land purchase.

Steve Palk
Senior Traffic Engineer, Traffic & Network Management

From: Royce [mailto:royce.franklin1@btinternet.com]
Sent: 11 April 2017 10:22
To: Steve Palk
Subject: FW: rail crossing closure

Steve,

2017.19 I should be grateful if you would kindly look at the attached papers forwarded to you from john Walton. Please make any observations on the paper you feel appropriate. I also attach a short draft paper I am preparing for the Greenfield Rail Action Group meeting to be held on Tuesday 11th April. in my paper I suspect there may be certain facts which are wrong. Please correct them as necessary. I shall try to ring you tomorrow morning Monday 10th April. John Walton is concerned from the Ramblers' Association as you probably know. As I understand it Tameside have done a survey of numbers using the crossings and consequently the need but Oldham has no similar plans.
Regards Royce

From: john@jvwalton.plus.com [mailto:john@jvwalton.plus.com]
Sent: Sunday, October 16, 2016 3:57 PM
To: Royce Franklin

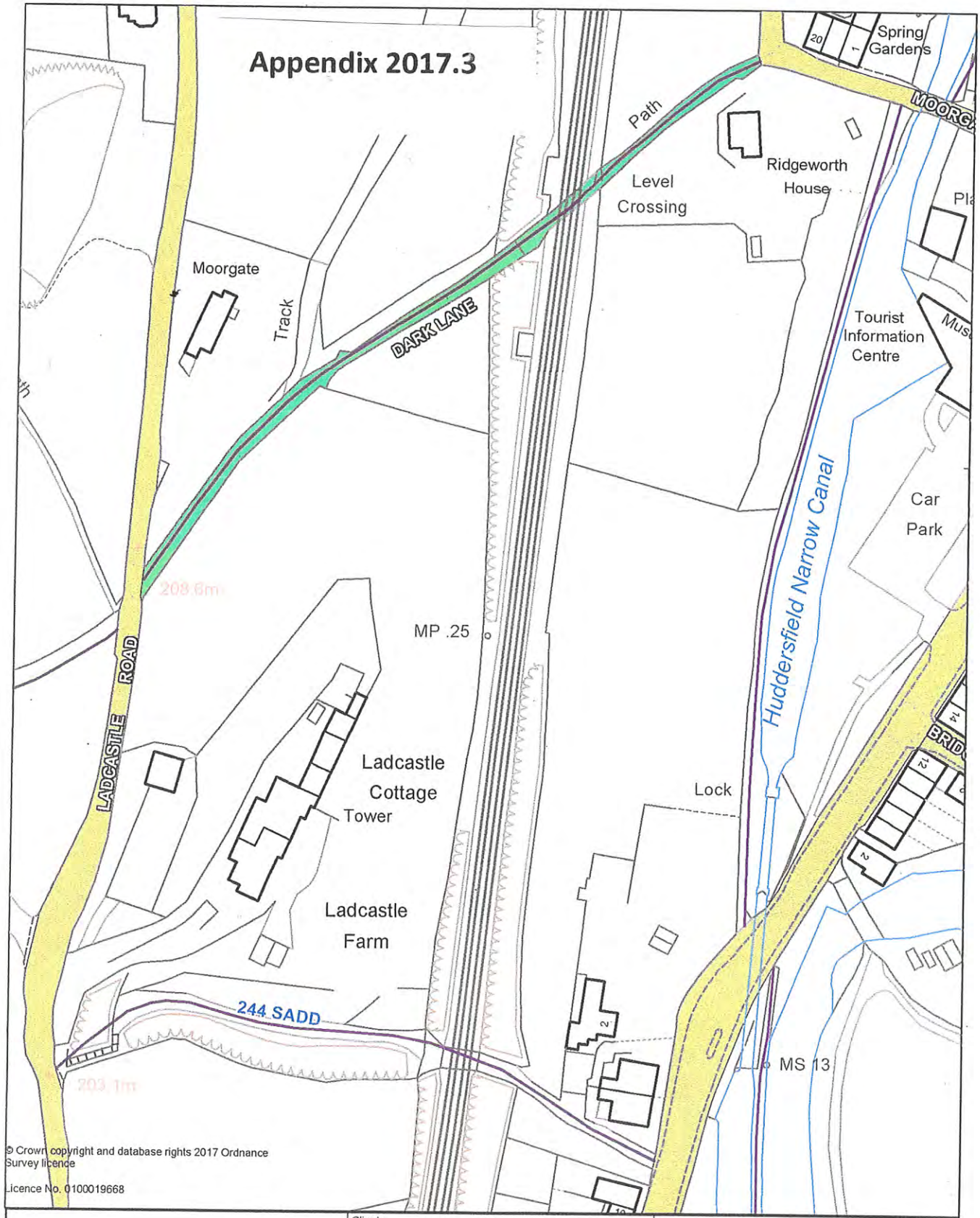
Subject: rail crossing closure

Royce

Please find enclosed my thoughts on the proposed level crossing in Uppermill on footpath 209. Also, definitive maps 6.11 and 11.3. I have copied in John Fordham who looks after the 300 or so paths in Saddleworth.

John

Appendix 2017.2



Unitypartnership

HIGHWAYS & ENGINEERING
Henshaw House, Cheapside, Oldham OL1 1NY

Client	Oldham MBC		
Project			
Drawn by	sjp	Date 11/04/2017	Purpose of issue information
Checked by		Date	Scale at A4 size
Approved by		Date	1 : 1250

Title: Moorgate Level Crossing
Uppermill

Drawing No.

Rev.

Appendix 2017.3

Appendix 2021.5

Diversity Impact Assessment (DIA)

Project: Moorgate Halt level crossing

Date – 19th Feb 2021

This 34 page document has many references to a stepped footbridge but no mention of the level crossing being closed. The pages where a footbridge is mentioned is as follows:

Page 6 – para 1 – Replace the level crossing with a grade separated **stepped footbridge** to provide a safe route across the railway corridor for pedestrians.

Page 10 – para 6 – A **stepped footbridge** will improve safety of the of the crossing through its construction in terms of pedestrian accidents and access.

Page 22 – Para 1 – The overall impact ..... of a **new footbridge**..... PROW.

Page 22 – Para 2 – If the level crossing ..... location. The **proposed bridge** ... the crossing.

Page 22 – Para 4 – It should be noted ..... install a **new footbridge** ..... on the route.

Page 22 – Para 5 – Construction planning ..... during the installation of the **new bridge**.

Page 24 – Para 1 – **Footbridge** planned to provide a safe route across the rail corridor.

Page 26 – Para 2 – As part of the ..... replaced with a **new pedestrian footbridge** .... PROW.

Page 26 – Para 3 – The **new footbridge** ..... re control in April 2024. *I bit behind!*

Page 27 **– Replacement of Moorgate level crossing with footbridge**

Page 27 - Para 1 – Due to the poor **..... a new footbridge** .... PROW.

Page 27 - Para 2 – There are short term .... **The stepped footbridge** ..... ramped solution.

Proposed times of construction

It then goes onto proposed times of construction commencing on the 1st Sept 2022 until week 8 - 20th May 2023. There are 21 individual times ranging from 52 hours generally to 26 days blockade to mid-week nights.

I would assume this is for a bog standard footbridge

Overall 9 months. See page 26.

Appendix 2021.5

Appendix 2023.1

The Department for Transport's Policy Paper

They said:

"Now that the economy has reopened and road usage is back to pre-pandemic levels, we cannot afford to lose those active travellers. This second cycling and walking investment strategy (CWIS2) **reaffirms our commitment to making walking, wheeling and cycling the natural choices for millions more journeys.** Active travel is good for the environment, our economy and public health. It's emission-free, which reduces toxins in our air and makes our towns and cities nicer places to live. It eases congestion, which is a drag on our economy. And it makes us healthier, helping to keep us fit and preventing thousands of premature deaths from physical inactivity and poor air quality while saving our NHS billions of pounds each year. It's one of the best return on investment decisions governments can make, which is why this government has committed an unprecedented £2 billion of funding for active travel over 5 years."

That was in the Foreword to the Department for Transport's Policy Paper *The second cycling and walking investment strategy* (CWIS2), updated 10 March 2023, see https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2#section2

As regards path 244, such a diversion is therefore counter to the Government's intention to get more people walking. It was only last year, March 2023, when the Department for Transport re-stated this objective. They said:

"Now that the economy has reopened and road usage is back to pre-pandemic levels, we cannot afford to lose those active travellers. This second cycling and walking investment strategy (CWIS2) **reaffirms our commitment to making walking, wheeling and cycling the natural choices for millions more journeys.** Active travel is good for the environment, our economy and public health. It's emission-free, which reduces toxins in our air and makes our towns and cities nicer places to live. It eases congestion, which is a drag on our economy. And it makes us healthier, helping to keep us fit and preventing thousands of premature deaths from physical inactivity and poor air quality while saving our NHS billions of pounds each year. It's one of the best return on investment decisions governments can make, which is why this government has committed an unprecedented £2 billion of funding for active travel over 5 years."

Den Lane, which is narrow and has no footway, and more road-walking (albeit with a footway) for 60 metres on or beside the A670, which completes lacks the scenic attraction and tranquillity afforded by footpath 209. It is hard to see how on any sensible view an Inspector can properly applying the law to decide that it would be expedient to confirm an order. The Ramblers remind the Council that much (if not all) of the cost of a public inquiry will fall on the council-tax payers.

The prudent thing to do would be to consider the interests of users of the path, and the Council's budget, and decline to make an order.

Appendix 2023.2

Comments re the Inequality Act - Comparison to path 209 and 244

In the Network Rail Impact Risk Assessment Report dated 2nd Feb 2023 it mentions **Vulnerability** 11 times and a gives a definition:

Vulnerable level crossing users can be defined as people who, when compared with typical users: are likely to take an extended time to traverse due to disability or distraction; and/or might be at greater risk of harm due to their perception of risk. ***Types of vulnerable users:*** *Vulnerable users can include but are not limited to: People with physical and/or mental disabilities or other impairments; incl. those using mobility scooters. Young children; unaccompanied or in groups. Elderly people. Dog walkers. Cyclists, e.g., where known not to dismount and considered 'at risk'. People carrying heavy bags or large objects, with pushchairs etc. Non-English language speakers, e.g., migrant workers.*

It seems to me that path 209 is ideally suited for the multitude of people mentioned above. The path is wide, safe and has a slight slope but not as steep as mentioned in the NR photos

I have taken my own set of photos which shows that 209 which can be seen on **Appendix 2023.3.** Going down.

In 4.2

It says that the crossing receives a high volume of usage and is used as an access into the centre of Uppermill for many. This usage includes a higher than usual of ***vulnerable users!***

- Again, that word creeps in.

In 7.2.1

Network Rail uses a minimum of nine days when carrying out a census of use at level crossings. The most recent NRA used a census over 11 days (25/03/2022 – 04/04/2022) whereby a total of 434 pedestrian movements across the Crossing was recorded. ***High level data from the census counted:***

Adding all the groups together it comes to 531 with almost 50 per day and in the months of March and April. It could be even higher in the summer months.

Compare the alternative route down path 244

I have taken a number of photos of path 244 and they can be seen on **Appendix 2023.4 (down) and 2023.5 (up).** They show the state of this steep path from Ladcastle Road to Oldham Road. **Think of vulnerable people using this path even with improvements suggested by:**

- Steve Palk OMBC ROW Officer in April 2017

I initially thought there should be a path created parallel to the railway connecting Moorgate to Footpath 244 but looking at the map there is a useful off road path on the towpath which only involves a short road section by the bus layby on High Street.

Currently Footpath 244 is in a very poor state of repair because of erosion in the recent storms. The main problem with this footpath is the **steepness** which at the Ladcastle Road end is dealt with by steps. If it were to be used, I consider that it should be more **accessible for the less mobile which would require ramps and consequently land purchase.**

- In May 2023 Liam Kennedy emailed me with:

Network Rail have provisionally offered to make improvements to FP244 SADD as listed below;

- Resetting of the steps at the top end of FP 244 SADD.
- Installation of a hand rail at the top of the steps (1/2 handrails to be agreed at a later date) at the top end of FP 244 SADD.
- **Erection of a sign warning people to use a sideways descent** (wording to be agreed), near the top end of FP 244 SADD.
- General vegetation clearance along proposed alternative route.

It seems that the two ROW officers are in agreement that major improvements to path 244 and even land purchase are to be implemented and **even signage for the less able.**

It seems to me that the use of path 244 is certainly not a pleasant experience for the many vulnerable people mentioned in the Network Rail Risk Assessment Report and therefore it is imperative for NR to put in a suitable footbridge over the line of 209 even at a cost of £1.2 million.

9.3.2

The diversionary length is very short at 440m and uses existing public footpath routes 244 and 76.

What you have missed completely is the dangerous state of 244 even with some improvements and it would be dangerous for many of the vulnerable people mention in the 11 day survey. Further more where 244 exits onto the main road there is minimal pavement for a good length until it gets to 76, the canal towpath.

Furthermore the NR report mentions dog walkers and the trend these day is is for smallish dogs and many dog walkers have more then one dog, two and even 3 at times. So, it would mean that the dog walker would have to carry the pet and hold onto the hand rail as the tiny pup could not negotiate many of the steep steps.

The entrance to 244 from Ladcastle Road is a bit off putting as can be seen from **Photo 244.2d. on Appendix 2023.4.** Likewise, the entrance to 244 from Oldham Road where there is hardly any footway and then the entrance between numbers 6 and 8 Oldham Road can be a little off putting for vulnerable people and it does not give them the confidence and will turn back and not venture at all.

Now looking at the state of 244, it has flights of steep steps and dangerous steep steps coupled with tree roots and uneven surface which could be dangerous especially in the

Appendix 2023.3 – 10 Photos of path 209 Saddleworth taken in Dec 2016 by John Walton



1 – Top of Moorgate Road which turns sharp right.



2 – Half way up 209. There was a PA for large detached house to the right. It was turned down and went to appeal, but do not know the outcome.



3 – Gate at top of 209 with rail line behind.



4 – Detail of gate but not sure of the wording on green plate.



5 – Short holding path alongside the rail line.



6 – At the end of the holding path with level crossing to the right. The STOP, LOOK, LISTEN sign obscures the train coming from the south.



7 – Taken from behind the sign on photo 6. Site lines very good (400m to 500m) but would have to measure the time for a train to get from the end to this spot.



8 – Level crossing, again measure the time to get across in secs.



9 – Taken from behind the sign on photo 6. Site lines very good (500m to 600m) but would have to measure the time for a train to get from the end to this spot.



10 – At the other side of level crossing showing the continuation of 209.



11 – Bit further up 209. Note fallen tree across the path, but during my visit the path was passable.



12 – Looking back to the rail line from photo 11.



13 – Bit further up 209.



14 – Looking back down 209 to the fallen tree.



15 – There is a track to the left becoming wider and looking on the def map it is a connection to the Den Quarries, now disused. It is well walked but not sure if you can get out at the other end.



16 – Almost at the end of 209 close to Ladcastle Road.



17 – Track as described in Photo 15.



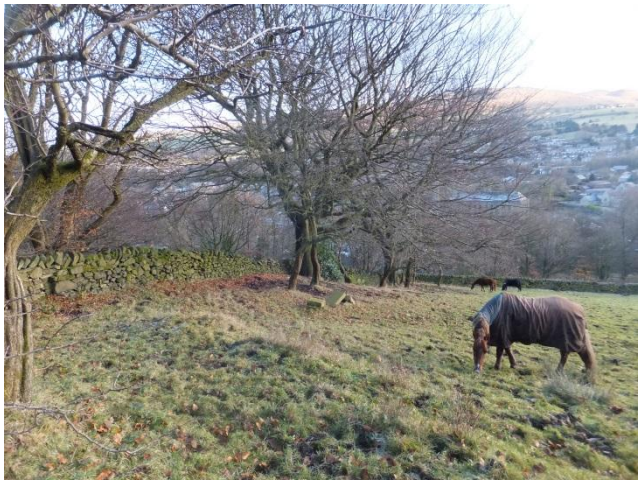
18 – The track shown in photo 17 now much wider. Looks like bikers are using it.



18 – Opposite the track to Den Quarries there is a stile off 209 and the field shown on photo 19 could be used as a base for a possible footbridge if Network Rail close the crossing.



19 – Field on the other side of the stile above.



20 – Field as above with path 209 to the left.



21 – Field with path 209 to the right.

APPENDIX B



Existing level crossing

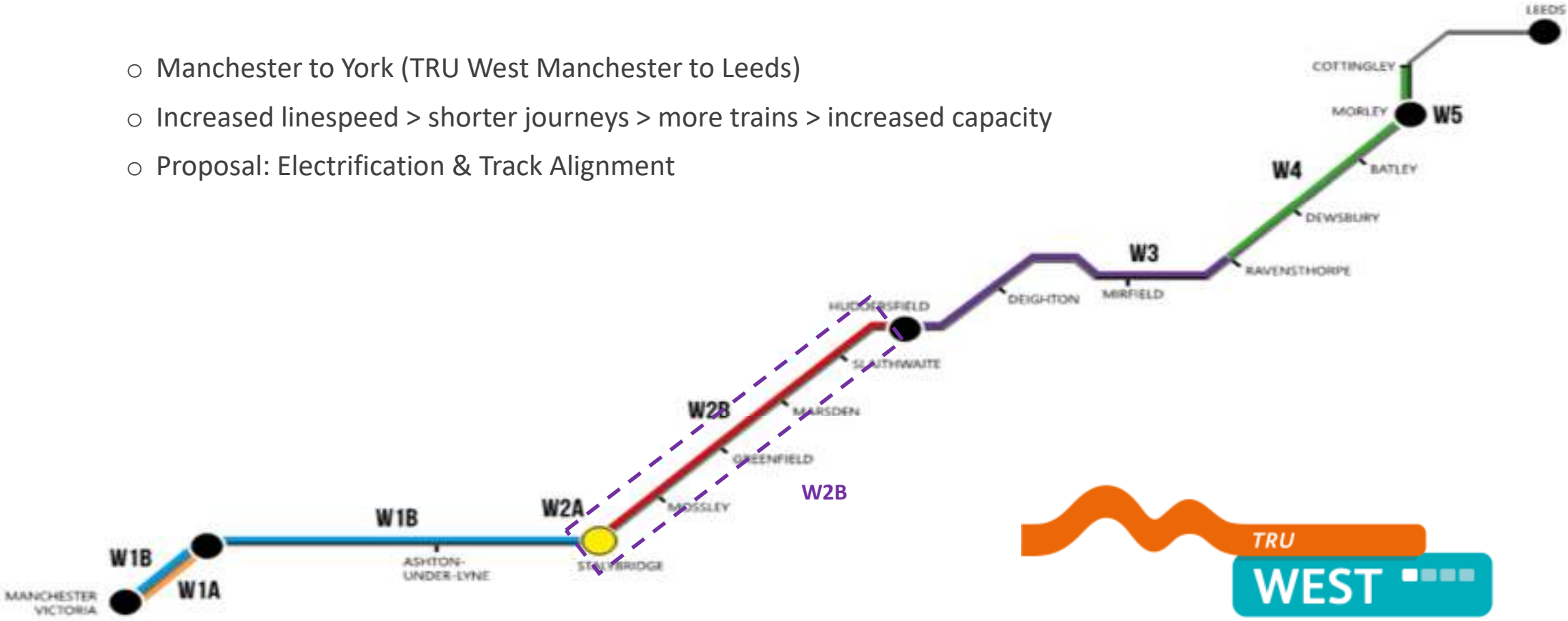


PROJECT W2B

Strategic Proposal for use of FRP footbridges in W2B

Location

- Manchester to York (TRU West Manchester to Leeds)
- Increased linespeed > shorter journeys > more trains > increased capacity
- Proposal: Electrification & Track Alignment



W2B Footbridge Reconstructions

- 1No. Level Crossing Replacement Footbridge (Moorgate)
- 3No. Station Foobridge Replacements (Mossley, Greenfield, Marsden)
- 3No. Footbridge Reconstructions

7no. Footbridge in Total (5No. LNW, 2No. LNE)

Driver for FRP Footbridges in W2B

- Difficult to access site for crane and piling/substructure installation – Lightweight FRP superstructure reduce substructure and crane size
- Electrification – Eliminate need to maintain over electrified railway
- Electrification – Eliminate need to bond over railway
- Opportunity to provide value in design/construction by rationalising design – 7No. Footbridge sites on W2B with an opportunity to make a strategic decision
- Heritage Site – FRP allows heritage aesthetic to be maintained without need to use steelwork
- Rural location – Limited risk for vandalism

MVL3/10a Footbridge

Driver for Reconstruction – Insufficient headroom for Electrification



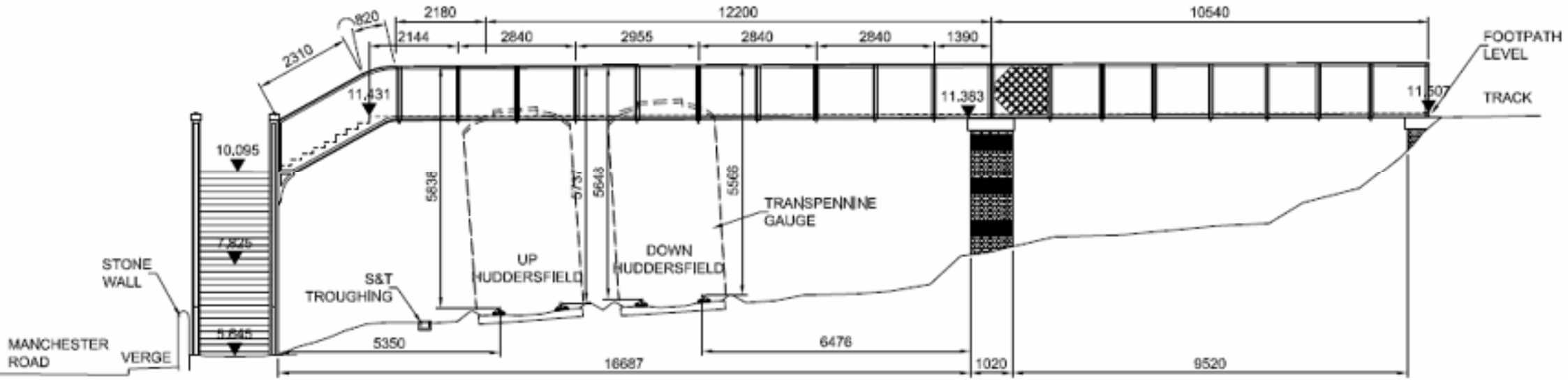




MVL3/10a Footbridge

- Site Specific Drivers for FRP
  - Potential to remove central pier for single span
  - Limited Crane access (Nominal space on adjacent Manchester road)
  - Maintain heritage aesthetic of original structure





MVL3/14 Mossley Station Footbridge

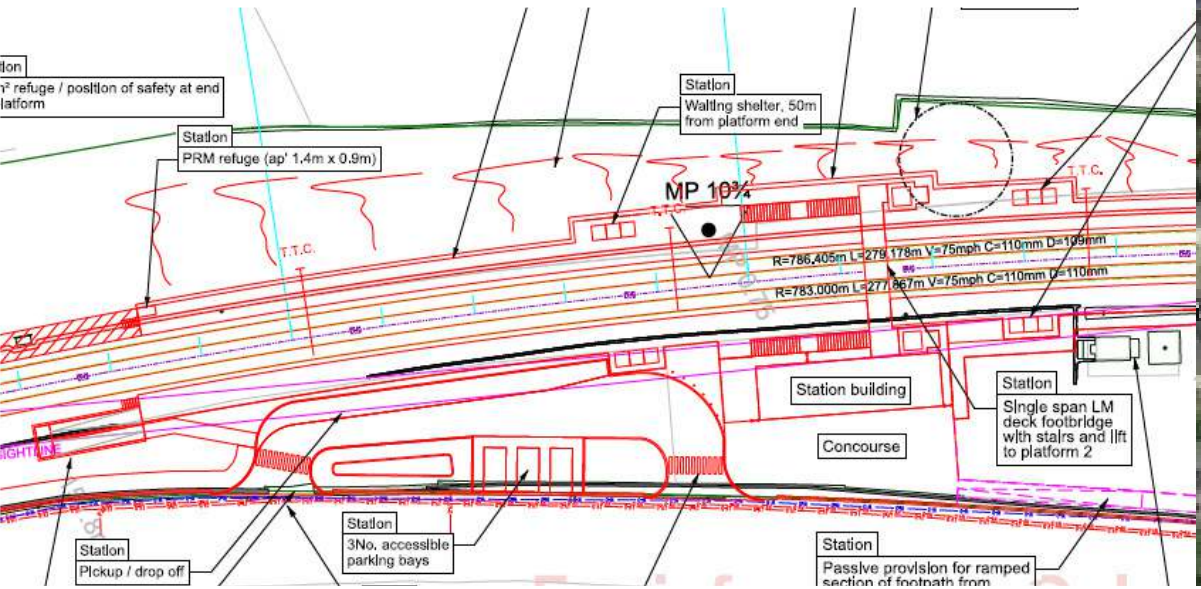
Driver for Reconstruction – Station to be relocated



MVL3/14 Mossley Station Footbridge

- Site Specific Drivers for FRP
  - Limited large capacity crane access for new station footbridge
  - Minimise substructure works to maximise extent of new station build in advance of major blockade
  - Maintain heritage aesthetic of original structure
  - Opportunity to standardise FRP station footbridge for Mossley/Greenfield & Marsden







MVL3/18 Footbridge

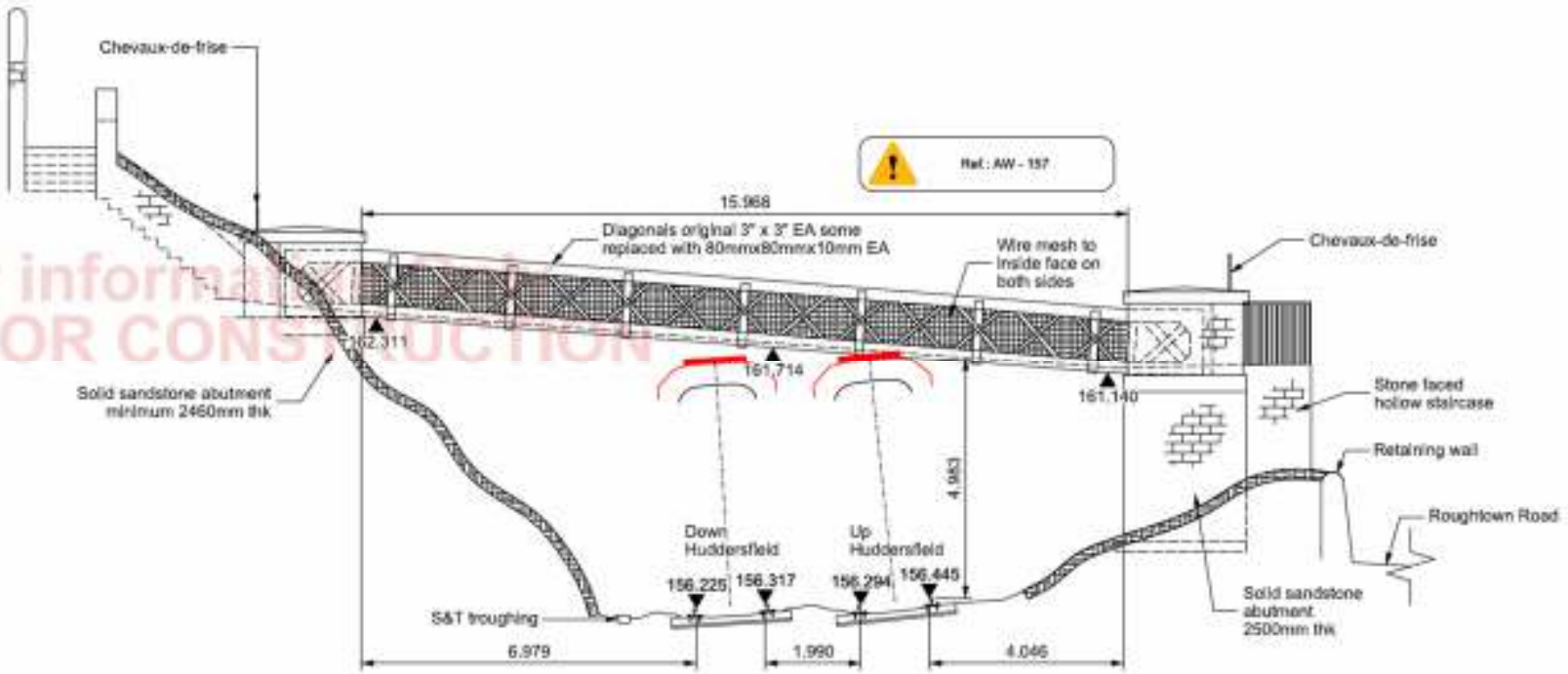






MVL3/18 Footbridge

- Site Specific Drivers for FRP
  - Only access for crane is from the track
  - Maintain heritage aesthetic of original structure
  - Difficult to access location. Minimise future maintenance requirements



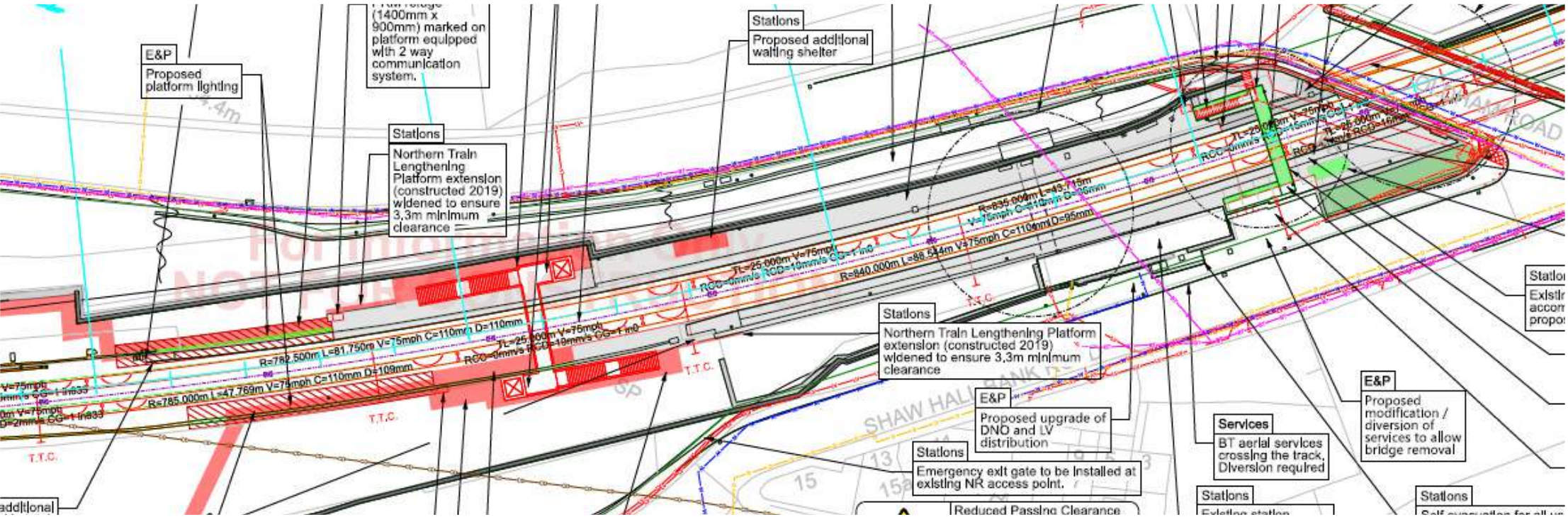
MVL3/27a Greenfield Station Footbridge

Driver for Reconstruction – Insufficient headroom for Electrification



MVL3/27a Greenfield Station Footbridge

- Site Specific Drivers for FRP
  - Only access for crane is from the track
  - Maintain heritage aesthetic of original structure
  - Opportunity to standardise FRP station footbridge for Mossley/Greenfield & Marsden



MVL3/- Moorgate LX



Moorgate Level Crossing Replacement

- Site Specific Drivers for FRP
  - Only access for crane is from the track
  - Maintain heritage aesthetic of Saddleworth Area
  - Difficult to access location. Minimise future maintenance requirements





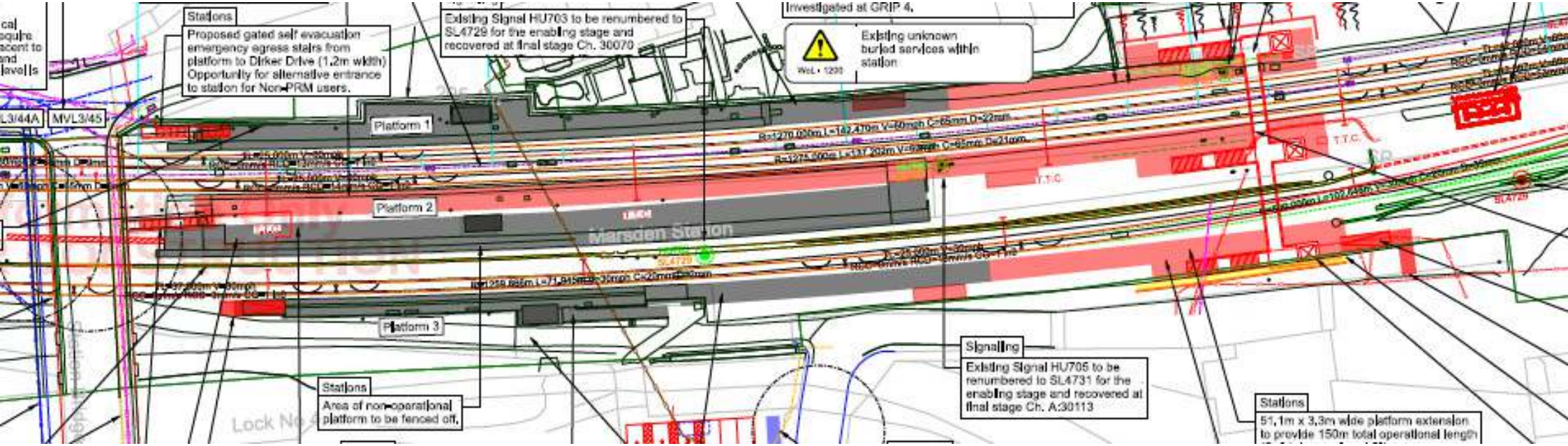
(New) Marsden Station Footbridge





(New) Marsden Station Footbridge

- Site Specific Drivers for FRP
  - Only access for crane is from the track
  - Maintain heritage aesthetic of original structure
  - Opportunity to standardise FRP station footbridge for Mossley/Greenfield & Marsden




MVL3/68
Lockwood

MVL3/68 Lockwood

- Site Specific Drivers for FRP
  - Only access for crane is from the track
  - Difficult to access location. Minimise future maintenance requirements
  - Opportunity to remove central pier and use single span footbridge





TAZIKER

Infrastructure | Access | Engineering | Industrial

The Legacy FRP Footbridge and
The Legacy AFA Footbridge with Modular Lift Units



Engineering Today, Protecting Tomorrow



Trust Taziker – Engineering Today, Protecting Tomorrow

With over 50 years operating within the Infrastructure industry, we have expanded our service capabilities to build a reputation as one of the leading multi-disciplinary engineering specialists in the UK.

We operate across a variety of sectors, with Taziker offering a self-delivery capability, through our in-house team.



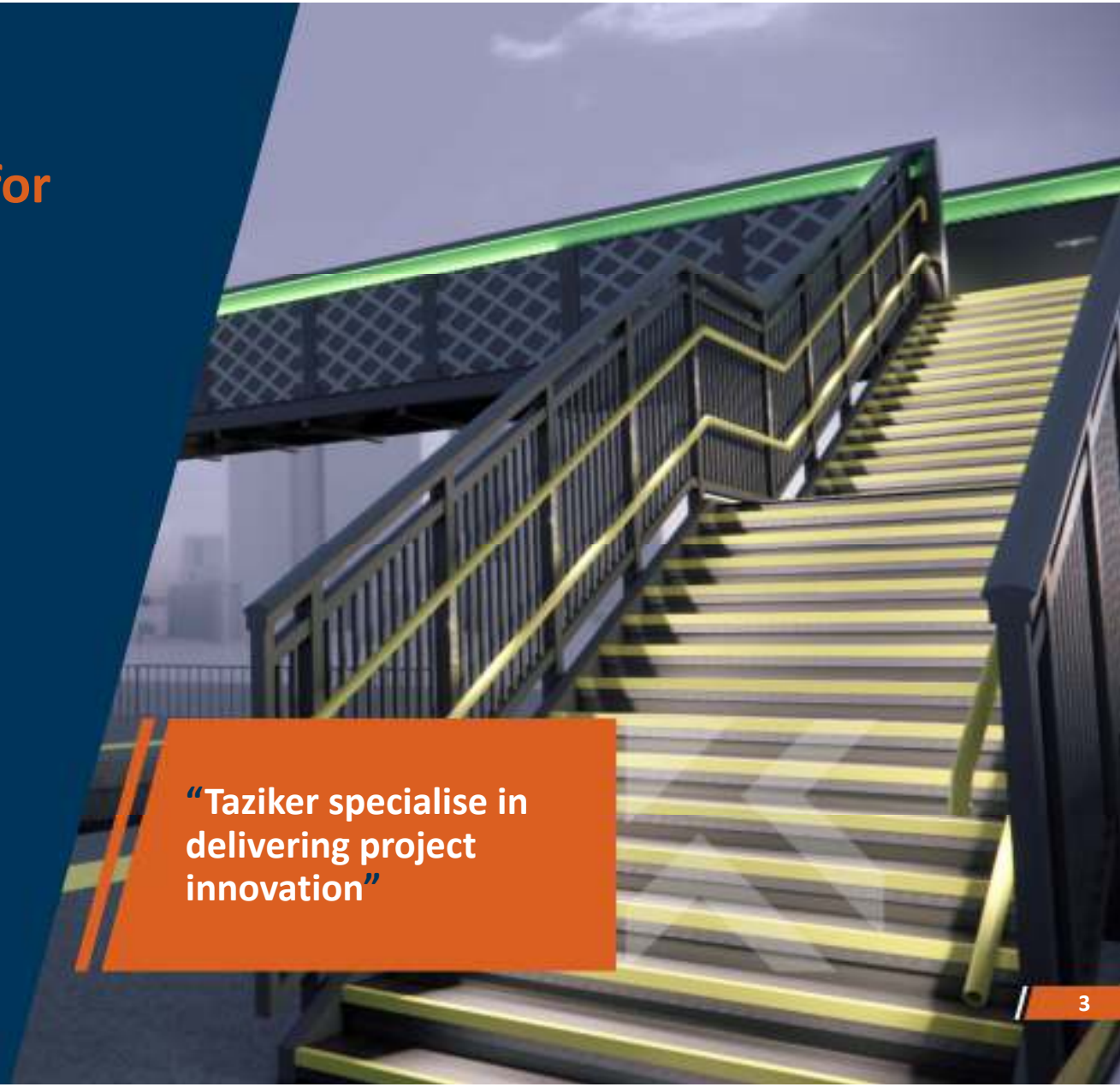
The Solution:

Taziker has engineered The FRP footbridge that is specifically designed for replacing the pedestrian crossings in remote locations

We have also designed The AFA
FRP Footbridges that provide Access for All at Stations

The Legacy FRP footbridge meets all the requirements for an affordable, deliverable footbridge for the UK rail network.

- Cost-effective
- Flexible, modular design
- Off site Modular Construction
- Quick to install in just days
- Environmentally sustainable
- Long lasting with low maintenance
- A traditional aesthetic
- Non-conductive for use with OLE
- Also available as an AFA footbridge with easy to install modular lift units
- All RAL colour combinations are available



“Taziker specialise in delivering project innovation”



The Legacy FRP Footbridge…

cuts manufacturing costs

We use the latest design technology to cut manufacturing times

Sections can be mass-produced using CNC Machines, cost-effectively to consistently high standards

Lifts can be manufactured and delivered to site as complete modules ready for rapid installation

The Legacy FRP Footbridge…

saves time and money on installation

- **Simplified foundation design** – due to significantly reduced weight.
- **Easy delivery** – with pre-assembled sections and modular lift units delivered by road and rail
- **Rapid deployment** – foundations in 3-4 days, installation in one weekend
- **Modular lift units** – Plug and Play modular lift units can be installed in a fraction of the normal time

Costs are cut across the installation with:

- No extensive site compounds
- No installation of access roads
- Reduced need for power and facilities on site
- No need to reinstate the site
- Concrete-free foundations don’t require wet trades



The Legacy FRP Footbridge…

means less passenger disruption

- Foundations can be installed outside of ROTR possessions, during normal working hours behind barriers
- A Standard single span Legacy footbridge can be installed within a single ROTR weekend possession.
- Plug and play lift can be added within a second ROTR weekend possession (with an extra day for foundations).

“Easy and efficient Installation”





The Legacy FRP Footbridge…

is sustainable

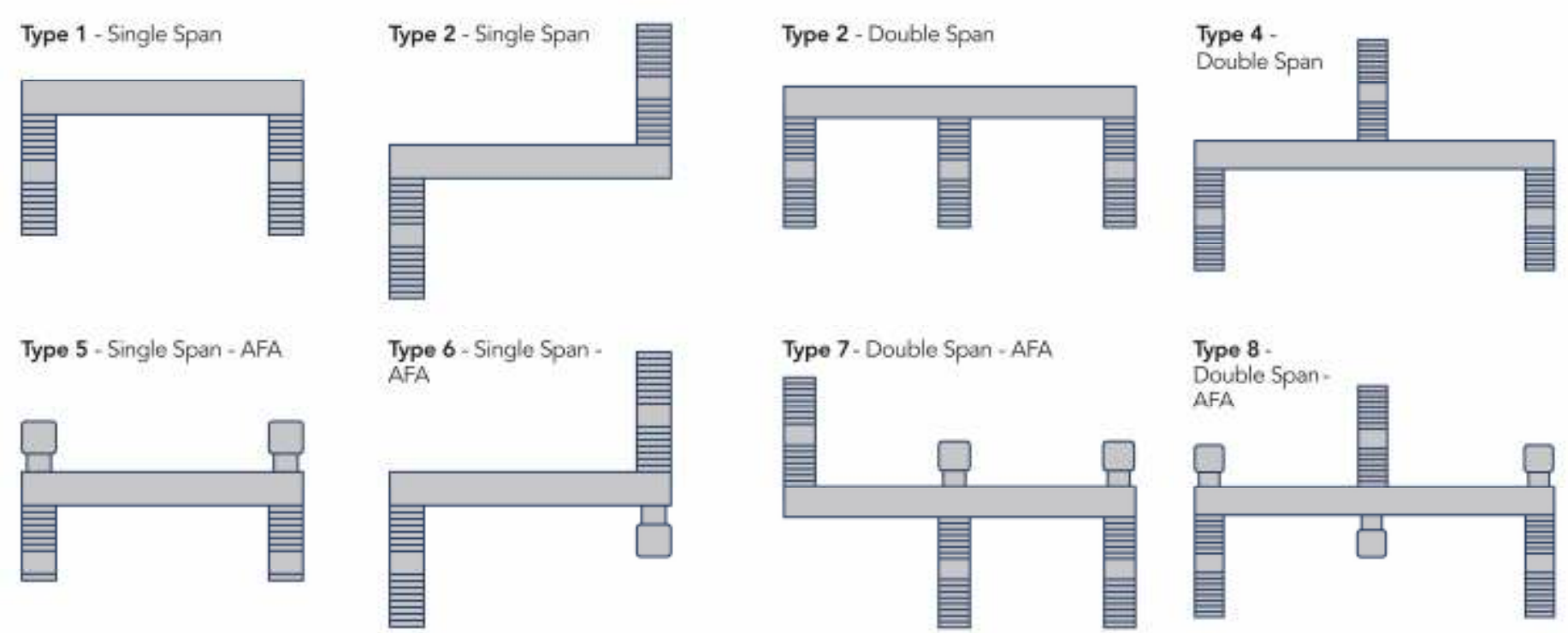
FRP Footbridges have a 58% lower carbon footprint than similar concrete or steel bridges.

The Legacy FRP footbridge helps Network Rail meets its sustainability targets:

- **Lightweight** – reducing transportation emissions
- **UK sourced materials** – further reducing transportation emissions
- **Low waste** – little waste generated during production, virtually none on site
- **Stronger structures** - saving resources
- **Resistance** – resists corrosion, rot, mildew, mold, insects
- **Concrete-free** – innovative foundation solutions
- **Minimal site set up** – reduces the impact on the local environment
- **Maintenance** - Minimal Maintenance required

The Legacy FRP Footbridge fits any location

Two design ranges allow for 12m to 20m spans and 21m to 35m spans



The Legacy FRP Footbridge design allows flexibility and practically to suit all locations. Options are available with or without roofs.

The Legacy FRP Footbridge…

is built to last

- A 100-year structural design life, and covered with an advanced protective coating system
- Both the structure and the coating have been extensively tested to demonstrate their enduring performance



“Fluoropolymer Paint System used around the World to provide added protection to FRP”



Protective Coating System 100-year coating design life

How do we achieve this?

Advanced Vitreflon700HB fluoropolymer paints by A&I Coatings

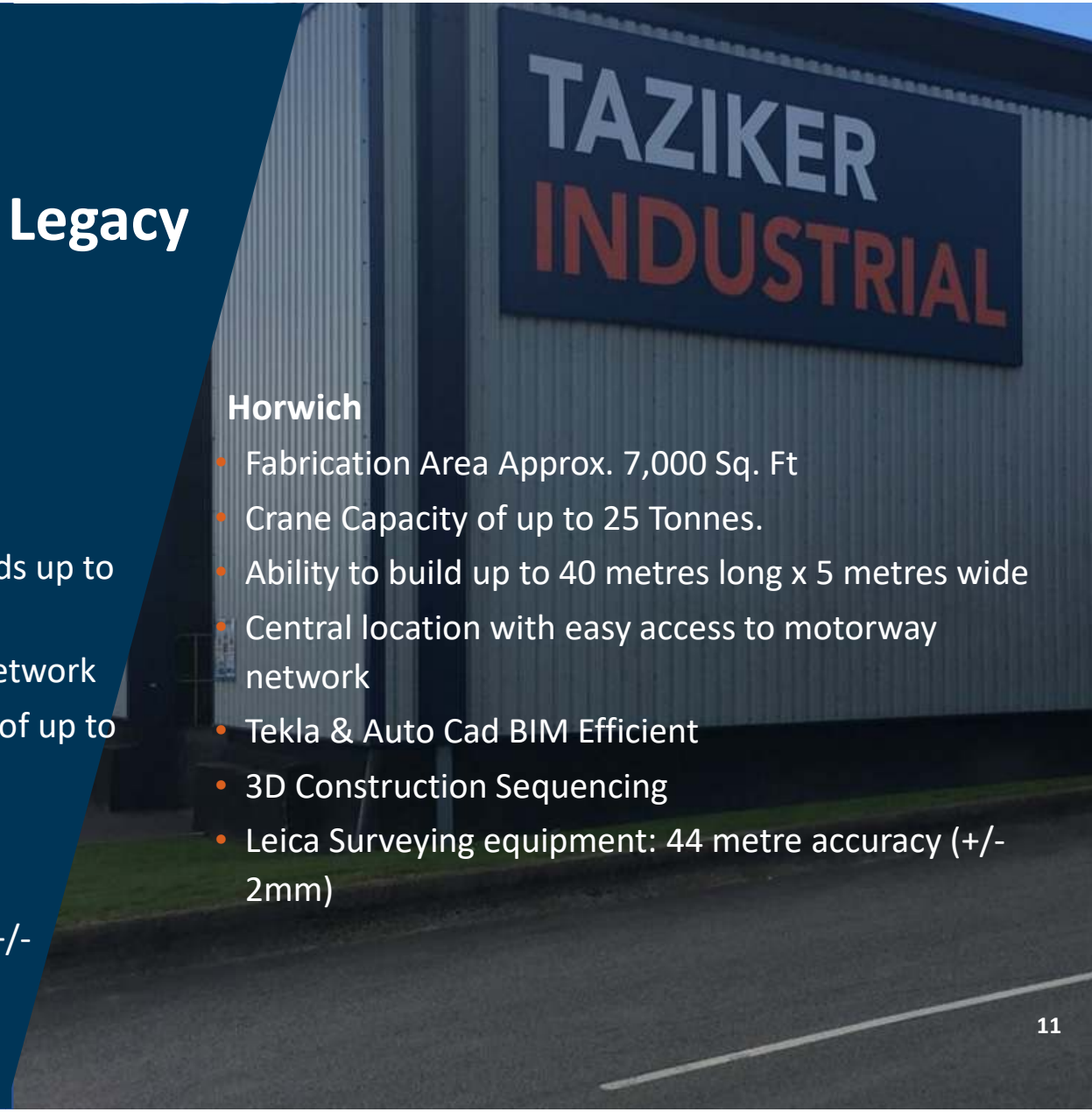
- Coating life expectancy: 100 years
- Manufacturer's Warranty Period: 40 years
- Confidence level on durability:
  - Case studies reflecting 35 years field service with Fluoropolymer Technology
  - 48,000 hrs accelerated weathering with UVB (equivalent to over 200 years' service exposure)
  - Adhesion testing, coating to substrate, after 21,000 hours accelerated weathering (equivalent to over 100 years' service exposure)

Our Fabrication Facilities

Where do we construct our Legacy Bridges?

Heywood

- Fabrication Area Approx. 50,000 Sq. Ft
- 8 Overhead cranes.
- 5 Fabrication bays with access and egress for loads up to 30 metres in length and 4-metres wide
- Central location with easy access to motorway network
- Capable of providing full trial assembly in-house of up to 60 metres
- Tekla & Auto Cad BIM Efficient
- 3D Construction Sequencing
- Leica Surveying equipment: 44 metre accuracy (+/- 2mm)



Horwich

- Fabrication Area Approx. 7,000 Sq. Ft
- Crane Capacity of up to 25 Tonnes.
- Ability to build up to 40 metres long x 5 metres wide
- Central location with easy access to motorway network
- Tekla & Auto Cad BIM Efficient
- 3D Construction Sequencing
- Leica Surveying equipment: 44 metre accuracy (+/- 2mm)

The Legacy FRP Footbridge…

never looks out of place, timeless design

- Can be designed to match the local environment
- Sympathetic styles help to achieve local community support
- Finishes can be used to create heritage-type structures
- Range of Architectural features, including lattice panels, available to blend seamlessly with existing structures and stations



Millom Footbridge



Strathbungo Footbridge



Settle Station Footbridge

The Legacy FRP Footbridge

Footbridge
13.5M Span with “Heritage” style Lattice Panels

Featuring level coping detail, vertical tubular infill parapets and double handrail to stairways.







The Legacy Triple Stairway FRP Footbridge

“Heritage” style

Lattice Panels to main span

FRP Footbridge with bridge span inclined coping detail and vertical tubular infill parapets to stairways





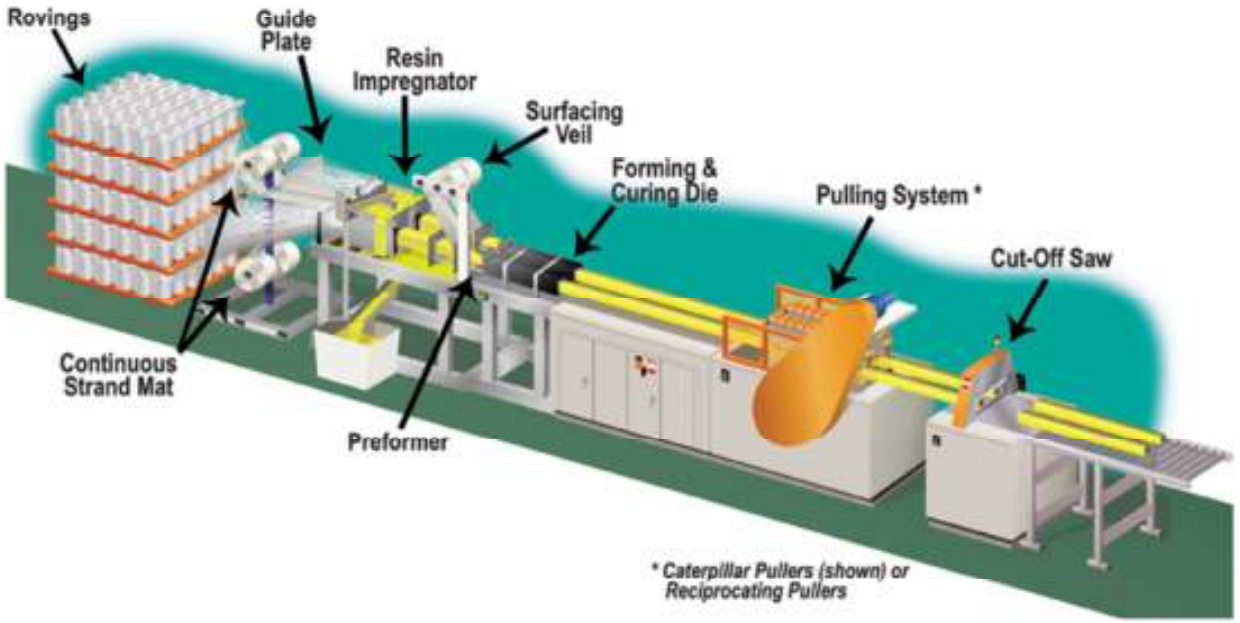


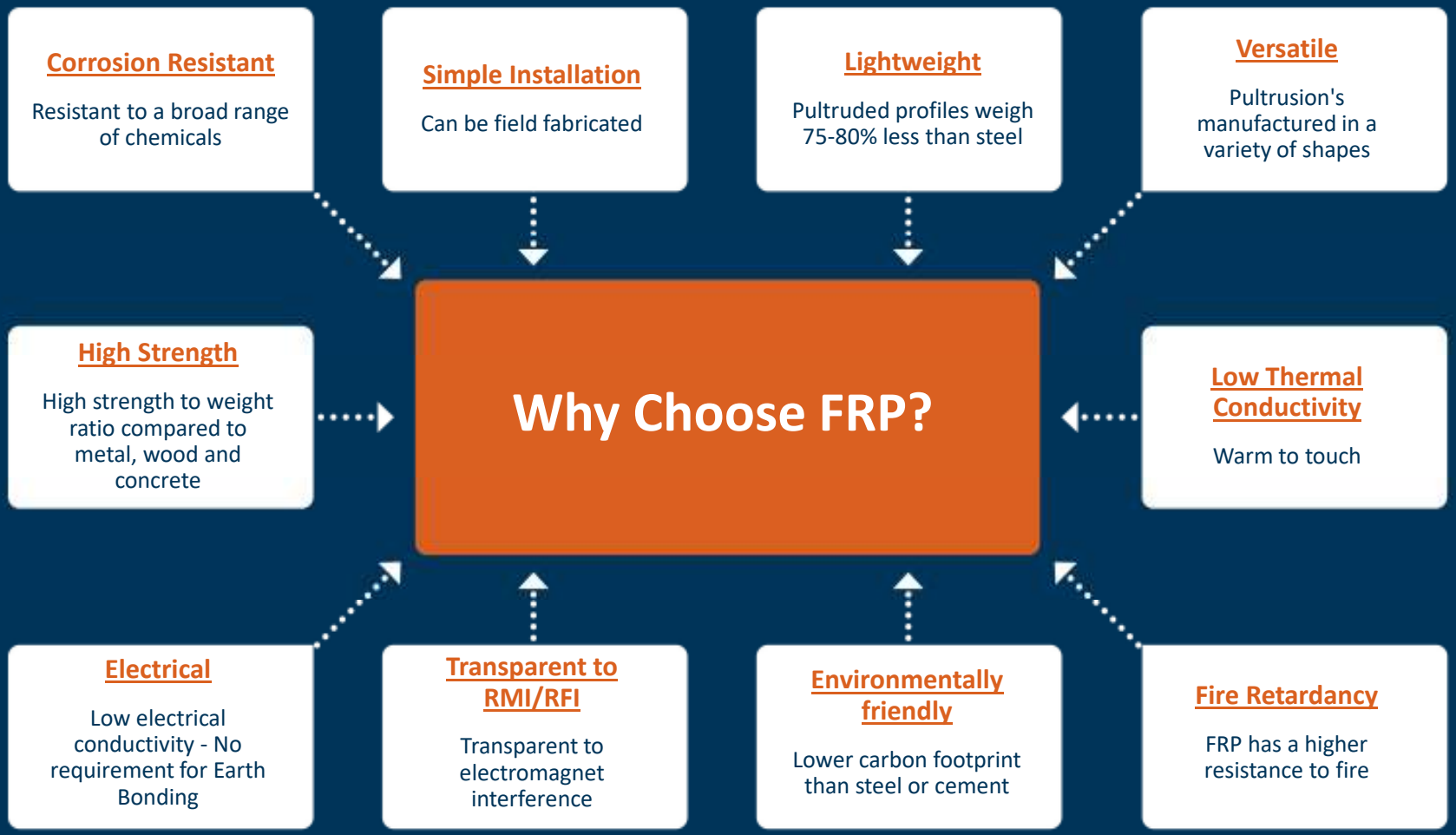
What is FRP?

FRP = Fibre Reinforced Polymer, a mix of fibres held together with a polymer resin.

Includes additives for UV protection and fire retardancy.

“The Legacy Footbridge” uses pultruded FRP with 60-70% glass to 30-40% resin for a very light but strong product.




Why Choose FRP?
Corrosion Resistant
Resistant to a broad range of chemicals
Simple Installation
Can be field fabricated
Lightweight
Pultruded profiles weigh 75-80% less than steel
Versatile
Pultrusion's manufactured in a variety of shapes
High Strength
High strength to weight ratio compared to metal, wood and concrete
Low Thermal Conductivity
Warm to touch
Electrical
Low electrical conductivity - No requirement for Earth Bonding
Transparent to RMI/RFI
Transparent to electromagnet interference
Environmentally friendly
Lower carbon footprint than steel or cement
Fire Retardancy
FRP has a higher resistance to fire

The Legacy FRP Footbridge:

Improving the existing solution

1: Single support column design

- Option for a single tubular support instead of traditional trestle
- Unclimbable and resilient to vandalism and accidental damage
- Suitable for all forms of micro pile foundations







RapidRoot Foundation Solution for the Tubular Post Support Design Option.



The Legacy FRP Footbridge:

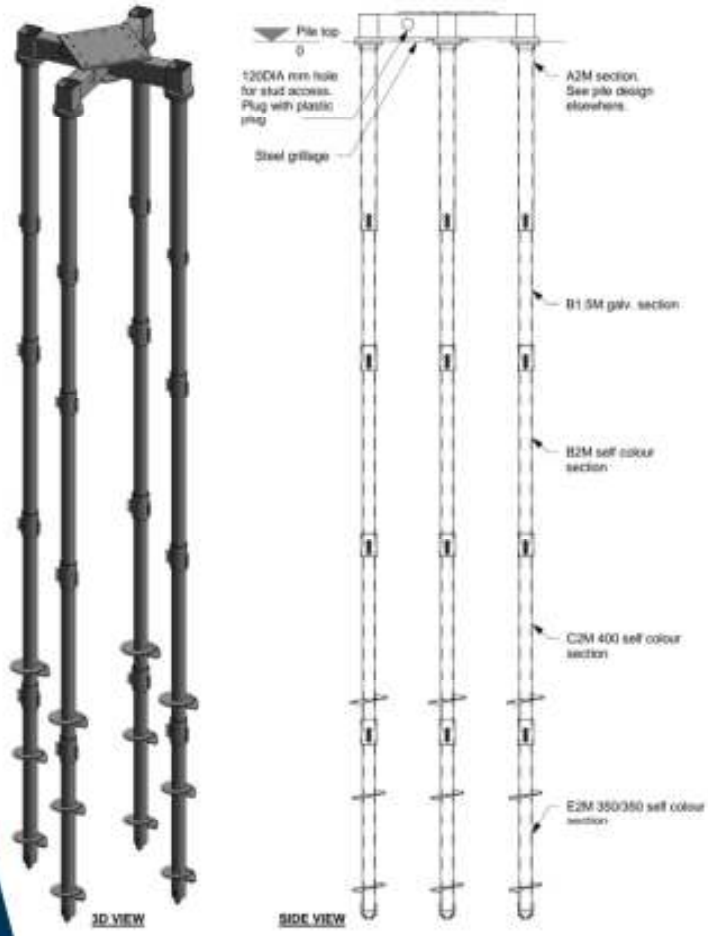
Micropile technology

2: Fast, cost effective foundations

- Concrete free foundations are quicker and easier to install
- Suitable for RapidRoot and Screwfast Helical Piles
- Can be installed behind Vortok Barriers during normal working hours
- Up to 80% faster to install with no weather delays and no curing time
- Up to 60% cheaper than concrete foundations



RapidRoot Foundation Solution for the Tubular Post Support Design Option.



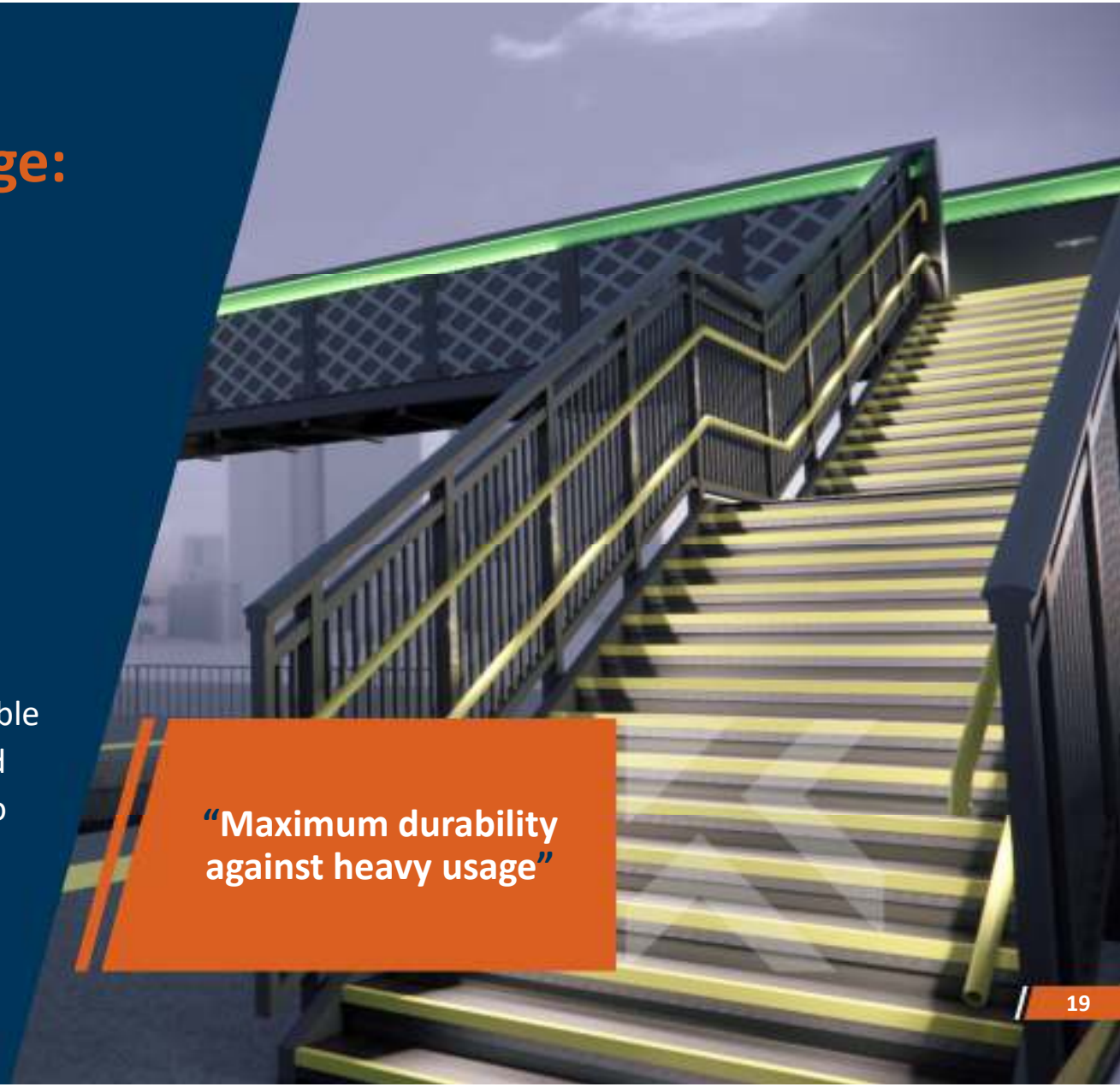
The Legacy FRP Footbridge:

Technical Innovations

3: Stair tread anti-slip surface

- All new, high-tech design
- Anti slip surface guaranteed for 30 years
- Impressive anti-slip performance
- Easy-clean, aesthetically pleasing
- BS 476 Class 1 Fire Resistant quality

The stair tread anti-slip surface utilises a double layer of fused aluminium oxide near diamond hard anti-slip aggregate and silicon carbide to ensure heavy durability against wear

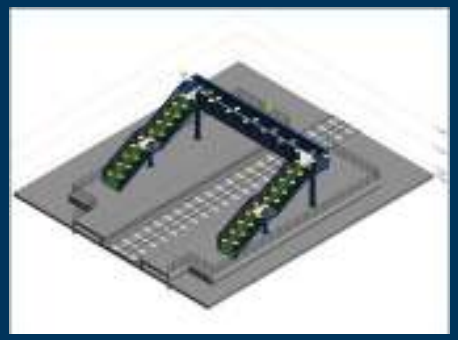


The Legacy FRP Footbridge:

Technical Innovations

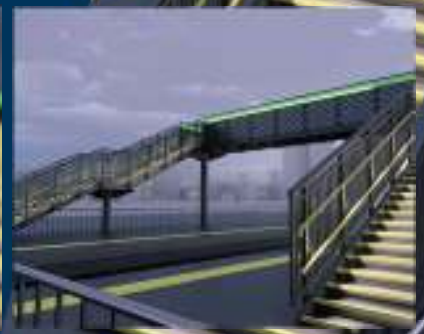
4: Safety lighting

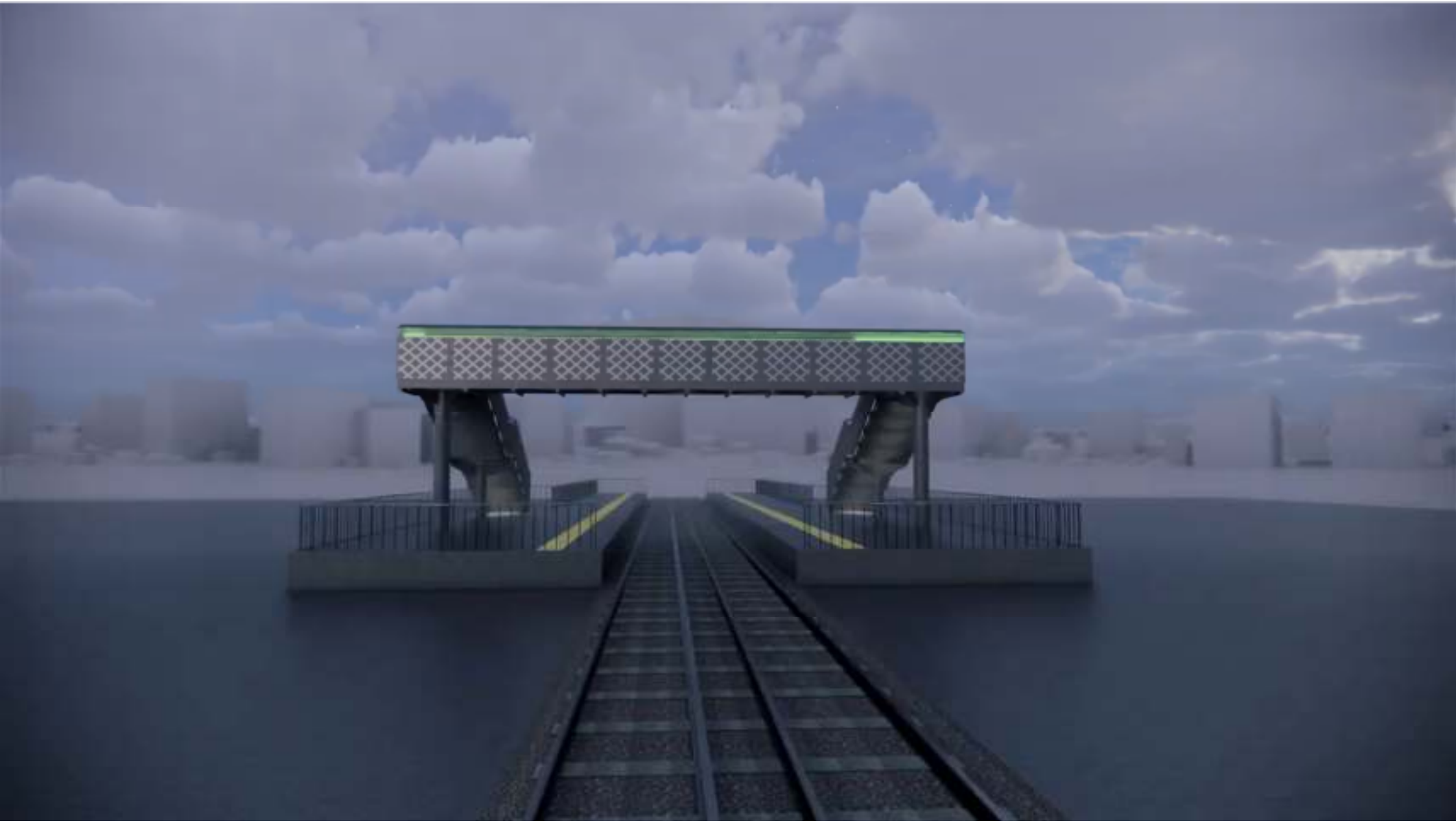
- Numerous lighting options available
- Solar and wind powered lighting for remote locations
- The discreet lighting is designed to achieve the required lighting levels whilst minimising light pollution
- All supplied and installed by Taziker's M&E division









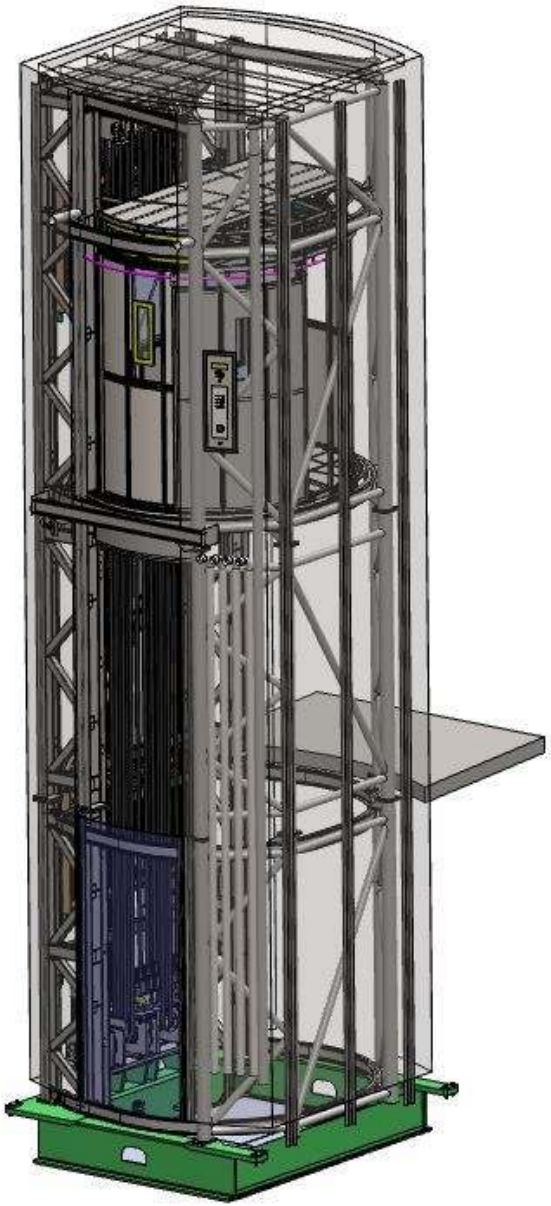


The Legacy AFA FRP Footbridge:

Technical Specification

5: Plug and play lift units

- Specifically designed for Network Rail
- Totally reliable – with redundant belt drive system and robust curved door
- Ready to install – pre-configured and factory tested
- Safely maintainable – from ground level, within the lift car or via video playback
- Fully trackable – with remote monitoring via dialup/mobile broadband connection



The Legacy AFA FRP Footbridge:

Access for All

The lift units are designed to provide easy access for all through a number of design features:

- 1.1m wide door opening
- 1.6m wide internal width to allow for wheelchair rotation when a through lift
- Large approved lift control buttons
- Intercom within the lift for emergencies
- Full light panel in the car roof
- Rain canopy





Prototype built and tested

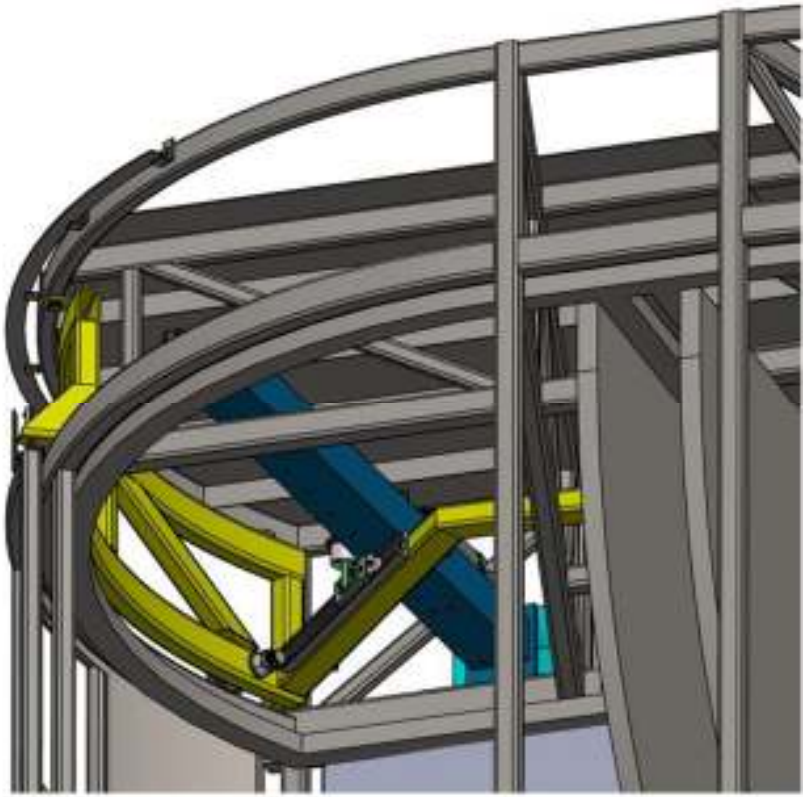
- Design of prototype door drive and ongoing testing, using automated devices to impede the door closing.
- 3D detection light strip protecting the public
- Proven certified lift door controller
- 15 million cycles is the life of the lift door main mechanism – undergoing testing 24-7



The Legacy
AFA FRP Footbridge:

Simple, cost-effective lift maintenance

- **Totally reliable** – with redundant belt drive system and robust curved door
- **Safely maintainable** – from ground level, within the lift car or via video playback
- **Fully trackable** – with remote monitoring via dialup/mobile broadband connection

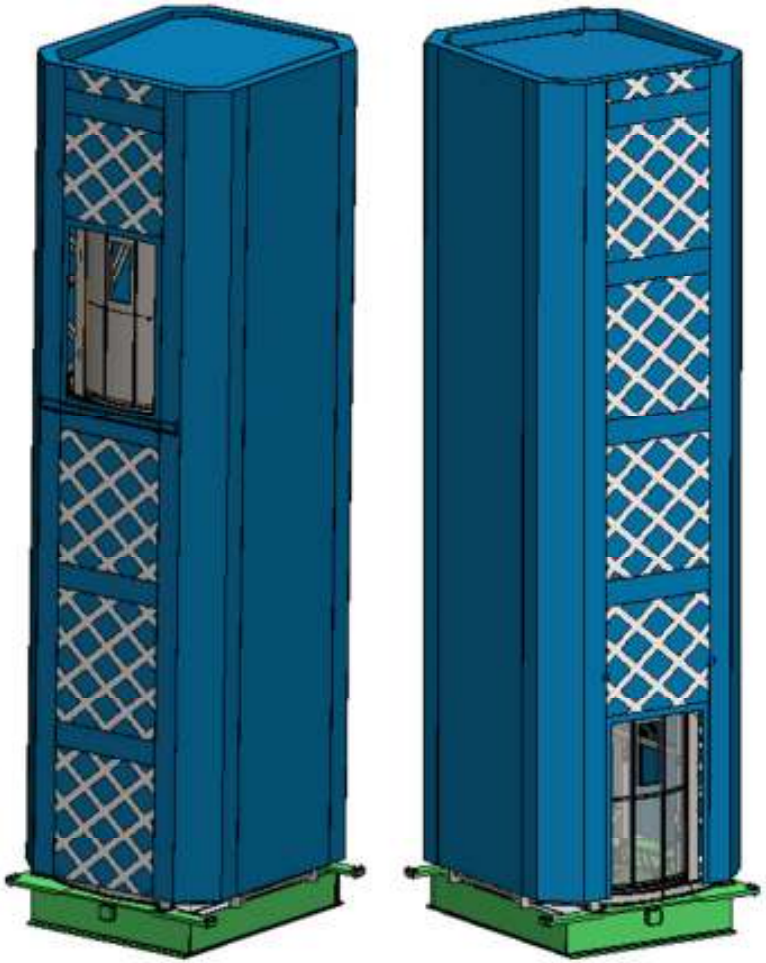


Door Mechanism access from within the car

The Legacy AFA FRP Footbridge:
Modular Lift Units

The Legacy AFA FRP Footbridge has been specifically designed for Network Rail to reduce the cost and complexity of lift installation and provide true access for all.

Modular plug and play lift units make accessible footbridges cost-effective and easy to install across the network



The Legacy AFA FRP Footbridge

Main Span with “Heritage Lattice Panels”

This design concept incorporates Level Coping detail, Vertical Tubular Infill Parapets and double handrail top Stairways and Lift accessways and Lifts





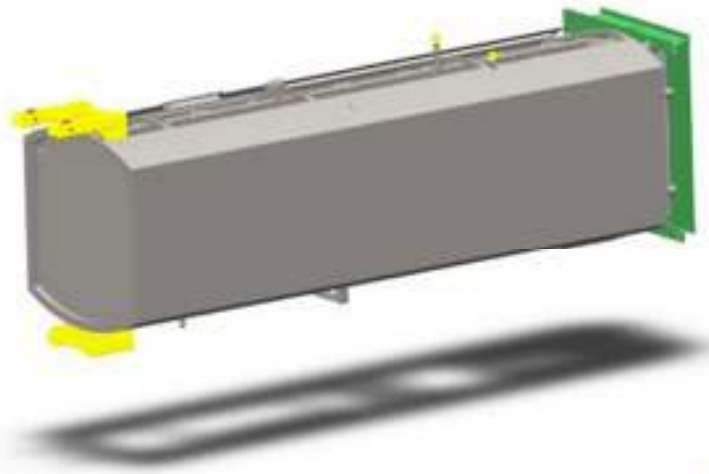


The Legacy AFA FRP Footbridge:

Modular delivery to site for rapid installation

The plug and play lift has been designed to travel to site as a completed unit that can be easily off-loaded, lifted into its vertical position, and lowered onto a pre-installed foundation mounting plate.

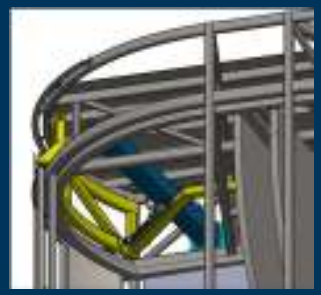




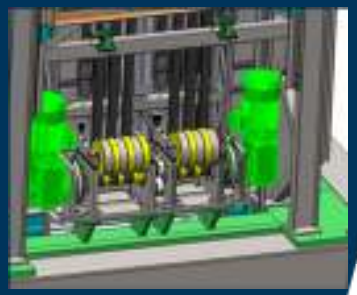
The Legacy AFA FRP Footbridge:

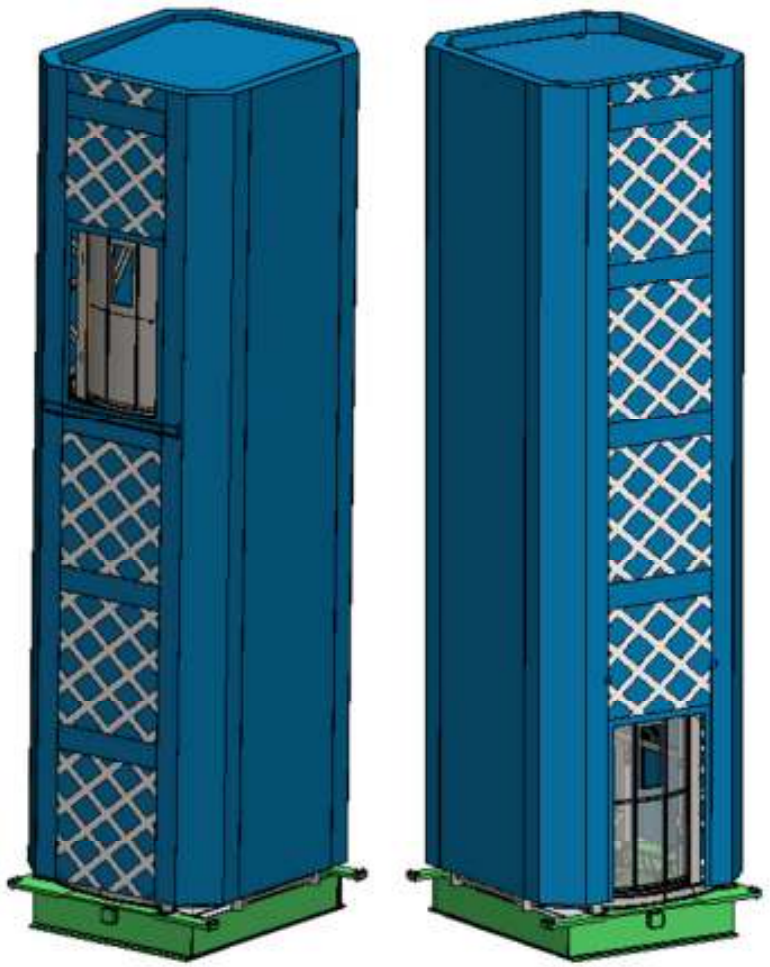
Simple, cost-effective lift maintenance

- **Totally reliable** – with redundant belt drive system and robust curved door
- **Safely maintainable** – from ground level, within the lift car or via video playback
- **Fully trackable** – with remote monitoring via dialup/mobile broadband connection









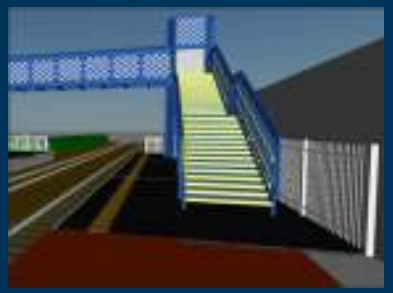
FRP Rail Platforms

At some stations, the existing platforms may be insufficient in length and width to site a new AFA Footbridge.

However, we have the ideal solution in the form of the FRP Rail Platform that can be installed and supported using the same type of concrete free micro-pile foundations used to support the FRP AFA Footbridge and Lift units.

All fabricated using Pultruded FRP Class 1 Structural Sections with Anti-slip decking to match the footbridge and stairs








DeVeg/Barriers
Install Screws
Columns/Lift Base
Assemble GRP Platform
Lift In Bridge
Lift In Stairs
Lift In Lift Shafts
Install Weights

Summary

An affordable, accessible, sustainable solution for footbridge installation that puts passengers first.

Affordable

- Highly cost-effective in both initial construction costs and installation
- Durable, low-maintenance design cuts whole of life costs
- Low-cost, rapid installation with minimal possessions

Accessible

- Accessible for all with plug & play lift units that can be deployed anywhere
- Simple, modular installation significantly reduces installation costs
- Smart design for easy maintenance and repair on site

Sustainable

- Environmentally friendly compared to steel or concrete bridge designs
- Durable materials and coatings with 100 year life span
- Concrete-free foundations for reduced carbon footprint



The Legacy FRP Footbridge:

The solution you need

Taziker has the affordable answer to solve your footbridge installation problems.

To discuss how we can work with you to deliver your next footbridge project efficiently and cost-effectively, talk to our team today.

Taziker, the multi-disciplined engineering specialists.







Trust Taziker

Contact us:

sales@taziker.com

0344 8800 385

taziker.com

Support Services:

Levens House

Ackhurst Business Park

Foxhole Road

Chorley

PR7 1NY

Appendix 2023.4 - Photos of path 244 from Ladcastle Road to Oldham Road – DOWN



Photo 244.1d - Looks promising at first



Photo 244.2d – Some newish steps but going to the bowels of the earth. Light not very good as the veg is quite dense for most of the path.



Photo 244.3d – At the bottom of newish steps the path turns left with much stepper steps and I had to descend one at a time, first left foot, and then right foot. Light not consistent. Also had to lean toward the wall on the left for support.



Photo 244.4d – Path not as steep but still awkward.



Photo 244.5 – Not as severe but would be unclear in the winter months.



Photo 244.6 – Similar to the photo above.



Photo 244.7d – Approaching the rail tunnel. Path reasonable.



Photo 244.8d – Through the rail tunnel path opening up.



Photo 244.9d – Through the rail tunnel path OK.



Photo 244.10d – Approaching Oldham Road and private rear gardens. Nobody was around on my visit.



Photo 244.11d – Number 8 on the right with a seat. If the numbers of 50 walkers per day then the privacy of the owners would be compromised.



Photo 244.12d – Number 6 on the left. The comment above is the same.

Appendix 2023.4 -Photos of path 244 from Ladcastle Road to Oldham Road – DOWN



Photo 244.10d – Approaching Oldham Road and private rear gardens. Nobody was around on my visit.



Photo 244.11d – Number 8 on the right with a seat. If the numbers of 46 walkers per day then the privacy of the owners would be compromised.



Photo 244.12d – Number 6 on the left. The comment above is the same.



Photo 244.13d – Approaching Oldham Road. Gates open but if closed would put walkers off due to the perceived privacy.



Photo 244.14d – 450mm from the small stone and then 600mm to the roadway. Looking towards the canal and Uppermill about 100m away.



Photo 244.15d – No footway looking towards Greenfield station with heavy vehicles brushing your shoulder in photo above.

Photos of path 244 from Ladcastle Road to Oldham Road – UP



Photo 244.1u - After leaving the rail tunnel and walking up a gradual and relatively open path a series of steps beckons the unwary. Tree roots are just one of a series of obstacles.



Photo 244.2u – Awkward stone steps where once again had to put my left foot up, the right foot up hanging on the wall to stop me losing my balance.





Photo 244.3u – The steps ahead at least had a wall to lean to. Even with this support having a slight impediment was challenging. The comment from the NW risk assessment commenting on the variety of vulnerable people using path 209, this steep path would put off a good 90% off.



Photo 244.4u – After turning right the steps are becoming steeper and more challenging as there is nothing to lean onto and a serious fall is likely.

2023.5



Photo 244.5u – Path appears to be getting steeper and again with dense veg either side masked the steepness of the path. At least fresh air can be seen at the top.



Photo 244.6u – Path starting to level off. Timber steps but as some of the stone infill had been washed away there is a danger of a trip. As these paths are lightly used a fall risks a long delay in getting help especially if you do not have a mobile phone.



Photo 244.7u – At the top on Ladcastle Road. Time for a brew and sit down.

Whilst I was taking the photos I kept thinking about dog walkers with many these days having smallish pups and they would not be able to manage the steep steps. Also the exit onto Oldham Road would also be dangerous and feel that many would not use this path. Not a patch on path 209

2023.9 page 1.

Appendix ~~13~~ - Photos of the N path from Den Lane to 209 on the way up.



Photo 1 – Path reasonable from Den Lane which can be seen on the right.



Photo 2 – Approaching underbridge no 30, Veg creeping in from the sides.



Photo 3 – On the other side of bridge 30. Path getting a little steeper with boulders ahead which have fallen from the stone retaining wall on the LHS plus the unstable banking on the left.

Photos taken 2nd Nov 2023

John Walton



Photo 4 – Path not as steep but hemmed in between rail embankment wall on the right and unstable banking on the left. More on the way down.



Photo 5 – Approaching the top path. The path on the right leads to the Cattery etc. This must be the sliver of land mentioned in the Land Registry docs.



Photo 6 – This is the continuation of the N path towards Mow Cop Road and Newbank Garden Centre, mentioned in the letter. Note the safety barrier on the far side of the rail line. **More later on wet concrete.**



Photo 7 – Path now going towards 209 with the rail line down on the left. Wet puddles and used by cyclists.



Photo 7 – Path reasonable here as any surface water can drain either side. Getting a bit narrow though.



Photo 8 – Path quite narrow and getting stoney, but the views are getting better to the hills on the far side of Uppermill.



Photo 9 – Path now getting muddy with quarries on the right.



Photo 10 – Path as Photo 7.



Photo 11 – Path getting wider and very muddy as people move either side to get out of the mud. Reminds me of sections of the Pennine Way before stone flags were laid on the peat! Flimsy wire fence on the left. Not sure what it is keeping in or out!

APPENDIX 2023.9
page 2



Photo 12 – Path even wider and muddier. Almost over my boots at times There was no way through except to wade through the mud



Photo 13 – Path now drying out and more acceptable. Again, the wire fence on the right. Why not all along – Different ownership?



Photo 14 – Path becoming muddier again. Stone wall of path 209 coming up from Moorgate Street. The buildings ahead are of the only landowner affected by the bridge proposals. They have asked for astronomical sums from Network Rail and to make sure they get a large stone faced retaining wall to protect their privacy (adding significant costs to the bridge proposals).



Photo 15 – Looking down path 209 to Moorgate Stret. Quite pleasant and part of the historical route going back to 1300's!

No mud!

Appendix 14 - Photos of path coming down from the upper path towards the under bridge no 30.



Photo 1 – Part of the stone retaining wall has collapsed and could fall into the path.



Photo 2 – Boulders have fallen onto the path.



Photo 3 – Part of the hillside has slipped away and could move down further onto the path in the not to distant future.

Photos taken 2nd Nov 2023

John Walton

Appendix ~~14~~

2023-9 page 4.

Appendix 2024.1

3-minute speech by Victoria Bentley on 18th July 2024

Network Rail detailed why it had concluded the best thing was to close Moorgate Halt. Documents stated: "Due to new signal positions following the completion of this phase of the TransPennine Route Upgrade project, a pedestrian footbridge would not be suitable at this location.

"The erection of a footbridge here would block signal sighting for oncoming train drivers and would affect the running of the operational railway.

"These signals cannot be moved since the distance between these and other signals must give train drivers sufficient notice to start braking before a red signal."

And Vicki Bentley, liability negotiations advisor for Network Rail, told the meeting: "During the detailed design process, various engineering difficulties came to light, which drive the cost from £1.5 million to approximately £4.5 million.

"As a public body, Network Rail must adhere to the treasury's managing public money principles and consider more cost-effective options.

"A rights of way officer and I walked along a footpath that uses a bridge south of Moorgate and it has since been agreed this route is treacherous, steep, unstable in places and would require significant improvement work to bring it up to a suitable standard.

"We've written to the landowner, whose land this footpath traverses, asking if they would agree in principle to some improvement works, but they were reluctant to agree as they felt it would change the nature and use of the path to their detriment.

"We were asked to explore a possible diversion via Den Lane. We did, including meeting with affected landowners, but one would not agree to this.

"Network Rail has a duty of care under managing public money principles and the significant cost to the taxpayer cannot be justified.

"Therefore, the extinguishment of the **restricted byway** over the level crossing is then only option to close the level crossing and keep the public safe."

Not restricted byway but a footpath no 209

JW 1th Aug 2024

APPENDIX

2024.1

Comments from yesterday - 12th Nov 2024

Present who were in favour of a footbridge – Me, Ken Smith, Kevin Lawton

Network Rail – Mark Ashton team leader, Alec Herron (took notes), Victoria Bentley, Coloured gentleman but do not remember his name.

We all introduced ourselves.

MA then spoke about the cost increase to £4.5 million in VB 3 minute speech on the 18th July, copy enclosed from Gemma Carter of the Saddleworth Independent. He carried on with improvements to path 244, initially £200 000 but could be half a million! **Not sure if the landowners were in agreement.**

He also said about improvements to the linear path on the west side of railway and under the tunnel onto Den Lane. Not def and it would take some time to claim it. I had only ever used it once. The landowner was not in favour of any works.

VB and I parked on Den Lane just past the underbridge and walking up she said that new cameras (in the winter!) are to be installed near the LX as the ones used in 2021 also picked up the trains. I mentioned the same cameras on the LX's in Tameside would have only picked up 4 on one and 5 on the other per day. Almost 50 per day on path 209. It will interesting to get the weather reports each day the camera is working.

I started with my spiel that a source said the landowner below the footbridge was asking for a ransom payment of around £1.2 million the same amount as VB mentioned in her 3 min speech. The land below had changed hands recently. They all said not true!

I mentioned GRP materials which were one third the weight of steel. MA said he was not in favour but I replied that my source had sent me a 76 page doc of 7 detailed GRP bridges over rail lines – he was not aware!

I mentioned the dissolvement of the Alliance consortium who had milked the pot when the line from Manchester to Stalybridge was electrified. He was not aware of any monetary problems.

We then talked about the proposed footbridge and he said that the location was difficult with problems bringing supplies along the line when there were other mods in the locality, but I mentioned a 30 day closure on the road bridge next to Greenfield Station. I forgot to mention that the tunnel from Diggle to Marsden is to have the rail line lowered and in my opinion as tonnes of old spoil are to be removed and new ballast and new rail lines imported it could take months not weeks. This is another time to slot in the 209 footbridge!!!

In fact all along I got the impression that MA was not in favour of any type of bridge!

I then brought in the subject of an alternative footbridge on the RHS of path 209. The Network Rail bridge is on the LHS of 209. It means a possible land take of one parcel of about 50 sq meters and they could compulsory purchase it but MA said they did not have the powers which I did not agree with him. One of the Tameside footbridges were on adjacent land.

APPENDIX 2024.2
page 1

No copy.

He said that the Orders under the Transport and Works Act 1992 will be deposited in May 2025 in connection with Private Acts for the construction of railways and canals. The power for Parliament to legislate in this way still exists but is now used much less following the passage of the **Transport and Works Act 1992.**

It could take 12 to18 months going into 2026/2027! If there are any objections, a public inquiry will be held but at the moment there is a shortage of inspectors as VB mentioned as is the case of a level crossing in Grange over Sands and I think she said it had been going on for 25 years but not sure.

The line will be closed shortly for new signaling to be installed and a bus service is to be put on between Greenfield and Marsden. Path 209 will have a closure order for the same time.

There is to be a public consultation on the 28th Nov but not aware of where. The general public will be leafletted in the coming days. I think we should have a table to lobby the general public of them to press for a footbridge. I understand that they are to meet with 2 Saddleworth Councillors, think MA said south Councillors

I will be writing to VB shortly with my 2 designs of footbridges on the RHS and will let you have copies in due course.

If I have missed any juicy bits please let me know.

John Walton 14th Nov 2024.

APPENDIX
2024.2
page 2.

7

Appendix 2024.~~6~~ 7 - Important dates

Year	Date	Comment
1300		The path was a very important early route giving access to Saddleworth Church and the corn mill at Uppermill, extending down Moorgate (meaning road to the moor) up Church road to Saddleworth Church then over the moor via Clarks Farm to Holmfirth.
2017	10th April	Email from Steve Palk OMBC ROW Officer to Royce Franklin making comment on using path 244. This is the first time the replacement of the level crossing with a footbridge.
	31st Aug	Letter from Gareth Jones proposed footbridge at Moorgate. Any comments will be captured within a Diversity Impact Assessment (DIA)
	6th Sept	Document re strategic use of FLP on footbridges. It shows a level section of bridge going into the hillside like path 107
2021	19-Feb	Diversity Impact Assessment document revised - 34 pages. See spreadsheet detailing the various comments from NR. Obtained this doc through the FOI request.
2021	21st Sept	Letter to Gareth Jones from JW re consultation and opting for a ramp footbridge
2022	18th Feb	First release of general arrangement drawing of stepped footbridge at the Moorgate Halt
	25th Mar to 5th Apr	Network Rail caried out a survey of users on path 209. A total of 434 pedestrian were counted. It comprised of 418 adults, accommodated children 8, unaccommodated children 8, dogs on lead 82, dogs not on leads 2, cyclists 13
	22nd May	Email from Kevin who has requested an explanation from NR why they are not going ahead with a bridge for which they got planning consent – it was said to be because of a cost of £3million!
	22nd May	Ken noted that path 209 is part of an ancient route and is on old maps going back 250 years. Ken has said he will be progressing an objection on behalf of PNFS if the bridge is not to be provided.
	1st June	Date of full planning app by NR to OMBC
	14th June	First release of proposed diversion of path 209 under S257

APPENDIX 2024-7
3 Pages

	5th Aug	Planning permmision granted by OMBC but no consultations to local user group. Subject to a S247 diversion of path 209
	7th July	Map of the proposed diversion routes by the Trans Pennine up grade West Team working for NR. On OMBC drawing
	1st Sept	First mention of when the path is to be closed and lots of other dates and info can be seen on Appendix 2 - Schedule of critical times of NT working - Taken from page 2/4 of the DIA doc
2023	2nd Feb	It mentioned that the crossing is known to have a high usage of vulnerable persons. Network Rail Impact Assessment report. It was reported that the stepped footbridge would cost £1.2 million but was not an option as the signalling would be compromised by the bridge pillars.
	5th May	Kevin and Ken met Janet Yang on the 2nd May. She was the NR local rep. We queried the fact that Network Rail had abandoned the idea of a bridge – she said because of cost estimated at **£3 million**. She said they were now going for a closure of path 209 on the basis as alternative existed via 244 and 76. We walked the route and suggested the fairly significant works required to make the steps on 244 safe. What I could not agree to, was her insistence that the walking reps agree **not to object** if they agreed to carry out the works to path 244. In fact it would be meaningless for us to do that as other members of the public could object. She was then to have a meeting with colleagues and explain to us the rationale for abandoning the bridge. We never received anything and we subsequently had the meeting with Victoria Bentley and have still not received the report that she promised! Notes from Kevin
	End May	Email from Liam Kennedy ROW Officer to say that Network Rail have reneged on the promise to instal a stepped footbridge and footpath 209 would be closed completely.
	Late June	Email from Vicki Bentley - Liam and I discussed the reasons why the provision of a bridge has now been bought into question, and I believe that he has shared this information with you too. To recap, the railway corridor is very narrow at this location which would mean that a platform would need to be installed to protect the piers which would fall within a collision protection zone. In addition, ground investigations have shown the rock to be a lot deeper than originally thought, and we would now have to pile the bridge foundations. Furthermore, we have not been able to reach agreement with an adjacent landowner for possible land take to enable us to build the bridge. It is also stated in the Impact Risk Assessment that the bridge in its proposed location would block a new signal that is being installed as part of the railway enhancement, although I would need to confirm this with the project team.

	28th July	Letter to Liam re the proposed use of path 244 saying that this path is totally unsuitable under the Public Quality Equality Act
	25th Aug	Meeting with Vicki Bentley and 2 other NR reps who came up with a number of limp excuses why the bridge cannot be built as it would block signals etc. They said it would take 3 months to build but in later docs it is 9 months
	30th Aug	Email from Vicki Bentley to JW saying that they do not have design drawing. Seems strage that there is one mentioned above
	28th Sept	Meeting of OMBC TRO panel but nothing on the agenda re 209 footbridge
2024	April	The installation of the footbridge will require completing in readiness for the opening of the rail line in April 2024

Appendix 2025.1

Good morning,

I should like information on the following please.

The on-line site for TRU indicates that there are 29 level crossings to be dealt with.

Would you please confirm how many of these carry statutory public rights of way and of those how many of the crossings are to be replaced with a footbridge?

How many of those that are not rights of way are to be replaced with a footbridge?

Thank you.

Kevin Lawton

28th August 2025

Appendix 2025.1.1 – Reply from Network Rail

Following on from Kevins original inquiry re 29 level crossing along the line from Stalybridge to Huddersfield he wrote again on the 15th August 2025 he asked Zoe Church:

Apologies but following consultation with my colleagues and also looking at the NR website I have queries as to whether the information given is correct in respect of PROW being provided with footbridges.

Firstly in Droylsden there are two footbridges close together bridge nos MVL3/17AA and MVL3/17AB which were installed for PROW crossing the line in 2017. Then on line there is reference to Crawshaw Woods Bridge (Leeds to Micklefield) which has a PROW over it and is being reconstructed.

Regards 2025 Kevin

Zoe wrote back on the 13th August 2025 – Subject re – FOI/01303 – Response.

Hi Kevin

I have spoken to my colleague who assisted me with your request and they have informed me of the following:

The 16 level crossings are not in scope because TRU are not doing any work on those lines that affect the risk score at those crossings. I hope this helps and if you require any further questions, please let me know.

Kevin wrote back on the 28th August 2025 asking Zoe the following:

Thanks for you email. I was questioning the accuracy of the answers you gave, but if that requires a new FOI I will be guided by you. If a new one is opened, I am asking for the 2 footbridges in Droylsden specified below and whether they were provided as part of the TRU upgrade to replace level crossings.

Zoe wrote back on the 27th August 2025:

As you have asked further questions outside the original scope of your FOI request on your behalf to ask for this information? If you would like me to do this, please can you confirm exactly what information you are requesting?

Section 3 - Comparison of bridges etc from Stalybridge to Diggle with my cheaper footbridge on path 209 (MVL3/-). ***I have penciled in Moorgate as Network Rail bridge number - MVL3/29.***

3.1 Sometime in 2024 I received a large document entitled "**Stalybridge to Diggle book of plans**". It contained maps of the various over bridges, under bridges and locations calling for electrification protection schemes. Each location had a Network Rail reference no eg: SEE FRONT COVER AP? 3.0

- **MVL3/8 Footbridge electrical, MVL3/10 Underbridge repairs.**

3.2 The drawing numbers were 167037-NWR-2BC-MVL3-DRG-T-LP-000003 to 000022. They were dated 12.9.2024 and were issued for public consultation. See **Appendix 3.0.**

3.3 However, the detail at the Moorgate Halt was not on the list suggesting that Network Rail would hope that joe public would not notice the omission. The footbridge number is **MVL3/29.**

3.4 I have been through each drawing looking at details as regards compounds, access, land take, tunnels and where spoil is to be dumped and presumably removed when the works have been completed. Probably by rail as some of the roads in the along the rail line are quite narrow.

- Typical information is given on the enclosed Appendices e.g. ***Appendix 3.6*** 3.5

3.5 Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000007, issue P01 dated 12th Sept 2024 - MVL3/10a - Footbridge reconstruction.

- I have looked at 15 and a list can be seen on **Appendix 3.1.**

3.6 I could not find any working times for any of the overbridges except for the Greenfield station and adjacent road bridge being **16 to 20 weeks.** It was mentioned by one of the Network Rail reps quite casually at the recent public consultation.

3.7 From the 15 examples I drew out a similar map of the Moorgate footbridge on path 209 all the way down Oldham Road close to Chapel Road. This uses the **16 to20 weeks closure time** of Greenfield station and the adjacent road bridge. It uses the compound of Oldham Road although I have had to extend it a short way to squeeze it onto the A4 map.

- **I have created a spreadsheet of the 15 bridges etc from the Stalybridge tunnel to Diggle giving drawing numbers, old and new, and whether there is land take which I hope will come in useful later. See Appendix 3.1.**

3.8 I think that comparing the simple construction site of a new cheaper footbridge on path 209 which in my opinion could be erected in around 4 weeks compared to 9 months for a Series 400 standard footbridge.

3.9 I would assume that the rail line from Stalybridge station to Marsden station will be closed and special buses put on for the weary Travellers. Although as Network Rail have promised faster and more frequent trains in the long term!

3.10 Towards the end of this submission, I went onto the Internet and found a reference to a Works and Transport Order but relating to the London to Corby line. There are many paras re compulsory purchase which Network Rail have the powers to obtain, in order to carry out their statuary duties. The lengthy legal document (24 pages long) and I think it was the Inspectors report for the London to Corby rail line upgrade. **I have only printed the first 10 pages**. See **Appendix ~~3.23.~~** 3.19

To summarize Section 3:

- Looked at 21 bridges from Stalybridge to Diggle
- Compounds and access to each location
- Most heavy materials and cranage will be along the rail line.
- Only light materials and contractors will come in from narrow paths or minor roads
- Then drew out a similar compound and access for my cheaper bridge on path 209.
- I read recently that the landslip at Shap had caused the derailment was due to heavy rain. There have been many landslips in the past, the majority were picked up by the driver or monitors. I can see now why there is a lot of work on the embankments along the rail line from Stalybridge to Diggle.

The next section is **Section 4 – My design (s) of a simple footbridge (s).**

Nearly there!

Stalybridge Station to Diggle Scheme Book of Plans

TRANSPENNINE ROUTE UPGRADE

ON TRACK TO BETTER

APPENDIX 3.0

Appendix 3.1 - Network Rail Drawing numbers old and new.

App no	original Drg no	Description of works	New drg no
3.2	0.003	Staybridge tunnel etc 6 miles	0.051.
3.3	0.0006	MVL3/8 etc 4 works	0.054
3.4	0.0007	MVL3/10a footbridge reconstruction	0.055
3.5	0.0008	Scout tunnel works	0.056
3.6	0.0009	MVL3/12 four jobs	0.057
3.7	0.0011	Roughtown Road etc.	0.059
3.8	0.0012	Stockport Road level crossing, MVL3/19 underbridge repairs and MVL3/20 Wrights overbridge.	0.060.
3.1	0. 0013	MVL3/23 Wrights Road overbridge demolition, embankment works.(footpath 222 closure).	0.061
3.11	0.0014	MVL3/25 Royal George underbridge, MVL3/26 subway underbridge, Oaklands Road compound	0.062
3.12	**0.0015**	**Greenfield Station MVL3/28 Oldham Road bridge reconstruction. Oldham Road new FB. 16 to 20 weeks**	0.063
3.13	0.0016	MVL3/24 Wickens underbridge, embankment works	0.064
3.14	0.0017	Saddleworth viaduct. FP 209 shown but no work detailed. Level crossing shown and Ridgeworth House. Underbridge off Den Lane shown but no work shown.	0.065
3.15	0.0021	MVL3/39 Station Road reconstruction, Retaining wall works, MVL3/39B Bywash underbridge	0.066

5 above highlighted in red are land take schemes

Appendix 3.2 – Stalybridge and Scout tunnels

Tunnelling works for three Victorian era tunnels: Stalybridge tunnel, Scout tunnel and Standedge tunnel. 6 miles in total.

In one of the Network Rails presentation folders it says - *The TRU is a major programme of railway improvements across the Pennines to improve connections between Manchester, Huddersfield, Leeds and York. The W2BC project covers the 29km between Stalybridge and Huddersfield.*

Working collaboratively within a major delivery organisation, **Cowi** will develop engineering solutions for the route with the objective of minimising impacts on adjacent communities, reducing construction duration and costs, all with sustainability and safety oversight.

Cowi will be responsible for the tunnelling works for **three tunnels**: Stalybridge tunnel, Scout tunnel, and Standedge tunnel. Works include accommodation for **W12 gauge clearance** and electrification, **including 1.7km of track slab installation to allow for track lowering. This will enable larger freight trains to pass through.**

The company will also deliver geotechnical work, focusing on retaining walls and earthwork stability, and off-track drainage enhancements to increase flood resilience.

"The work presents unique challenges due to the age of the infrastructure, requiring a balance between modern engineering solutions and the preservation of historical integrity. Our teams have been working on the TRU project for over **seven years** so we are delighted to continue our involvement on this additional section of the programme," said the Cowi representative.

JW says Stalybridge tunnel is around 900m (measured from my A to Z street atlas). Scout tunnel is about 200m long and the Standedge tunnel is around 4.8km long. Almost **6km of tunnels.**

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000004, issue P01 dated 12th Sept 2024

MVL3/5 – Printworks underbridge and Printworks compound

This is the **first o**f a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

Looking at the above map it says that there will have to be a long length of permanent land take required for the toe drain to the embankment. It also shows a huge temporary site compound south of Wakefield Road and west of Printworks Road, presumably for the spoil from the

Stalybridge tunnel and also for the new materials which will have to be put in the 900m long Stalybridge tunnel.

In my opinion, all the work will be from the east end of the tunnel. Presumably all this work could take weeks if not months. The cranage and materials will have to brought in from the east initially from Printworks Road and then across the site compound before working inside the tunnel.

The key components in this **Appendix** are:

- Materials brought in from one side of the tunnel (in this case).
- Working machines (craneage) brought in from one side of the site.
- Access from a main road – in this case Printworks Road.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many. I am still waiting for update maps from Henry Hughes – Aug 2025

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000051, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy there appear to be minimal changes.

There will be a slight change in levels at each end of this tunnel to suit the lowering of the track in the tunnel.

The brickwork on the ceiling will have to be inspected and any loose bricks will have to be taken out and reworked using timbers to allow the mortar to dry out before any brackets are bolted to the roof.

The tunnel is 4989m (say 5000m) long and looking at the centres of cable supports in other parts of the line they could be at say 50m. This means there could be 100 brackets each side making it 200 brackets in total.

JW says Stalybridge tunnel is around 900m (measured from my A to Z street atlas). It will need about 36 brackets fixt to the roof and will have to be inspected in the same way as Standedge tunnel. Scout tunnel is about 200m long.). It will need about 8 brackets fixt to the roof and will have to be inspected in the same way as Standedge tunnel.

Appendix 3.3

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000005, issue P01 dated 12th Sept 2024

MVL3/7 Heyrod Hall overbridge and MVL3/6 Footbridge electrical protection works, Embankment works.

This is the **third** of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

In this case Temporary access at two locations along Wakefield Road. It looks like this road will be closed during the works to **MVL3/6 footbridge** the **MVL3/7** the existing road bridge which will have electrical protection works.

Looking at the above map it says that there will be a host of compounds scattered up and down the line. However, in this case there are not as many as other sites.

The key components in this **Appendix** are:

- Materials brought in from the north side (in this case Wakefield Road).
- Any working machines (craneage) brought in from either side of the site.
- Access from a main road – in this case Wakefield Road.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when new maps will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000052, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy there appear to be minimal changes.

Appendix 3.4

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000006, issue P01 dated 12th Sept 2024

MVL3/8 Footbridge electrical, MVL3/10 Underbridge repairs, Wakefield Road compound and embankment works.

This is **the third** of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

In this case there is a long compound south of Wakefield Road. Wakefield Road looks as though it could be closed for quite some time. There are quite a few accesses along minor roads. Also Springback Lane to the south.

The key components in this **Appendix** are:

- Materials brought in from the north side (Wakefield Road) and also Stamford Road.
- Any working machines (craneage) brought in from either side of the site or along the rail line.
- Access from a main road – in this case Stamford Road.
- **Permanent land take to accommodate overhead line equipment.**

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000053, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy there appear to be minimal changes.

There was to be an isolated area south of the rail line for storage and access.

Appendix ~~3.5~~ 3.5

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000007, issue P01 dated 12th Sept 2024

MVL3/10a - Footbridge reconstruction

This is the **firth** of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

In this case the main temporary access is at Manchester Road and a minor road north of the site. It looks like Manchester Road will be closed during the works to **MVL3/10a footbridge**.

Looking at the above map, it says that there will be only two compounds either side of the footbridge.

On the north side of the footbridge, it mentions **permanent land take** either side of the footbridge associated with the reconstruction of this footbridge.

This footbridge carries Mossley definitive path Mossley 116.10.

The key components in this **Appendix** are:

- Materials brought in from the north side (in this case Wakefield Road).
- Any working machines (craneage) brought in from either side of the site.
- Access from a main road – in this case Manchester Road.
- **Permanent land take – see photo below for the land intake either side of the bridge column on the far side.**

The following is taken from the Taziker brochure

PROJECT W2B - Strategic Proposal for use of FRP footbridges in W2B

MVL3/10a Footbridge

- Site Specific Drivers for FRP
- Potential to remove central pier for a single span
- Limited Crane access - Nominal space on adjacent Manchester road.
- Maintain heritage aesthetic of original structure.

I took a photo of the bridge to see how footpath 116.10 would be affected.
See photo on page 2.



In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000054, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

It was mentioned that land take was not an option but when I mentioned it, there was an on going dialogue with one or two land owners as the far support was to be removed and the new footbridge was to be replaced in one long section, as Taziker had suggested.

Appendix 3.6

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000009, issue P01 dated 12th Sept 2024

Scout tunnel works, Earth works and drainage, Culvert relining works

This is **the seventh** of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

At the west end of the tunnel, it shows a temporary compound for the tunnel spoil collection with access off Manchester Road. Going further east there are a number of temporary compounds.

It also **mentions** land take of the car park.

In this case the main temporary access is off Manchester Road and a minor road north of the site – Andrew Street. It looks like Manchester Road will be closed during the works to **Scout Tunnel Works- Earthworks and Drainage Culvert Relining Works.**

Looking at the above map it says that there will be only two compounds either side of the footbridge.

The key components in this **Appendix** are:

- Materials brought in from the north side (Andrew Street) and also from Manchester Road.
- Any working machines (craneage) brought in from either side of the site or along the rail line.
- Access from a main road – in this case Manchester Road.
- Permanent land take of the car park.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000055, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

There will be a slight change in levels at each end of this tunnel to suit the reduction of the track in the tunnel.

Appendix 3.7

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000008, issue P01 dated 12th Sept 2024

MVL3/12 Footbridge electrical, MVL3/12A Pipe bridge diversion, MVL3/13 Stamford Road bridge retaining wall works

This is the **sixth** of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

At the west end of Mossley station it shows a narrow access down Abney Road and also along Stamford Street.

A temporary access along the north side of the rail line

It also mentions land take north of the rail line to accommodate overhead electrical equipment

It also shows an access from either side of Mossley station being Manchester Road and Stamford Road

The key components in this **Appendix** are:

- Materials brought in from the north side (Abney Road) and also Stamford Road.
- Any working machines (craneage) brought in from either side of the site or along the rail line.
- Access from a main road – in this case Stamford Road.
- **Permanent land take to accommodate overhead line equipment.**

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000056, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy there appear to be minimal changes.

There was to be an isolated area south of the rail line for storage and access.

Appendix 3.8

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000011, issue P01 dated 12th Sept 2024

MVL3/18 Roughtown Overbridge and Footpath reconstruction. Embankment works.

This is the eighth of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

I have skipped a few around this section and am now concentrating on **bridges.**

There is a compound either side of the line which are quite small.

There is a temporary access from Roughtown Road which is also the access to the **footpath reconstruction site.**

The key components in this **Appendix** are:

- I would think that materials would be brought in from the railway.
- This footbridge reconstruction site has minimal working area so any working machines (craneage) would have to be brought in along the rail line.
- Temporary access from a main road – in this case the minor Roughtown Road.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000059, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

Appendix 3.9

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000012, issue P01 dated 12th Sept 2024

Stockport Road LX, MVL3/19 underbridge repairs, MVL3/20 Wrights overbridge reconstruction

This is the ninth of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

There are two small compounds either side of the rail line adjacent to MVL3/20.

There is a narrow access from Stockport Road, no access from the Royal George in Greenfield as the bridleway is too narrow. There is access from the west along both sides of the rail line.

The key components in this **Appendix** are:

- I would think that materials would be brought in from the railway.
- This footbridge reconstruction site has minimal working area so any machines (craneage) would have to be brought in along the rail line.
- Temporary access from a main road – in this case the minor Roughtown Road.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000060, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

Appendix 3.10

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000013, issue P01 dated 12th Sept 2024

This is the eleventh of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

This is a complete demolition and a small footpath diversion of Saddleworth path no 222 which will not be opposed.

There is a large compound between the continuation of Armit Road and the narrow Huddersfield canal around this bridge.

There is a temporary access from Armit Road and up a very narrow track to the to the south side of bridge **MVL3/23**.

It also shows an access from either side of Mossley station being Manchester Road and Stamford Road

The key components in this **Appendix** are:

- I would think that materials would be taken away on the railway.
- Any working machines (craneage) brought in along the rail line.
- Temporary access from a main road – in this case Stockport Road.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000061, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

No change to this proposal as the footpath diversion was minimal and acceptable.

Appendix 3.11

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000014, issue P01 dated 12th Sept 2024

MVL3/25 Royal George underbridge, culvert works. Oaklands Road Compound. MVL3/26 subway underbridge

This is the twelfth of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

There is a huge compound north of the rail line from Oaklands Road in the west to footpath 210 in the east and the rail line to Oaklands Road in the north. In fact, this is the main distribution compound along the line from Stalybridge to the Standedge tunnels.

There is a temporary access from Oaklands Road down footpath 210 which is quite narrow.

South of Oaklands Road there is **a** red rectangle which has a description - Indicative location of temporary road rail access point.

See photo below of compound taken through the gates with the rail line on the far side.

The key components in this **Appendix** are:

- I would think that materials would be brought and taken away on the railway from the raod rail access point.
- Any working machines (craneage) brought in to the Oaklands Road compound and then loaded onto the rail line.
- Temporary access from a main road – in this case Stockport Road.



On my travels looking at the Oldham Way signs I went past the NR muster site off Oaklands Road, Greenfield. It was not as big as I expected. The yellow Shovlin machine has small yellow wheels to allow it to run along the rail lines.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000062, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

It was mentioned that most new bridges were to have 2 new concrete decks which would be brought in along the rail line.

Appendix 3.11

Appendix 3.12

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000015, issue P01 dated 12th Sept 2024

Greenfield Station and MVL3/28 Oldham Road Bridge Reconstruction and Oldham Road - New Footbridge.

This is the thirteenth of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

There is a temporary access from no 21 Oldham Road all the way down to the junction of Ladcastle Road and the main road bridge on the A62. It will be closed for around **16 to 20 weeks** whilst the station is being modernized and the main bridge over the rail line is demolished and rebuilt. Good job I do not live in Saddleworth!

- In fact, a short section of Ladcastle Road will be closed up to path 117.

There will be a temporary construction access route from Shaw Hall Bank Road to the station area.

There is a temporary compound on the car park of Saddleworth Rugby Club off Shaw Hall Bank Road

There is also another temporary construction access route from the main road bridge which is being demolished along Oldham Road in the direction of Uppermill and to the west of Frenchies.

*The end of this latter temporary construction access route can be seen in the **photo below** where material can be lifted over the stone wall in either direction of the rail line.*

- **Think of the footbridge on 209.**

The key components in this **Appendix** are:

- I would think that materials would be brought in and taken away from the roads which are being **closed for 16 to 20 weeks.** Or they could be brought along the rail line and lifted onto modified buttresses. Think of concrete slabs.

- Any working machines (craneage) brought in to the Oaklands Road compound and then loaded onto the rail line.

- Temporary access from the multiple of roads – in this case Oldham Raod and Shaw Hall Bank Road.



Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000063, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

Oldham Road is to be used as a long compound for outgoing materials and incoming components for the station mods and the concrete slabs etc for the road bridges.

- **It occurred to me that the same can be applied to my cheaper 209 footbridge.**

Appendix 3.12

Appendix ~~3.16~~ 3.13

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000016, issue P01 dated 12th Sept 2024

MVL3/29 Wickens Underbridge Repairs and Embankment Works

This is the fifteenth of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

It shows Indicative construction access points to serve embankment work from Ladcastle Road all the way along the rail line to path 244. The draughtsman must have thought this section must be quite easy when looking at similar access points but on the ground, it is very dangerous.

- See photos **up and down** of path 244 – **Appendix 3.20 (down) and 3.21 (up).**

There is an Indicative construction access point to serve embankment works from Ladcastle Road in the direction of Greenfield station all along the north side of the rail line to numbers 6 and 8 Oldham Road. The entrance to path 244 can be seen in the photos on **Appendices 3.20 (down) and 3.21 (up).**

- **Think of the footbridge on path 209.**

The key components in this **Appendix** are:

- I would think that materials would be brought and taken away from the roads which are being closed for many days and weeks. Or they could be brought along the rail line and lifted onto modified buttresses. Think of concrete slabs.
- Any working machines (craneage) brought in to the Oaklands Road compound and then loaded onto the rail line.
- Temporary access from the multiple of roads – in this case Oldham Raod and Shaw Hall Bank Road.



- In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000064, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy there appear to be minimal changes.

There was a lengthy discussion about NWR suggestion of upgrading path 244 with ramps and handrails.

There was even a suggestion of having a speed limit of 20mph on Oldham Road where the path has minimal footway.

Appendix 3.14

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000017, issue P01 dated 12th Sept 2024

Saddleworth Viaduct

This is the fourteenth of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

This drawing shows footpath 209 coming down from Ladcastle Road, across the level crossing at Moorgate Halt and terminating at the top of Moorgate Street.

- **Think of the footbridge on path 209.**

There are no details of any work on this section of the rail line.

- Any working machines (craneage) brought in to the Oaklands Road compound and then loaded onto the rail line.
- There is no temporary access from the surrounding roads.
- There are no compounds.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

Comments from consultation on 10th July

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000017, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

All access to the viaduct will be from the rail line.

The North path has been upgraded for NWR personnel with a paladin fence erected. No details at the moment.

Appendix 3.15

Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000021, issue P01 dated 12th Sept 2024

MVL3/39 Station Rd Overbridge reconstruction, Retaining Wall Works and MVL3/39B Bywash Underbridge

This is the 17th of a number of drawings starting with the Stalybridge tunnel and going all the way to the Standedge tunnels.

It shows the long temporary construction access being a continuation of the one from Ward Lane. This must be one of the longest temporary constructions compounds this side of the Pennines.

I think that materials, and any craneage would be brought from the long indicative site compound. Which has been purchased from Oldham Council. It was open space and was surplus to requirements. In fact, this linear strip of land can be a distribution compound similar to Oaklands Road.

Temporary access from either end of Ward Lane. One along Sam Road and the other along a minor road called Station Crofts.

The temporary access compounds carry on either side of the rail line for the Bywash Underbridge reconstruction.

It says that there will be a footpath diversion over the tunnel (Standedge Tunnel) but in fact it is a **bridleway number 65.**

The temporary access compounds take in the car park at the end of Sam Road and also of the Diggle Hotel pub, and no doubt they would demand compensation for a loss of trade.

The key components in this **Appendix** are:

- Craneage will be brought in along the rail line to lift out the old Station Road bridge sections and lift in any new concrete beams.
- It shows two temporary construction access routes either side of the rail line.

In the Network Rail Diversity Impact Assessment, (DIA) paragraph 5.3 – it says that all construction traffic will be along the rail line. JW comments – this comment was relative to the Moorgate Halt footbridge installation but it could also apply to the many works over 21 miles.

There may be changes later when a new map will be published, but not that many.

New Map drawing number 167037-NWR-2BC-MVL3-DRG-T-LP-000066, issue P01 dated 6th June 2025.

Although the drawings on display were wishy washy threre appear to be minimal changes.

The bridge next to the Standedge tunnel is not to be modified as was thought earlier.

The Standage tunnel roof has to examined as regards the strength of the brickwork especially where the brackets for the overhead cables are fixed. It means removing any loose bricks and fixing them back again with circular support timbers. **Upside down bricklaying!**

The Huddersfield canal enters an adjacent tunnel and the soil above is not very deep, so a layer of concrete is to be added. Not sure if this was for materials or machines to cross over but another layer of safety.

Appendix 3.15

3.16

Appendix ~~3.20~~ - Photos of path 244 from Ladcastle Road to Oldham Road – DOWN



Photo 244.1d - Looks promising at first



Photo 244.2d – Some newish steps but going to the bowels of the earth. Light not very good as the veg is quite dense for most of the path.



Photo 244.3d – At the bottom of newish steps the path turns left with much stepper steps and I had to descend one at a time, first left foot, and then right foot. Light not consistent. Also had to lean toward the wall on the left for support.



Photo 244.4d – Path not as steep but still awkward. Some interesting trees in and around this narrow path



Photo 244.5 – Not as severe but would be unclear in the winter months.



Photo 244.6 – Similar to the photo above.



Photo 244.7d – Approaching the rail tunnel. Path reasonable. More interesting trees.



Photo 244.8d – Through the rail tunnel path opening up.



Photo 244.9d – Through the rail tunnel path OK.



Photo 244.10d – Approaching Oldham Road and private rear gardens. Nobody was around on my visit.



Photo 244.11d – Number 8 on the right with a seat. If the numbers of 50 walkers per day then the privacy of the owners would be compromised.



Photo 244.12d – Number 6 on the left. The comment above is the same.



Photo 244.13d – Approaching Oldham Road. Gates open but if closed would put walkers off due to the perceived privacy.



Photo 244.14d – 450mm footway just past the small boundary stone looking towards the canal and Uppermill about 100m away.



Photo 244.15d – No footway looking towards Greenfield station with heavy vehicles brushing past your shoulder in photo above.

17

Appendix 3.21 - Photos of path 244 from Oldham Road to Ladcastle Road – UP



Photo 244.1u - After leaving the rail tunnel and walking up a gradual and relatively open path a series of steps beckons the unwary. Tree roots are just one of a series of obstacles.



Photo 244.2u – Awkward stone steps where once again had to put my left foot up, the right foot up hanging on the wall to stop me losing my balance.





Photo 244.3u – The steps ahead at least had a wall to lean to. Even with this support having a slight impediment was challenging. The comment from the NW risk assessment commenting on the variety of vulnerable people using path 209, this steep path would put off a good 90% off.



Photo 244.4u – After turning right the steps are becoming steeper and more challenging as there is nothing to lean onto and a serious fall is likely.



Photo 244.5u – Path appears to be getting steeper and again with dense veg either side masked the steepness of the path. At least fresh air can be seen at the top.



Photo 244.6u – Path starting to level off. Timber steps but as some of the stone infill had been washed away there is a danger of a trip. As these paths are lightly used a fall risks a long delay in getting help especially if you do not have a mobile phone.



Photo 244.7u – At the top on Ladcastle Road. Time for a brew.

Whilst I was taking the photos I kept thinking about dog walkers with many these days having smallish pups and they would not be able to manage the steep steps. Also the exit onto Oldham Road would also be dangerous and feel that many would not use this path. Not a patch on path 209

APENDIX 3.~~22~~ 3.18

Notes on Network Rails acquisition of land for Moorgate

I have been on the internet and found a reference to a Works and Transport Order but relating to the London to Corby line. There are many paras re compulsory purchase which NWR have powers to obtain to carry out their statuary duties.

The article is 24 pages long and I have gone through up to page 9 – Cranes and the paras that could also refer to Moorgate are in **BOLD.**

- These paras could be applicable to 5 plots in Mossley that are to have land take.

It seems to me that these powers could be also be used in acquiring 65 sq m of rear garden of Richard and Helen Mottram of Ridgeworth House, plus maybe a similar plot for planting trees as a screen.

For details of the London to Corby line report see **Appendix 3.23**

APPENDIX – 3.18

Appendix 3.~~23~~ 19

The Network Rail (London to Corby) (Land Acquisition) Order 2020

Made - 11th November 2020 *Coming into force - 2nd December 2020*

An application has been made to the SOS in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006(1) for an Order under sections 1 and 5 of the Transport and Works Act 1992(2) ("the 1992 Act").

The SOS paused an inquiry to be held for the purposes of the application under section 11 of the 1992 Act.

The SOS, having considered the objections made and not withdrawn and the report of the person who held the inquiry, has determined to make an Order giving effect to the proposals comprised in the application with modifications which in the opinion of the SOS do not make any substantial change in the proposals.

Notice of the Secretary of State's determination was published in the London Gazette on 4th November 2020.

The Secretary of State, in exercise of the powers conferred by sections 1 and 5 of, and paragraphs 3, 4, 7, 8, 10, 11 and 16 of Schedule 1 to, the 1992 Act makes the following Order—

PART 1 - PRELIMINARY

Citation and commencement

1.—(1) This Order may be cited as the Network Rail (London to Corby) (Land Acquisition) Order 2020 and comes into force on 2nd December 2020.

Interpretation

2.—(1) In this Order—

"the 1961 Act" means the Land Compensation Act 1961(3);

"the 1965 Act" means the Compulsory Purchase Act 1965(4);

"the 1980 Act" means the Highways Act 1980(5);

"the 1981 Act" means the Compulsory Purchase (Vesting Declarations) Act 1981(6);

"the 1990 Act" means the Town and Country Planning Act 1990(7);

"the 1991 Act" means the New Roads and Street Works Act 1991(8);

"the 2003 Act" means the Communications Act 2003(9);

"address" includes any number or address used for the purposes of electronic transmission;

"authorised works" means the works or any part of the works for the alteration and improvement of the Midland Mainline railway between London and Corby comprising, in relation to each of the **land parcels** listed in column 1 of the table in Schedule 1 (authorised works), the works described in column 2 of that table authorised by the statutes specified in column 3 of that table;

APPENDIX 3.19
PAGE 1

"the book of reference" means the book of reference certified by the SOS as the book of reference for the purposes of this Order;

"building" includes any structure or erection or any part of a building, structure or erection;

"deposited plans" means the plans comprising sheets 2, 5, 6, 8 and 9 certified by the SOS as the deposited plans for the purposes of this Order;

"electronic transmission" means a communication transmitted—

(a)

by means of an electronic communications network; or

(b)

by other means but while in electronic form,

and in this definition "electronic communications network" has the same meaning as in section 32(1)(10) (meaning of electronic communications networks and services) of the 2003 Act;

"highway" and "highway authority" have the same meaning as in the 1980 Act;

"maintain" includes inspect, repair, adjust, alter, remove, reconstruct and replace, and "maintenance" is to be construed accordingly;

"Network Rail" means Network Rail Infrastructure Limited (company registration number 02904587) whose registered office is at 1 Eversholt Street, London, NW1 2DN;

"Order land" means the land shown on the deposited plans which is within the limits of land to be acquired or used and described in the book of reference;

"Order limits" means the limits of land to be acquired or used or the limits of deviation shown on the deposited plans;

"owner", in relation to land, has the same meaning as in section 7 (interpretation) of the Acquisition of Land Act 1981(11);

"statutory undertaker" means —

(a)

any person who is a statutory undertaker for any of the purposes of the 1990 Act; and

(b)

any public communications provider within the meaning of section 151(1)(12) (interpretation of chapter 1) of the 2003 Act;

"street" includes part of a street;

"street authority", in relation to a street, has the same meaning as in Part 3 (street works in England and Wales) of the 1991 Act; and **"the tribunal" means the Lands Chamber of the Upper Tribunal;**

(2) References in this Order to rights over land include references to rights to do, or to place and maintain, anything in, on or under land or in the airspace above its surface.

APPENDIX — 3.19
PAGE 2.

(3) References in this Order to numbered plots are references to plot numbers on the deposited plans.

PART 2STREETS

Access to works

3.—(1) Network Rail may, for the purposes of the authorised works, form and lay out such other means of access or alter or improve existing means of access at such locations within the Order land as Network Rail reasonably requires for the purposes of the authorised works, as may be approved by the highway authority, but such approval must not be unreasonably withheld.

(2) If a highway authority fails to notify Network Rail of its decision within 28 days of receiving an application for approval under paragraph (1), that highway authority is deemed to have granted approval.

PART 3ACQUISITION AND POSSESSION OF LAND - *Powers of Acquisition*

Power to acquire land

4.—(1) Network Rail may acquire compulsorily so much of the land shown on the deposited plans and described in the book of reference as may be required for or in connection with the authorised works, and it may use any land so acquired for those purposes or for any other purposes ancillary to its railway undertaking.

(2) This article is subject to paragraph (2) of article 7 (power to acquire new rights), paragraph (8) of article 10 (temporary use of land for construction of works), and paragraph (7) of article 13 (cranes) and does not apply to any land specified in Schedule 2 (land over which temporary rights of access may be exercised).

Application of Part 1 of the 1965 Act

5.—(1) Part 1 of the 1965 Act, in so far as not modified by or inconsistent with the provisions of this Order, applies to the acquisition of land under this Order—

(a)as it applies to a compulsory purchase to which the Acquisition of Land Act 1981 applies; and

(b)as if this Order were a compulsory purchase order under that Act.

(2) In its application by virtue of paragraph (1), the 1965 Act has effect subject to the following modifications.

(3) Omit section 4(13) (time limit for giving notice to treat).

(4) In section 4A(1)(14) (extension of time limit during challenge) for "section 23 of the Acquisition of Land Act 1981 (application to the High Court in respect of compulsory purchase order), the three year period mentioned in section 4", substitute "section 22 of the Transport and Works Act 1992 (validity of orders under section 1 or 3), the five year period mentioned in article 16 (time limit for exercise of powers of acquisition) of the Network Rail (London to Corby)(Land Acquisition) Order 2020(15)".

(5) In section 11(1B)(16) (powers of entry) in a case where the notice to treat relates only to the acquisition of an easement or other right over land, for "3 months" substitute "1 month". (6) In section 11A(17) (powers of entry: further notices of entry) –

(a)in subsection (1)(a), after "land" insert "under that provision";

(b)in subsection (2), after "land" insert "under that provision".

(7) In section 22(2) (interests omitted from purchase), for "section 4 of this Act" substitute "article 16 of the Network Rail (London to Corby)(Land Acquisition) Order 2020".

(8) In Schedule 2A(18) (counter-notice requiring purchase of land not in notice to treat)—

(a)for paragraphs 1(2) and 14(2) substitute—

"(2) But see article 8 (power to acquire subsoil or airspace only) of the Network Rail (London to Corby)(Land Acquisition) Order 2020, which excludes the acquisition of subsoil or airspace only from this Schedule."; and

(b)after paragraph 29 insert—

"PART 4INTERPRETATION

30. In this Schedule, references to entering on and taking possession of land do not include doing so under articles 10 (temporary use of land for construction of works) and 12 (temporary use of land for maintenance of works) of the Network Rail (London to Corby)(Land Acquisition) Order 2020."

Application of the 1981 Act

6.—(1) The 1981 Act applies as if this Order were a compulsory purchase order.

(2) The 1981 Act, as applied by paragraph (1), has effect with the following modifications.

(3) In section 5 (earliest date for execution of declaration), in subsection (2), omit the words from ", and this subsection" to the end.

(4) Omit section 5A(19) (time limit for general vesting declaration).

(5) In section 5B(20) (extension of time limit during challenge) for "section 23 of the Acquisition of Land Act 1981 (application to High Court in respect of compulsory purchase order), the three year period mentioned in section 5A" substitute "section 22 of the Transport and Works Act 1992 (validity of orders under section 1 or 3), the five year period mentioned in article 16 (time limit for exercise of powers of acquisition) of the Network Rail (London to Corby)(Land Acquisition) Order 2020".

(6) In section 6(21) (notices after execution of declaration), in subsection (1)(b), for "section 15 of, or paragraph 6 of Schedule 1 to the Acquisition of Land Act 1981" substitute "section 14A of the Transport and Works Act 1992".

(7) In section 7(22) (constructive notice to treat), in subsection (1)(a), omit the words "(as modified by section 4 of the Acquisition of Land Act 1981)".

(8) In Schedule A1(23) (counter-notice requiring purchase of land not in general vesting declaration), for paragraph 1(2) substitute—

"(2) But see article 8 (power to acquire subsoil or airspace only) of the Network Rail (London to Corby)(Land Acquisition) Order 2020, which excludes the acquisition of subsoil or airspace only from this Schedule.".

APPENDIX 3.19
PAGE 4.

(9) References to the 1965 Act in the 1981 Act are to be construed as references to that Act as applied to the acquisition of land under article 4 (power to acquire land) by article 5 (application of Part 1 of the 1965 Act).

Power to acquire new rights

7.—(1) Subject to paragraph (2), Network Rail may acquire compulsorily such easements or other rights over any land which it is authorised to acquire under article 4 (power to acquire land) as may be required for any purpose for which that land may be acquired under that provision, by creating them as well as by acquiring easements or other rights already in existence.

(2) In the case of the Order land specified in column (2) of Schedule 3 (land in which only new rights etc., may be acquired), Network Rail's powers of compulsory acquisition under article 4(1) (power to acquire land) are limited to the acquisition of such new rights as may be required for the purpose specified in relation to that land in column (3) of that Schedule.

(3) Subject to Schedule 2A to the 1965 Act (as substituted by paragraph 5(8) of Schedule 4 (modification of compensation and compulsory purchase enactments for creation of new rights)) where Network Rail acquires a right over land under paragraphs (1) or (2), Network Rail is not required to acquire a greater interest in that land.

(4) Schedule 4 has effect for the purpose of modifying the enactments relating to compensation, and the provisions of the 1965 Act in their application in relation to the compulsory acquisition under this Order of a right over land by the creation of a new right.

Power to acquire subsoil or airspace only

8.—(1) Network Rail may acquire compulsorily so much of, or such rights in, the subsoil of or the airspace over the land referred to in paragraph (1) of article 4 (power to acquire land) as may be required for any purpose for which that land may be acquired under that provision instead of acquiring the whole of the land.

(2) Where Network Rail acquires any part of, or rights in, the subsoil of or the airspace over land under paragraph (1), Network Rail is not required to acquire an interest in any other part of the land.

(3) Paragraph (2) does not prevent Schedule 2A to the 1965 Act (as modified by article 5 (application of Part 1 of the 1965 Act)) or Schedule A1 to the 1981 Act (as modified by article 6 (application of the 1981 Act)) from applying where Network Rail acquires a cellar, vault, arch or other construction forming part of a house, building or manufactory.

Rights under or over streets

9.—(1) Network Rail may enter upon and appropriate so much of the subsoil of, or airspace over, any street within the Order limits as may be required for the purposes of the authorised works and may use the subsoil or airspace for those purposes or any other purpose ancillary to its railway undertaking.

(2) Subject to paragraph (4), Network Rail may exercise any power conferred by paragraph (1) in relation to a street without Network Rail being required to acquire any part of the street or any easement or right in the street. (3) Paragraph (2) does not apply in relation to— (a)any subway or underground building; or

APPENDIX 3.19
PAGE 5

(b)any cellar, vault, arch or other construction in, on or under a street which forms part of a building fronting onto the street.

(4) Subject to paragraph (5), any person who is an owner or occupier of land in respect of which the power of appropriation conferred by paragraph (1) is exercised without Network Rail acquiring any part of that person's interest in the land, and who suffers loss by the exercise of that power, is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(5) Compensation is not payable under paragraph (4) to any person who is an undertaker to whom section 85 (sharing of cost of necessary measures) of the 1991 Act applies in respect of measures of which the allowable costs are to be borne in accordance with that section.

Temporary possession or use of land

Temporary use of land for construction of works

10.—(1) Network Rail may, in connection with the carrying out of the authorised works—

(a)enter on and take temporary possession of—

(i)the land specified in columns (1) and (2) of Schedule 5 (land of which temporary possession may be taken) for the purpose specified in relation to that land in column (3) of that Schedule relating to the authorised works specified in column (4) of that Schedule; and

(ii)subject to paragraph (11), any other Order land in respect of which no notice of entry has been served under section 11(24) (powers of entry) of the 1965 Act (other than in connection with the acquisition of rights only) and no declaration has been made under section 4(25) (execution of declaration) of the 1981 Act;

(b)**remove any buildings and vegetation from that land;**

(c)construct temporary works (including the provision of means of access) and buildings on that land; and

(d)construct any permanent works specified in relation to that land in column (3) of Schedule 5 or any mitigation works on that land.

(2) Not less than 28 days before entering on and taking temporary possession of land under this article Network Rail must serve notice of the intended entry on the owners and occupiers of the land.

(3) Network Rail may not, without the agreement of the owners of the land, remain in possession of any land under this article—

(a)in the case of land specified in paragraph (1)(a)(i) after the end of the period of one year beginning with the date of completion of the work specified in relation to that land in column (4) of Schedule 5; or

(b)in the case of land referred to in paragraph (1)(a)(ii), after the end of the period of one year beginning with the date of completion of the work for which temporary possession of this land was taken unless Network Rail has, before the end of that period, served a notice of entry under section 11 of the 1965 Act or made a declaration under section 4 of the 1981 Act.

APPENDIX 3.19
PAGE 6

(4) Before giving up possession of land of which temporary possession has been taken under this article, Network Rail must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land; but Network Rail is not to be required to replace a building removed under this article or restore the land on which any works have been constructed under paragraph (1)(d).

(5) Network Rail must pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the powers conferred by this article.

(6) Any dispute as to a person's entitlement to compensation under paragraph (5), or as to the amount of the compensation, is to be determined under Part 1 of the 1961 Act.

(7) Without affecting article 22 (no double recovery), nothing in this article affects any liability to pay compensation under section 10(2)(26) (further provision as to compensation for injurious affection) of the 1965 Act or under any other enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (5).

(8) The powers of compulsory acquisition of land conferred by this Order do not apply in relation to the land referred to in paragraph (1)(a)(i).

(9) Where Network Rail takes possession of land under this article, Network Rail is not required to acquire the land or any interest in it.

(10) Section 13(27) (refusal to give possession to acquiring authority) of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of article 5 (application of Part 1 of the 1965 Act).

(11) Paragraph (1)(a)(ii) does not authorise Network Rail to take temporary possession of any land which it is not authorised to acquire under article 4 (power to acquire land) or any land specified in Schedule 2 (land over which temporary rights of access may be exercised) or Schedule 3 (land in which only new rights etc., may be acquired).

Temporary use of land for access

11.—(1) Network Rail or any person authorised by Network Rail may use any land specified in Schedule 2 (land over which temporary rights of access may be exercised) for the passage of persons or vehicles (with or without materials, plant and machinery) for the purpose of or in connection with the construction of the authorised works.

(2) The power under paragraph (1) is exercisable on giving at least 7 days' notice (or, where access is urgently required, such notice as is reasonably practicable) to the owners and occupiers of the land.

(3) Network Rail shall pay compensation to the owners and occupiers of the land to which paragraph (1) applies for any loss or damage arising from the exercise of the power conferred by that paragraph. (4) Any dispute as to a person's entitlement to compensation under paragraph (3), or as to the amount of such compensation, shall be determined under Part 1 of the 1961 Act.

APPENDIX 3.19
PAGE 7.

(5) Section 13 (refusal to give possession to the acquiring authority) of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of article 5 (application of Part 1 of the 1965 Act).

Temporary use of land for maintenance of works

12.—(1) Subject to paragraph (2), at any time during the maintenance period relating to any of the authorised works, Network Rail may enter upon and take temporary possession of any Order land if such possession is reasonably required for the purpose of maintaining that work or any ancillary works connected with it.

(2) Paragraph (1) does not authorise Network Rail to take temporary possession of—

(a)any house or garden belonging to a house;

(b)any building (other than a house) if it is for the time being occupied

(3) Not less than 28 days before entering upon and taking temporary possession of land under this article Network Rail must serve notice of the intended entry on the owners and occupiers of the land.

(4) Network Rail may only remain in possession of land under this article for so long as may be reasonably necessary to carry out the maintenance of works for which possession of the land was taken.

(5) Before giving up possession of land of which temporary possession has been taken under this article, Network Rail must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land.

(6) Network Rail must pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the powers conferred by this article.

(7) Any dispute as to a person's entitlement to compensation under paragraph (6), or as to the amount of the compensation, is to be determined under Part 1 of the 1961 Act.

(8) Without affecting article 22 (no double recovery), nothing in this article affects any liability to pay compensation under section 10(2) (further provision as to compensation for injurious affection) of the 1965 Act or under any other enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (6).

(9) Where Network Rail takes possession of land under this article, it is not required to acquire the land or any interest in it.

(10) Section 13 (refusal to give possession to acquiring authority) of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of article 5 (application of Part 1 of the 1965 Act).

(11) In this article "the maintenance period" in relation to any of the authorised works means the period of 5 years beginning with the date on which the work is opened for use.

APPENDIX 3.19
PAGE 8.

Cranes

13.—(1) Network Rail may enter upon and use airspace above the surface of land specified in paragraph (8) for the oversailing of cranes used by Network Rail in connection with the construction of the authorised works.

(2) The power under paragraph (1) is exercisable on giving at least 7 days' notice to the owners and occupiers of the land.

(3) Network Rail may not, without the agreement of the owners of the land, use airspace above the surface of the land as mentioned in paragraph (1) after the end of 7 days beginning with the date of completion of the activities for which the crane has been used.

(4) Network Rail must pay compensation to the owners and occupiers of land above which the power under paragraph (1) is exercised for any loss which they may suffer by reason of the exercise of that power.

(5) Any dispute as to a person's entitlement to compensation under paragraph (4), or as to the amount of compensation, must be determined under and in accordance with Part 1 of the 1961 Act.

(6) Nothing in this section affects any liability to pay compensation under section 10(2) (further provision as to compensation for injurious affection) of the 1965 Act (as applied by article 5(1) to the acquisition of land under article 4(1)) or under any other enactment, otherwise than for loss for which compensation is payable under paragraph (4).

(7) The powers of compulsory acquisition of land conferred by this Order do not apply in relation to the land referred to in paragraph (1) except that Network Rail is not precluded from—

(a)acquiring new rights over any part of that land identified in Schedule 3 (land in which only new rights etc., may be acquired); or

(b)the temporary use of land under article 10 (temporary use of land for construction of works) and article 12 (temporary use of land for maintenance of works).

Disregard of certain interests and improvements

14.—(1) In assessing the compensation payable to any person on the acquisition from that person of any land under this Order, the tribunal must not take into account— (a)any interest in land; or

(b)any enhancement of the value of any interest in land by reason of any building erected, works executed or improvement or alteration made on the relevant land,

if the tribunal is satisfied that the creation of the interest, the erection of the building, the execution of the works or the making of the improvement or alteration was not reasonably necessary and was undertaken with a view to obtaining compensation or increased compensation.

(2) In paragraph (1) "relevant land" means the land acquired from the person concerned or any other land with which that person is, or was at the time when the building was erected, the works executed or the improvement or alteration made, directly or indirectly concerned.

Extinction or suspension of private rights of way

APPENDIX 3.19
PAGE 9.

Appendix ~~3.24~~ 3.20

Fitting suitable brackets to the underside of the Standedge tunnels

At the Consultation on 10th July this year I was speaking to Emma Clarke about the bridges from Stalybridge to Diggle and the question was raised about the power cables inside the Stanadge tunnels.

The Network Rail rep at the side said the tunnel was high enough not to be lowered as is the case with Stalybridge and Scout tunnels.

The brickwork on the ceiling will have to be inspected and any loose bricks will have to be taken out and reworked using timbers to allow the mortar to dry out before any brackets are bolted to the roof.

The tunnel is 4989m (say 5000m) long and looking at the centres of cable supports in other parts of the line they could be at say 50m. This means there could be 100 brackets each side making it 200 brackets in total.

No doubt the time to fix the brackets is going to be in weeks and my feeling is that the work could be done at the same time as Greenfield station and the adjacent road bridge,

Lots of work is to be carried out during the 16 to 20 weeks shutdown when there will be a scramble for machines and men.

Appendix ~~3.24~~
3.20

Section 4 – My design (s) of a footbridge on path 209 and with simpler installation (s).

There are two types of footbridges on footpath 209 to be evaluated where the costs can be penciled in and have been discussed earlier.

1st option

4.1. The first cheaper footbridge is based on a CAD drawing sent to me from one of our members. This CAD drawing can be seen on **Appendix 4.1. ok**

4.2. In many of the examples that follow are the standard 400 series footbridge which would have cost around £1.2 million in 2021 is actually footbridge number MVL3/31A, some 1.5km north of 209 and carries footpath 107. **See Appendix 4.7**

4.3 A similar 400 Series footbridge was spotted on a RA walk recently showing some of the standard parts which could easily be fitted in at the design stage. See **Appendix 4.3.1.**

4.4. However the £4.5 million footbridge which has crept in some time later is a sophisticated Rolls Royce bridge as per drg no 151667-TSA26-MVL3-DRG-T-LP-040003. Rev 3 dated May 2022. In my opinion this an over engineered steel footbridge with a heavy cast concrete base. It is also the reason why the cost has ballooned from £1.2 million to £4.5 million. It also has many maintainace features such a steps, handrails and many access gates. In many of the footbridges I have seen over the past two years do not have any of these extra components. See the GA on **Appendix 2022.2.**

4.5 My cheaper initial footbridge design has one set of steps and a cranked over bridge and two simple supports on the Ladcastle Road side. I would guesstimate the overall cost would tumble to around £1.5 million. **See Appendices 4.2.1, 4.2.2 and 4.3.**

2nd Option

4.6. A second option is a footbridge with 2 ramps as the number of **vulnerable people** keeps cropping up in various parts of this submission. The overbridge is basically the same as shown on **Appendix 4.7.** Go to the end of this section for a continuation of the double ramped footbridge.

4.7 Less time for path 209 to be closed during construction to the advantage of peds, especially the **46 vulnerable people** who were recorded in the recent census using the level crossing.

4.8 It uses compounds and access points on Oldham Road whilst Greenfield station and adjacent road bridge are being upgraded over a **16 to 20 week** closure time.

I have now designed these two simple footbridges which consists of the following **advantages**:

- Cheaper due to less materials and possibly lighter CRP overbridge.

- Less concrete.
- Lighter and less bored holes in the solid rock.
- Only one set of steps, or 2 ramps.
- Time to install – 16 to 20 weeks and not 9 months – **See Appendix 4.6**
- Lighter cranage.

4.9 My design is 4.5m from the running rail and is taking around 65 sq m from Richard and Helen Mottram of 3 Moorgate Street, the landowners of Ridgewood House This small area is at the top of their field. Also, about the same area for the 2 ramped footbridge on the north side of path 209.

4.10 Looking at the land take in the bridges etc from Staybridge to Stanedge tunnel there are at 5 examples of land take, so this makes 6 or 7. See Appendices 3.2, 3.5, 3.6, 3.7 and 3.8. **Also look at the comments re NWR land take mentioned in the Inspectors report on the London to Corby line entitled -** The Network Rail (London to Corby) (Land Acquisition) Order 2020. The two documents have been mentioned in Section 3 and can be seen in **Appendices 3.22 and 3.23.**

4.11 Furthermore, Mark Ashton of Network Rail at a recent consultation said they could be spending between £200 000 to half a million £ on path 244, so any compensation to the landowners of Ridgewood House could be taken out of this sum. Plus, any compensation to the owner of the field in the 2 ramped footbridge design.

- I have created a spreadsheet listing fewer components etc and can be seen on **Appendix 4.3.**

4.12 To see how this fits into the production schedule I have created an A4 drawing similar to the drawings on - 167037-NWR-2BC-MVL3-DRA-T-LP-000003 to 000022 etc. This shows the compounds on Oldham Road that have been designated for the modification of Greenfield station and the reconstruction of the Oldham Road main bridge. See **Appendix 4.4 and 4.5 (spreadsheet).**

4.13 I am not a civil engineer but I guestimate the overall cost will be nearer £1.5 million and not £4.5 million and should satisfy the accountants or whoever is counting the pennies.

Summarize Section 4 with one set of steps.

- Cheaper footbridge
- Using compound that has been created for the Greenfield station and the reconstruction of the Oldham Road main road bridge.
- Using the 16 to 20 weeks for the above to construct my cheaper footbridge.
- The only disadvantage is 65 sq m land take of adjacent land.
- My estimated cost is around £1.5 million.

Continuation of a footbridge with 2 ramps:

4.14 Over the past year or two there has much emphasis on the 46 per day vulnerable people using path 209 as found in Network Rail Diversity Impact Assessment (DIA) dated 19th Feb 2021. Document no 151667-TSA-W2B-MVL3-ASM-W-ST-000030. There is also the sketch of a ramped footbridge which was sent to Gareth Jones - **See Appendix 2021.1.**

4.15 Furthermore, it has been found that the incline of path 244 is **one in four overall and 1 in 2.5 at the Ladcastle Road end. WOW!!**

- The incline on path 209 is a around the same – 1 in 4. But over a longer distance.

4.16 If these vulnerable persons are to carry on using the path from Moorgate Street to Ladcastle Road and putting two ramps in, will be more practical although there are two land takes at the Moorgate Street end. I imagine the overall cost will only be a little more than the stepped footbridge as shown on **Appendix 4.2.1**

4.17 I have drawn out a suggested design of this two ramped footbridge using the overbridge as shown on **Appendix 4.2.1** but with two ramps on the Moorgate Street side. I have only drawn a plan as the sections are difficult to visualize. If Network Rail take on this ramped design footbridge measurements on site should make the design easier to develop and manufacture. Many of the standard components from the Series 400 could be taken out of stock and utilized.

4.18 The down side is that there are two land takes, one as in the previous bridge design and the second on the north side of path 209.

4.19 I have obtained details of the land owners from the Land Registry which makes interesting reading;

4.20 **North side of 209 - MAN 157 079 -** The proprietor is Mark Taylor of 1 Lee Street, Uppermill, OL3 6AB. The price stated to have paid on the 1st Sept 2010 was £38 000! It is only a field as shown on **Appendix 4.8**. I understand this field was up for sale a month or two ago but I am not sure what the asking price was.

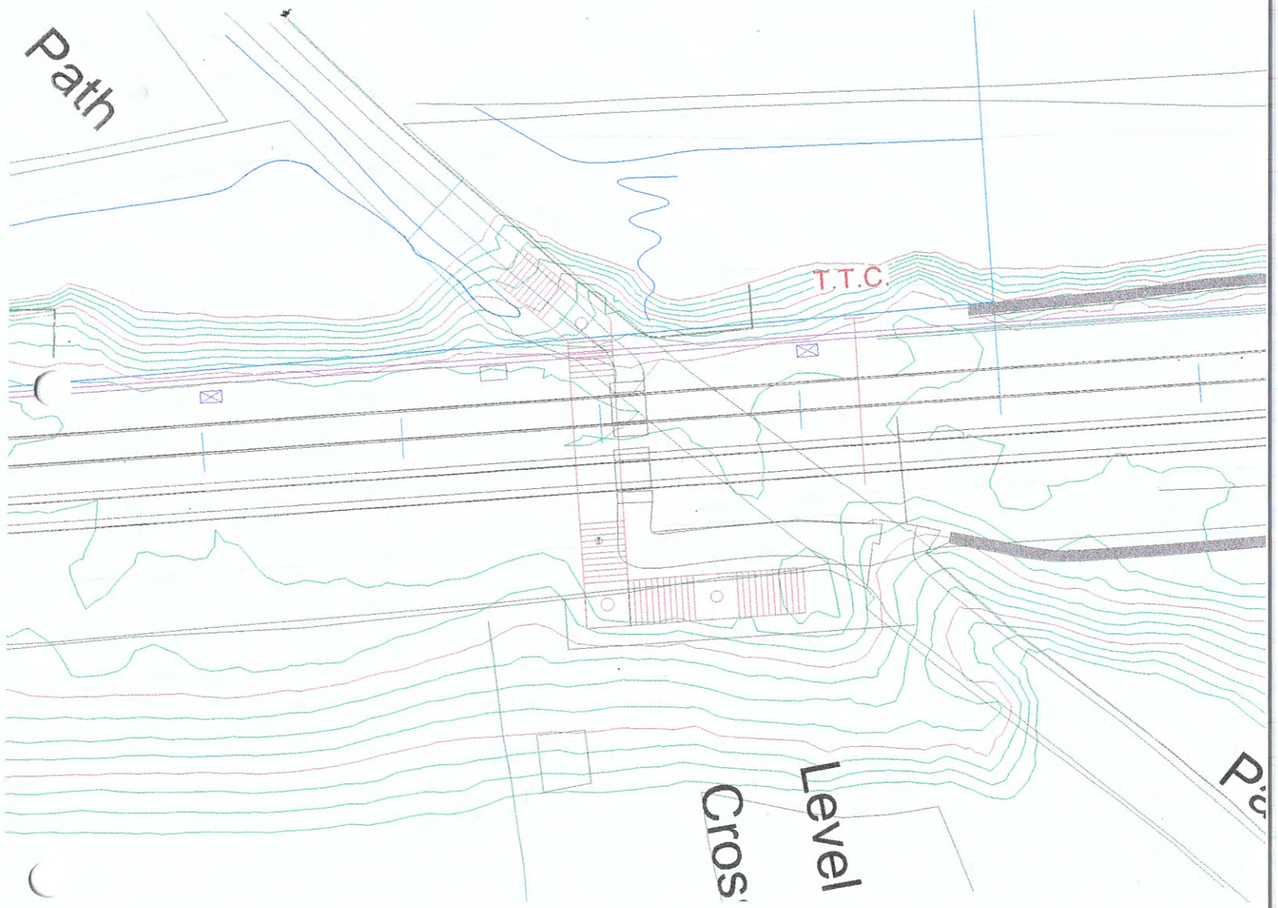
4.21 **MAN 140 528 -** The proprietors are Richard and Helen Mottram of 3 Moorgate Street, Uppermill, OL3 6DE. The price stated to have paid on the 5TH Sept 2010 was £713 000. There was a suggestion that they were asking for a ransom payment of a few thou but this was denied by Network Rail. See map on **Appendix 4.9.**

4.22 I went on the internet and there were dozens of people saying we can value your property for housing, farms, and road improvements etc. However, the most interesting one was:

4.23 **The Valuation Office Agency (VOA) gives the government the valuations and property advice. VOA is an executive agency, sponsored by HM Revenue & Customs.**

4.24 No doubt Network Rail can use this mechanism to negotiate a reasonable price for the one or two small parcels of land, which should be in the 10's of thousands using most of the money earmarked for path 244, with even a few bob in change.

The next section (s) are on the screening of the footbridge on the Ridgeworth House. Sections 5A and 5B.



Appendix 4.1 – CAD drawing of simple Footbridge and land take

Appendix 4.3 - Description of components on the GRP footbridge on path 209

Item	Material	Description	JW comments
1	GRP or steel	Main overbridge 18m long	Or it could be manufactured as one long section 27m long
2	GRP or steel	lattice pattern on bridge sides	For historical reasons similar to the Greenfield Station footbridge
3	GRP or steel	Short overbridge 9m long	Or it could be manufactured as one long section 27m long
4	GRP or steel	Short vertical pillar	To be designed to suit slope of path from Ladcastle Road. This could have a square concrete base set in the rock below. See **Appendix 4.2.1**
5		Slope of path from Ladcastle Road	
6	GRP or steel	Long vertical pillar	To be designed to suit slope of path from Ladcastle Road and angle of the 2 bridge sections. This could have a square concrete base set in the rock below. See **Appendix 4.2.1**
7	Concrete	Inside leg of concrete platform	It can be shorter than the outside leg
8	Concrete	Vertical side of platform	The platform could be cast in position or be precast reinforced concrete platform. As this platform is much smaller than Network Rail design it could be cast off site.
9	GRP or concrete blocks	replacing neighbours wall	It could sit on a ledge along the platform for neatness.
10	Mesh security fencing	Palatin fencing in and around the platform and also on the short bridge section.	I have not drawn these in for clarity
11	GRP or steel	Access gate 900 wide	A single lockable access gate to be located around the lower set of steps. I have not drawn this in for clarity
12	Concrete	Stair risers and going based on BS 8300	Basically the same as NWR design but the lower part to suit the narrower platform
13	Steel	Canopy plate around inside of steps	As NWR drawing - for protection





Check out the foundations on this newly installed footbridge



Location

Grid Reference

SK 22340 81623

Grid Reference (6 figure)

What3Words :

upholding.clever.offerings

Address (near) :

Castleton Road Hathersage Derbyshire Dales Derbyshire East Midlands

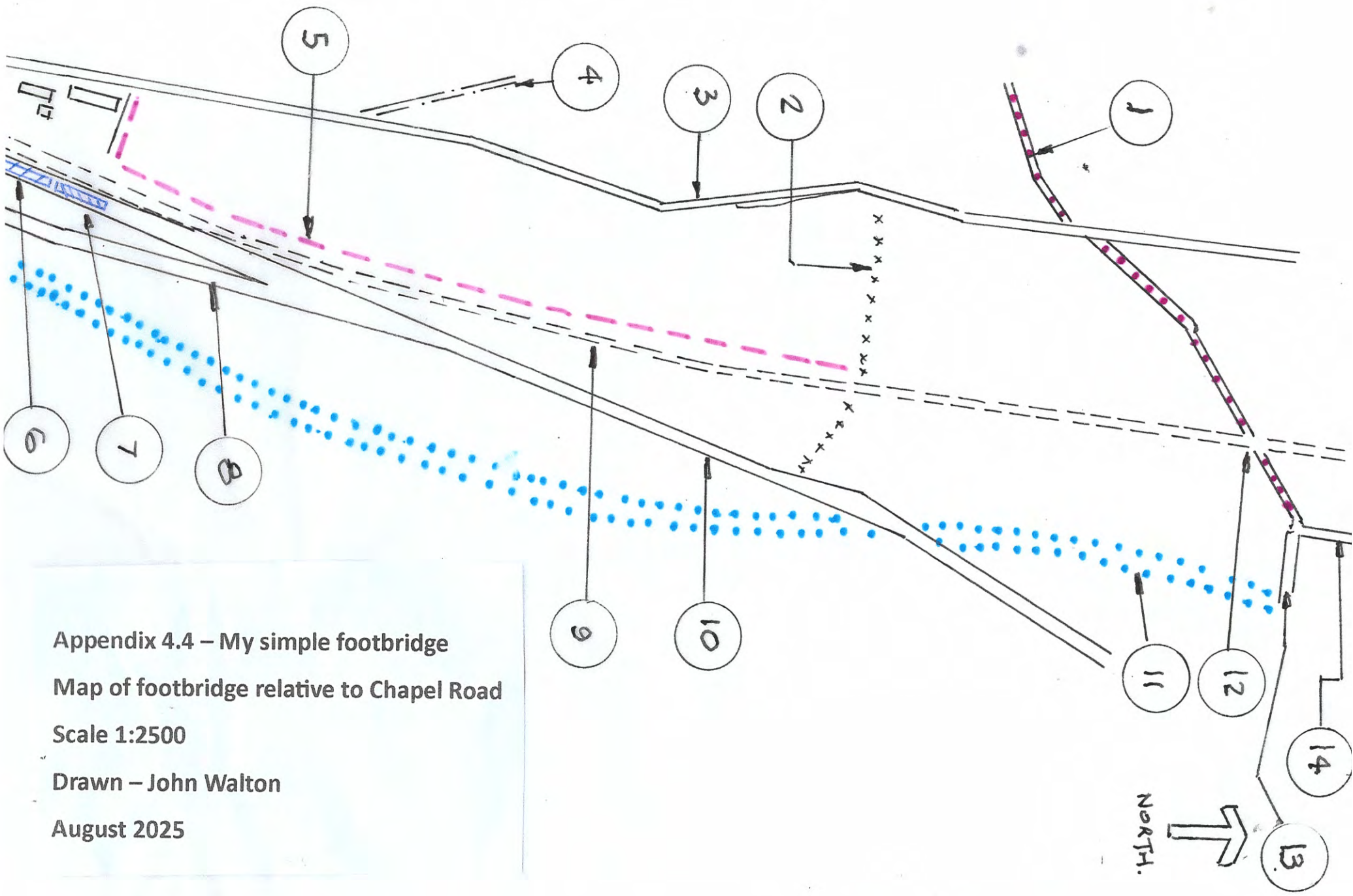
Postcode (nearest) :

S32 1BU

MOORGATE FOOTBRIDGE CAMPAIGN GROUP

APPENDIX

4.3.1



Appendix 4.4 – My simple footbridge

Map of footbridge relative to Chapel Road

Scale 1:2500

Drawn – John Walton

August 2025

Appendix 4.5. Hours working in the 9 month Period

Date	hours worked	comment
Between 1st Sept and 12th Sept 2022	52	Footpath closure. Not sure what is happening during this time. I am going to assume that some measuring could take place or clean up of veg etc. Could be one side one week and the other side the week after. Going to assume 52 hours
Between 6th Jan and 19th May 2023	52	Footpath closure - See above
3rd Sept 2022	52	Disruptive works
10th Sept 2022	52	Disruptive works
7th Jan 2023	52	Rules of the route. Asumme 52 hours
14th Jan 2023	52	Rules of the route
22nd to 27th Jan 2023	52	Midweek nights. Could be more than 52 hours
22nd April to 23rd May 2023	52	Demobasliation. Could be more than 52 hours
18th March 2023	52	Works
25th March 2023	52	Works
4th April 2023	52	Works
11th April 2023	52	26 days block aid - 3 and half weeks, say 4 weeks
22nd April 2023 to 23rd May 2023		
Week 4 - 22nd April 2023	52	Block
Week 5 - 29th April 2023	52	Block
Week 6 - 6th May 2023	52	Midweek nights
Week 7 - 13th May 2023	52	Midweek nights
Week 8 - 20th May 2023	52	Block
Total hours	**884**	**37 hours on site - seems on the low side - 3 and half weeks, say 4 weeks**

884 devide by 24 = 37

Appendix 4.6

APPENDIX B

4.7



Existing level crossing



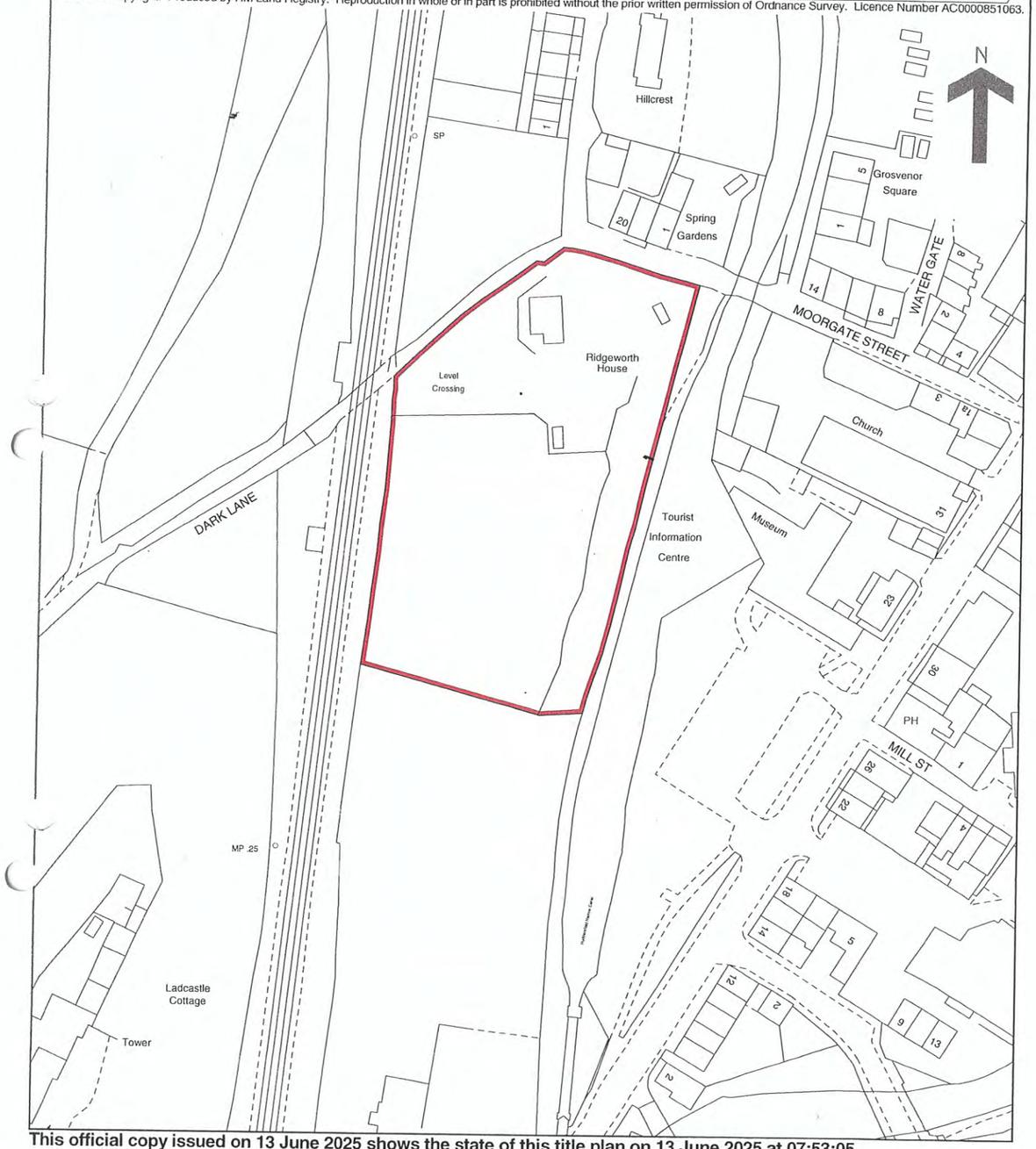
STANDARD 400 SERIES
FOOTBRIDGE No
MVL3/31.A.

APPENDIX 4.7

HM Land Registry
Official copy of title plan

Title number **MAN140528**
Ordnance Survey map reference **SD9905NE**
Scale **1:1250** enlarged from 1:2500
Administrative area **Greater Manchester: Oldham**

© Crown Copyright. Produced by HM Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number AC0000851063.



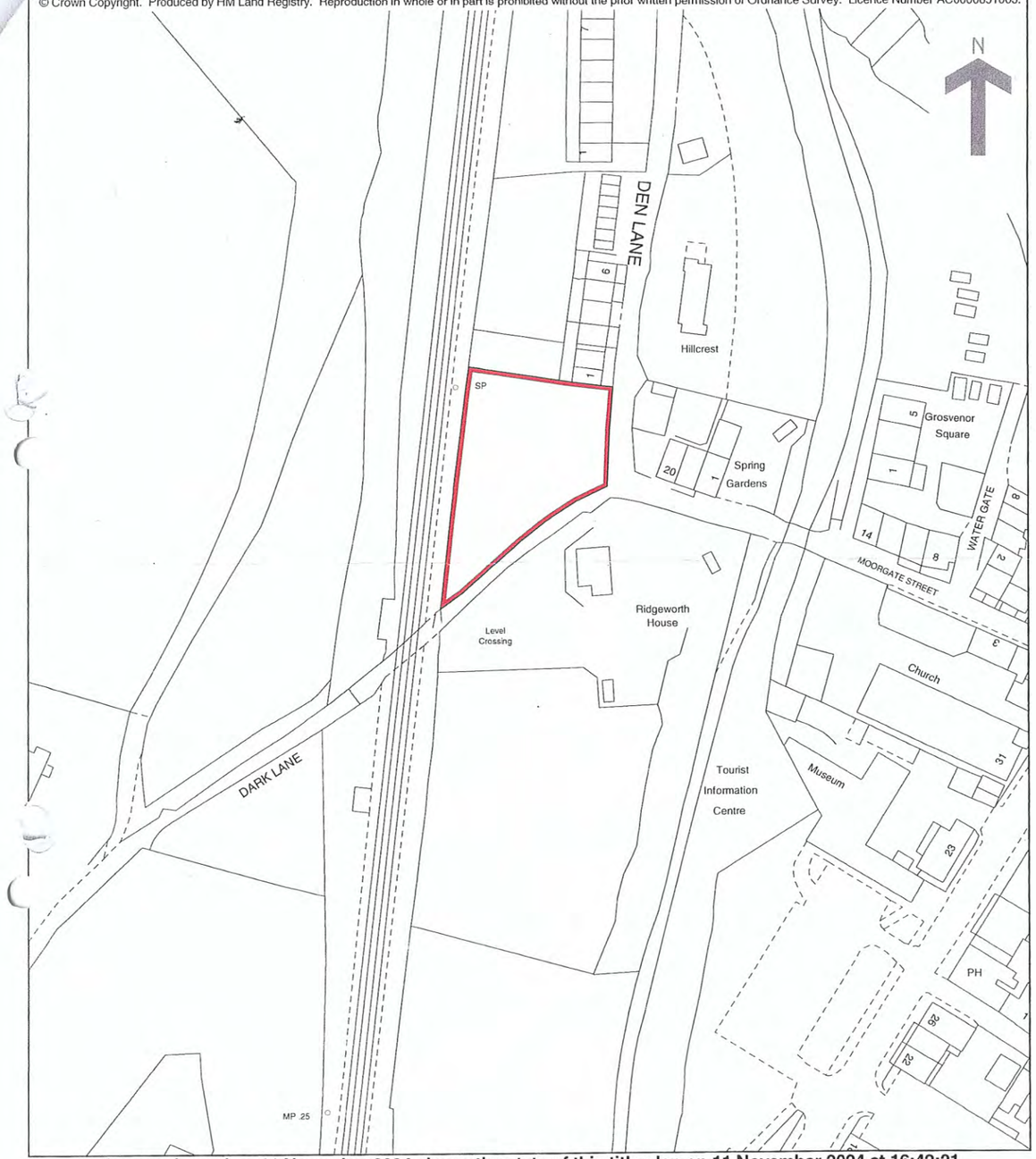
This official copy issued on 13 June 2025 shows the state of this title plan on 13 June 2025 at 07:53:05.
It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale.
Measurements scaled from this plan may not match measurements between the same points on the ground.
This title is dealt with by HM Land Registry, Wales Office.

APPENDIX 4.8

Land Registry
Official copy of title plan

Title number **MAN157079**
Ordnance Survey map reference **SD9905NE**
Scale **1:1250** enlarged from 1:2500
Administrative area **Greater Manchester: Oldham**

© Crown Copyright. Produced by HM Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number AC0000851063.



This official copy issued on 11 November 2024 shows the state of this title plan on 11 November 2024 at 16:42:21.
It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale.
Measurements scaled from this plan may not match measurements between the same points on the ground.
This title is dealt with by HM Land Registry, Wales Office.

APPENDIX 4.9

COULD BE UP TO
100 m²

LAND TAKE ....
20 x 3.2 = 64 m².

Down Huddersfield

To Greenfield

Up Huddersfield

1

2

3

9 m.

4.5 m.

5.3 approx

7.4 m. approx

Red line boundary shown in back garden of neighbouring property is temporarily required during construction only

Precast reinforced concrete platform

Existing stone wall removed and replaced with precast reinforced concrete units with natural stone slips to both faces

Back garden of neighbouring property

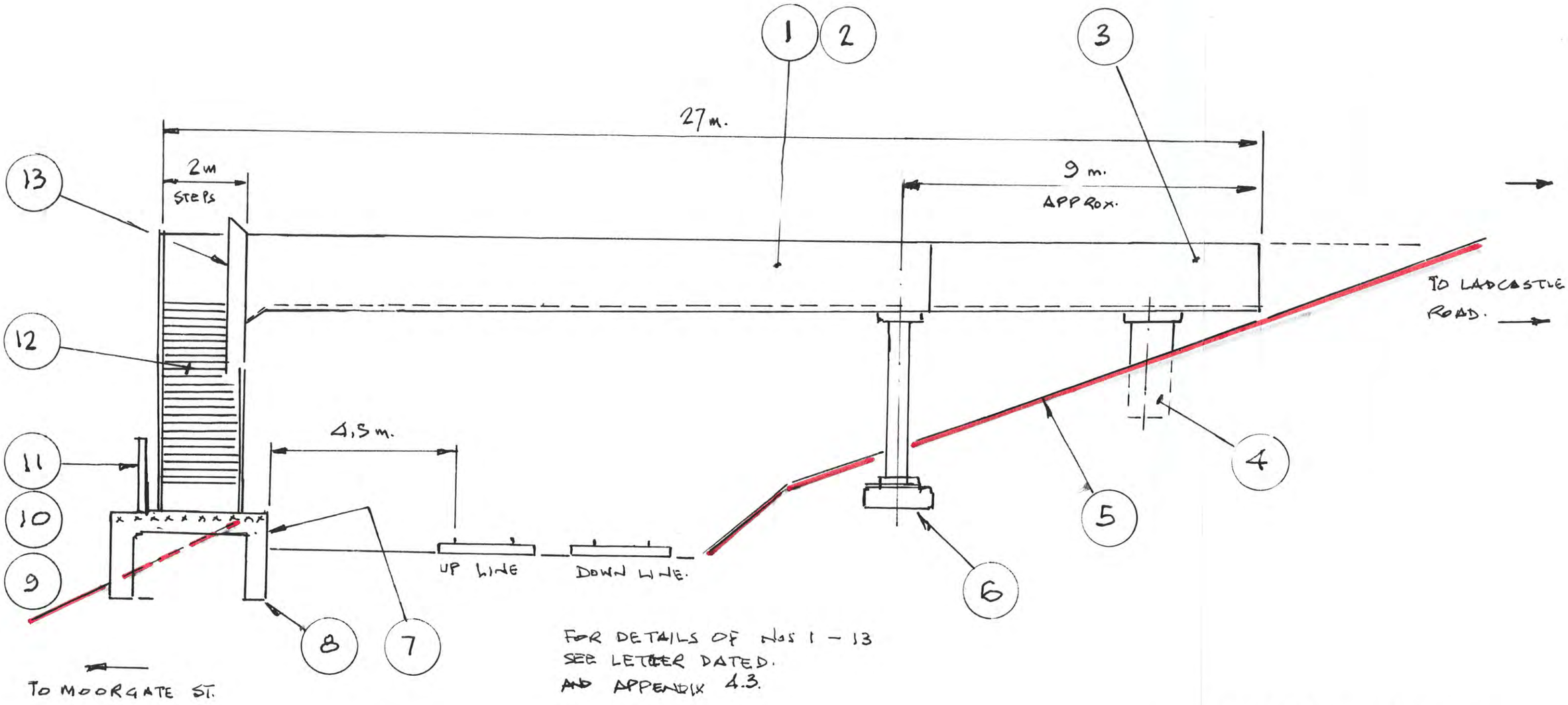
Appendix 4.2.1 – My simple footbridge

Design – plan view

Scale 1:200

Drawn – John Walton

August 2025



FOR DETAILS OF Nos 1 – 13
SEE LETTER DATED.
AND APPENDIX 4.3.

Appendix 4.2.2 – My simple footbridge

Design –side view

Scale 1:100

Drawn – John Walton

August 2025

Section 5A – My design of the landscaped upper field as seen on Appendix 4.8 (MAN 140 528)

5A.1 During the early days of the Network Rail Rolls Royce footbridge there was some agreement between the owners, Richard and Helen Mottram, of Ridgeworth House at the corner of Moorgate Street and Den Lane re temporary land take and screening of the footbridge from their property below.

5A.2 There was also some talk of a ransom payment of maybe a few £100K but Network Rail deny this.

5A.3 On the Rolls Royce footbridge layout drg no 151667-TSA26-MVL3-DRG-T-LP-040003. Rev 3 dated May 2022, it says that a 1.8m high precast reinforced concrete unit with natural stone slips to both faces and a semicircular mortar coping to top of wall was to be installed. See the GA **on Appendix 2022.2.**

5A.4 There are similar concrete units along the east side wall to blend in with the existing stone walls. Looking at the GA – Elevation C – C it shows a 3D rendering (Artist's impression) and 2 mature trees on the RHS.

5A.5 This led me to progress further as an attachment to my simple footbridge design. It would be cheaper and less of an eyesight. However, the extra land take would have to be taken into account to implement my suggestion.

5A.6 It says in Section 3 there are already 5 land take plots in the section from Stalybridge to Diggle so this extra one will see a cheaper footbridge with landscaping in between the stone wall and Ridgeworth House some way down the slope. See photo below:



5A.7 I have sketched a side view of the simple footbridge with a similar slope as before but with a stone retaining wall and behind it, a filled in section to allow the tree roots to establish. It will all depend on the height of the rock base below.

5A.8 Excavations are expected around the single steps concrete platform which initially will take place on the rail side to generate a suitable depth. From this initial excavation the less important depth around the trees can be used to implement my suggestion.

5A.9 From relevant British Standards and guidance sheets the minimum depth of soil for the tree roots is 1m.

5A.10 I have sketched out an A4 drawing - Screen details and can be seen on **Appendix 5.1.**

- To see the details of the Screen items see **Appendix 5.2.**

5A.11 The plan view has not been investigated as it will have to be evaluated later if and when the cheaper footbridge and land take are accepted.

5A.12 For details of urban tree soil requirement and planting requirements see **Appendix 5.3**

5A.13 There is also a 90 page BS 8545:2014 entitled **Trees: from nursery to independence in the landscape.** I have copied the first 2 pages which can be seen on **Appendix 5.4.**

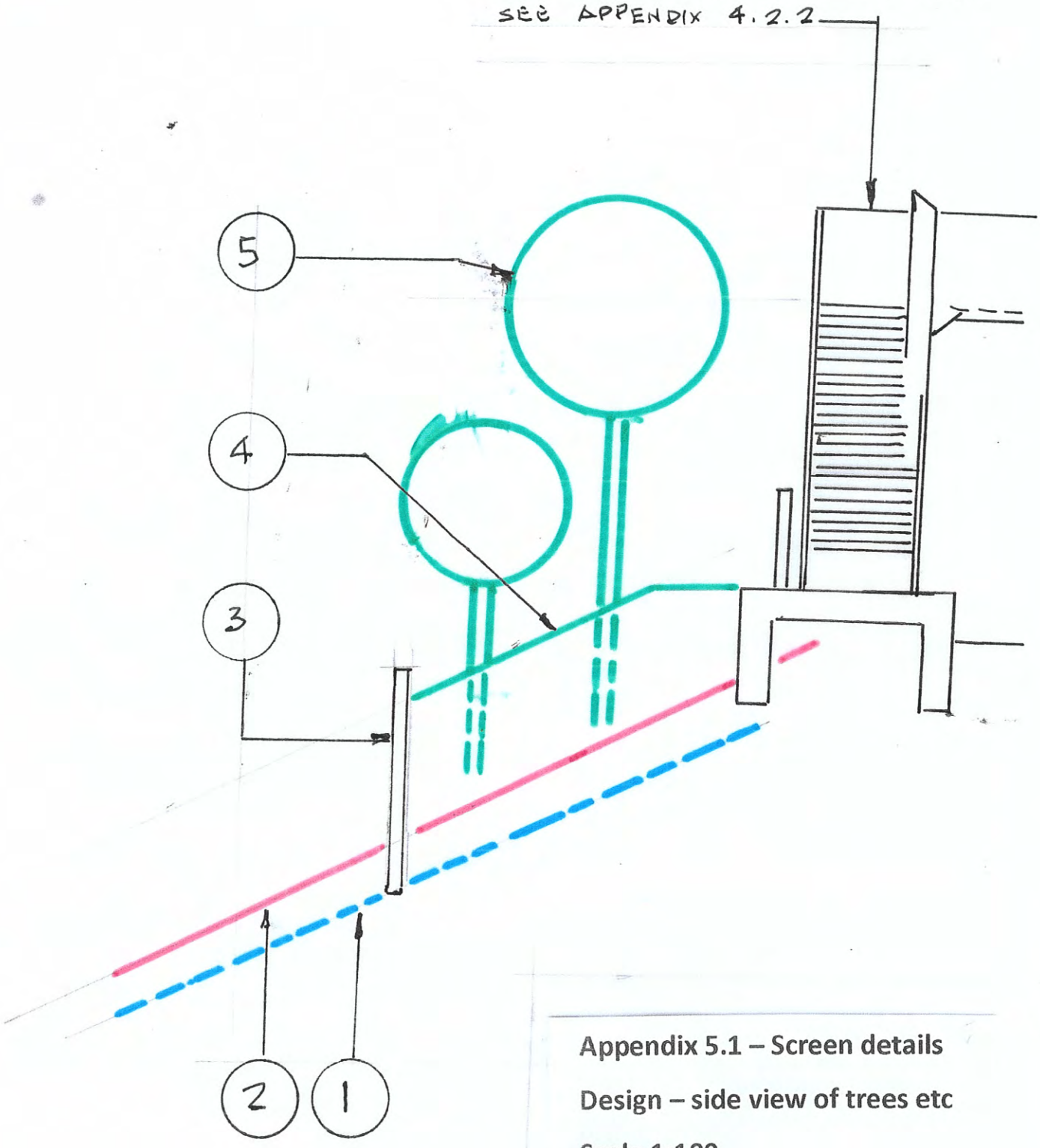
5A.14 The slope of the banking was at first thought to be relative shallow but it transpires that it could be up to 45 degrees. I have found three locations with trees on a banking at about 45 deg. See **Appendix 5.6.**

To summarise Section 5A

- Cheaper screening – Trees on 45 deg banking
- More natural
- Disadvantage having a retaining wall

The next section is 5B - My design of the landscaped upper field but without the stone retaining wall.

FOR DETAILS OF CHEAPER BRIDGE
SEE APPENDIX 4.2.2



Appendix 5.1 – Screen details

Design – side view of trees etc

Scale 1:100

Drawn – John Walton

September 2025

Appendix 5.2 - Description of screens and trees etc

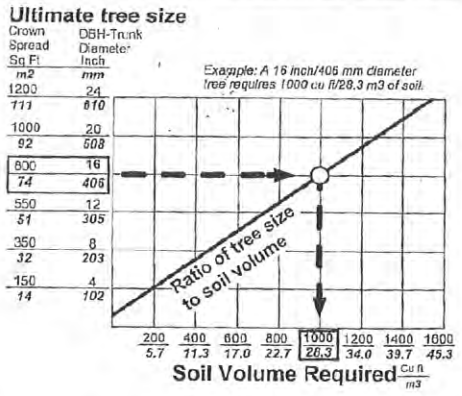
Item	Description	JW comments
1	indicative level of rock below surface	Will have to be excavated to check suitable depth for tree roots - minimum depth is 1m
2	Level of field as taken from Network Rail GA	Again this will have to be checked on site.
3	Suitable restraing wall to hold back filled in section behind. How ever it may not be used if the slope is OK for planting trees	This can be made from horizontal sleepers, gabions. cast concrete, Lego type concrete blocks.
4	**Soil infill for planting trees**	**I have been advised that 1m is the minimum for tree roots**
5	Semi mature natural trees including oak, Rowan, Ash, Silver Birch etc	To be agreed with Tree specialist
6	The side view is indicative and naybe altered depending on a plan view	
7	All the above is dependant on NR getting legal land take.	

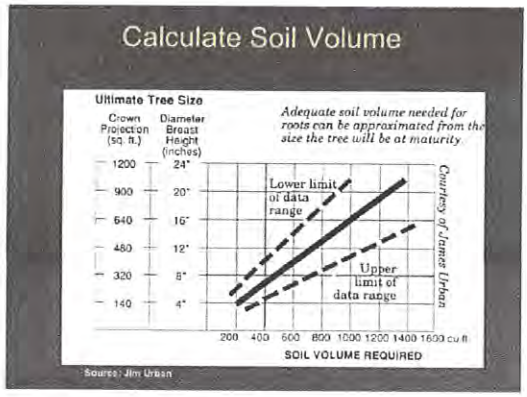
Boughton

Urban Tree Soil requirements

Volume Requirements – The amount of urban tree soil used will in part determine the maximum size that a tree can grow in its lifetime. Soil Volume can be calculated by using our volume calculator of following the diagram posted below, prepared by James Urban (Up by Roots, ISA Press, 2008). Only the upper 3 feet of soil should be used in calculations through this table.

Table 2.4.1. Tree size to soil volume relationships *(Urban 1992)*.





Depth specification – As a rule of thumb tree soils should have a minimum depth of 3 feet (1m), which can be composed of subsoil and topsoil layers. The soil can either be installed in lifts where the base soil surface is tilted or scarified between each lift, or through layers of < 12 inches (30cm) where a subsoil mix is installed first followed by a topsoil mix of at least 12 inches (30cm).

Texture – the top and subsoil layers or lifts should be a sandy loam soil comprising of 50 to 80% medium and coarse sand (<25% fine sand), 5-35% silt, and 5-20% clay.

Stones and rocks – the soil must contain no stones larger than 1 inch with stones ranging from 0.5 to 1 inch (1.25 to 2.5cm) not exceeding more than 5% of the soil volume, and gravel 0.25 to 0.5 inches (0.6 to 1.25 cm) not exceeding 5% of the soil volume.

Debris content – all particles in soil that are greater than 1 inch should be taken out of the soil, these include fragments of concrete, wood, brick, metal, glass, plastic and stone. Any debris less than 1 inch in diameter should not exceed 5% of the soil mix.

Contaminants – The main reason to use tree soil in urban areas is because of the costly effects of contamination often found in onsite topsoil's. The soil needs to have no heavy metals, herbicides, biological toxins or hydrocarbons than can affect the growth of a tree. All tree soils need to meet the EPA's standards for soil contaminants.

Clod size – when using a mixed soil any clods formed by high clay content between the sizes of 1 and 3 inches (2.5 to 7.5 cm) should not exceed 10% of the soil volume, and clods between 3 to 6 inches (7.5 to 15cm) should be less than 5%. Smaller soil peds less than 1 inch long allow for improved soil drainage and can make up the entirety of the soil volume.

APPENDIX 5.3

Organic matter content – Is vital in providing nutrients for trees, retaining water, promoting biological diversity and maintaining stable soil aggregates. As a general quota, the soil used needs to have between 4 and 6% organic matter by weight, with compost used to add additional organic matter if needed. No mixture of soil to be used in tree planting must have more than 15% compost by volume so that subsidence or settling problems do not occur. Subsoil used should have between 1 and 3% organic matter but additional amounts won't cause a problem.

Density – topsoil needs to have a density between 1.0 and 1.4 g/cc and subsoil 1.2 to 1.5 g/cc in order to be high enough to avoid settling but not too high to discourage root growth. The soil needs to be settled between lifts with a vibrating plate compactor, typically two passes of a 20 inch (55cm) vibrating impact plate on moist soil will achieve the correct soil density.

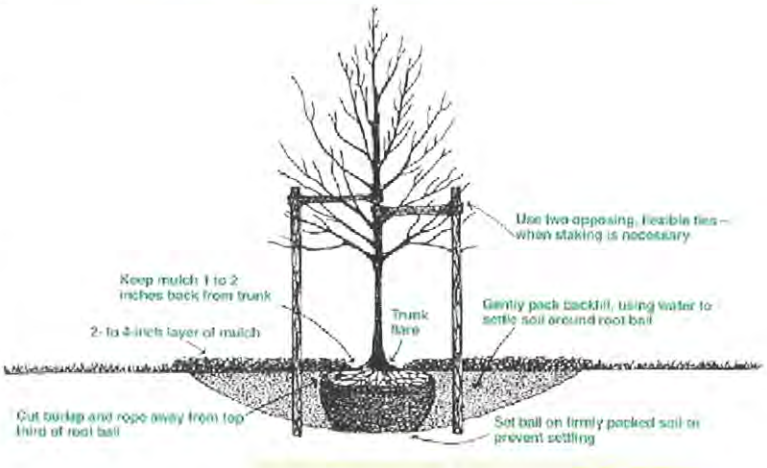
Drainage – a percolation rate of 1 to 2 inches (2.5 to 5cm) per hour is preferred if an irrigation system is installed. If the native subsoil has a drainage rate less than 1 inch (2.5cm) per hour, a drainage system needs to be installed in the form of a corrugated/ slotted pipe. Slots at the top of the pipe should be covered by plastic sheeting to prevent soil contamination, but can be left open if facing downwards. The drainpipe should be facing downhill towards a drainage area, and should be surrounded in a coarse sand trench of at least 12 inches (30cm) wide and 10 inches (25cm) deep. The drainage pipe must not be wrapped in filter fabric to avoid future clogging.

Soil pH – The preferred pH range is dependent on the species of tree being planted and determines the availability of nutrients in the soil.

Nutrients – prior to soil installation the plant available nutrients should be tested, and if found to be at levels listed as medium or lower on a soil analysis report, appropriate fertilisers should be used to counteract any nutrient deficiencies. When nitrogen is required a nitrogen fertiliser containing at least 50% nitrogen should be applied in a water soluble form.

Soluble salt - soil must have less than 2 ds/m

Moisture levels – all new transplants need water to keep alive and thrive. Adequate soil moisture levels need to be monitored regularly and acted upon with irrigation systems if found lacking. As excess irrigation can harm plants it is advisable that moisture sensors be used during the time of soil installation on any new planting.



11.1 Process flowchart *23*
11.2 General recommendations for post-planting management and maintenance *23*
11.3 Irrigation *23*

BRITISH STANDARD BS 8545:2014

© The British Standards Institution 2014 □ i
Licensed copy:SLR Consulting, 30/11/2020, Uncontrolled Copy, © BSI

11.4 Formative pruning *24*
11.5 Routine assessment and ongoing maintenance *24*
Annexes
Annex A (informative) Further guidance on policy and strategy *26*
Annex B (informative) Further guidance on site evaluation and constraints assessment *27*
Annex C (informative) Further guidance on species selection *34*
Annex D (informative) Further guidance on nursery production and procurement *35*
Annex E (informative) Further guidance on handling and storage *54*
Annex F (informative) Further guidance on planting *55*
Annex G (informative) Further guidance on post-planting management and maintenance *70*
Bibliography *75*
List of figures
Figure 1 – General process for new planting projects *5*
Figure 2 – Process flowchart for policy and strategy *6*
Figure 3 – Process flowchart for site evaluation and constraints assessment *9*
Figure 4 – Process flowchart for species selection *11*
Figure 5 – Process flowchart for nursery production and procurement *13*
Figure 6 – Process flowchart for handling and storage *16*
Figure 7 – Process flowchart for planting *18*
Figure 8 – Process flowchart for post-planting management and maintenance *23*

BS 8545:2014 BRITISH STANDARD

John Waltons' comment This BS is 90 pages long and at the moment cannot find any ref to the slope of the ground, but there are many sections that refer to drainage.

The most important is the depth which is 1m minimum.

APPENDIX 5.4.
(THERE IS NO 5.5)

Appendix 5.4

BS 8545:2014

Trees: from nursery to independence in the landscape – Recommendations

Contents

Foreword *iv*
Introduction *1*
1 Scope *1*
2 Normative references *2*
3 Terms and definitions *2*
4 General process *5*
5 Policy and strategy *6*
5.1 General *6*
5.2 General recommendations on policy and strategy *6*
5.3 Planting objectives and desired outcomes *7*
5.4 Statutory controls and relevant policy *7*
5.5 Environmental considerations *7*
5.6 Additional factors and constraints *8*
6 Site evaluation and constraints assessment *8*
6.1 Process flowchart *8*
6.2 General recommendations for site evaluation and constraints assessment *8*
6.3 Ground assessment *9*
6.4 Macro and micro climatic conditions *9*
6.5 Existing features including vegetation *10*
7 Species selection *10*
7.1 Process flowchart *10*
7.2 General recommendations for species selection *10*
7.3 Characteristics of different species and cultivars *11*
7.4 Nomenclature *12*
7.5 Existing tree population of the landscape into which young trees are planted *12*
8 Nursery production and procurement *12*
8.1 Process flowchart *12*
8.2 General recommendations for nursery production and procurement *12*
8.3 Crown and stem development *13*
8.4 Root system development and management *14*
8.5 Young tree quality assessment and procurement *15*
8.6 Biosecurity *15*
9 Handling and storage *15*
9.1 Process flowchart *15*
9.2 Lifting on the nursery *15*
9.3 Movement on the nursery after lifting and before dispatch *16*
9.4 Loading *17*
9.5 Unloading and temporary storage *17*
10 Planting *18*
10.1 Process flowchart *18*
10.2 Considerations below ground *18*
10.3 Considerations above ground *19*
10.4 Check list for trees prior to planting *20*
10.5 Planting the tree *20*
11 Post-planting management and maintenance *23*

Appendix 5.6

Photos of trees on 45 deg banking



Photo 1 – There are about 7 small trees in the bushes. Taken early November. The Westwood Metro stop is just to you right



Photo 2 – These trees are on the edge of a playing field on Middleton Road, Chadderton. Taken on the 19th November.



Photo 3 – Same as photo 2. The tree leaning over must have been storm damage by Storm Claudia a few days before.



Photo 4 – These trees are on the other side of Middleton Road. The fencing is a boundary fence of the old Royton Water Treatment Works. Closed some 15 years ago.

Section 5B – My design of a landscaped upper field – <u>without the stone retaing wall</u>

5B.1 During the early days of the Network Rail Rolls Royce footbridge there was some agreement between the owners, Richard and Helen Mottram, of Ridgeworth House at the corner of Moorgate Street and Den Lane re temporary land take and screening of the footbridge from their property below.

5B.2 There was also some talk of a ransom payment of maybe a few 100,000 pounds but Network Rail deny this.

5B.3 On the Rolls Royce footbridge layout drg no 151667-TSA26-MVL3-DRG-T-LP-040003. Rev 3 dated May 2022, it says that a 1.8m high precast reinforced concrete unit with natural stone slips to both faces and a semicircular mortar coping to top of wall. See **Appendix 2022.2**

5B.4 There are similar concrete units along the east side wall to blend in with the existing stone walls. Looking at the GA – Elevation C – C it shows a 3D rendering (Artist's impression) and 2 mature trees on the RHS.

5B.5 This led me to progress further as an attachment to my simple footbridge design. It would be cheaper and less of an eyesight. However, the extra land take would have to be taken into account to implement my suggestion.

5B.6 It says in Section 3 there are already 5 land take plots in the section from Stalybridge to Diggle so this extra one will see a cheaper footbridge with landscaping in between the stone wall and Ridgeworth House some way down the slope. See photo below:



5B.7 I have sketched a side view of the simple footbridge with a similar slope as before but with a **stone retaining wall and behind it, a filled in section to allow the tree roots to establish. It will all depend on the height of the rock base below.**

5B.8 Excavations are expected around the single steps concrete platform which initially will take place on the rail side to generate a suitable depth. From this initial excavation the less important depth around the trees can be used to implement my suggestion.

5B.9 From relevant British Standards and guidance sheets the minimum depth of soil for the tree roots is 1m.

- I have sketched out an A4 drawing - Screen details and can be seen on **Appendix 5B.1.**
- To see the details of the Screen items see **Appendix 5B.2.**

5B.10 The plan view has not been investigated as it will have to be evaluated later if and when the cheaper footbridge and land take are accepted.

5B.11 For details of urban tree soil requirement and planting requirements see **Appendix 5B.3.**

5B.12 There is also a 90 page BS 8545:2014 entitled **Trees: from nursery to independence in the landscape.** I have copied the first 2 pages which can be seen on **Appendix 5B.4.**

5B.13 The slope of the banking was at first thought to be relative shallow but it transpires that it could be up to 45 degrees. I have found a banking with at least 7 semi mature trees close to the Metro station at Wetwood, on Middleton Road. See **Appendix 5B.6.**

5B.14 On **section 5B** I have altered the slope of the ground to around 45 degrees, initially to get rid of the lower stone wall and have the surface to blend in with the lower slope. It maybe, more acceptable to the residents of Ridgeworth House.

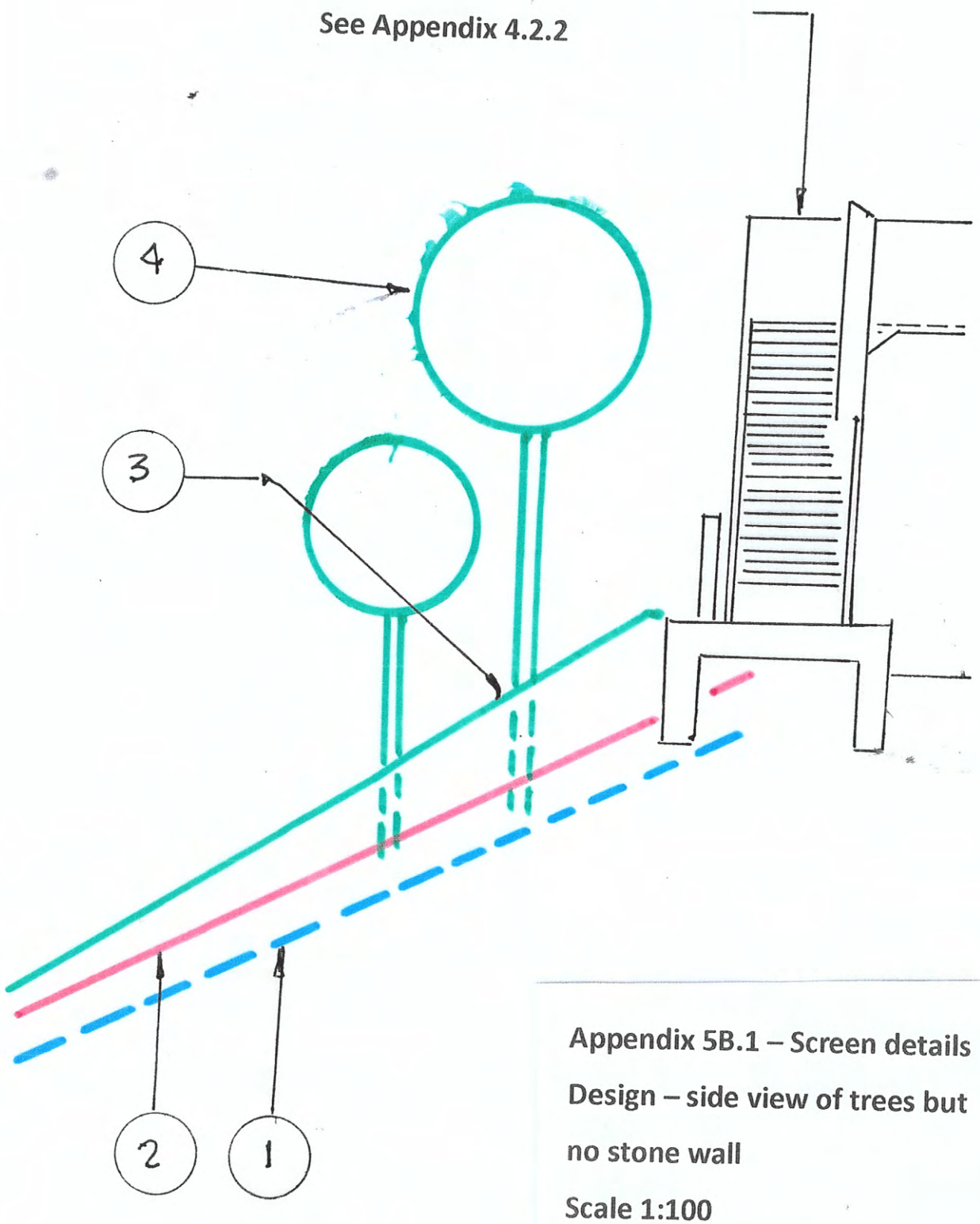
To summarise Section 5B

- Cheaper screening – With trees on 45 deg banking
- More natural
- It can blend into the sluing field.

The next section is based on costs. No 6 – Cost of cheaper footbridge (S)

For details of cheaper bridge

See Appendix 4.2.2



Appendix 5B.1 – Screen details

Design – side view of trees but no stone wall

Scale 1:100

Drawn – John Walton

October 2025

Appendix 5B.2 - Description of screens and trees etc

Item	Description	JW comments
1	indicative level of rock below surface	Will have to be excavated to check suitable depth for tree roots - minimum depth is 1m
2	Level of field as taken from Network Rail GA	Again this will have to be checked on site.
3	**Soil infill for planting trees**	**I have been advised that 1m is the minimum for tree roots. The level of the ground to be around 45 dgrees and to blend in with the lower slope. See 2 plots of trees at 45 deg. Appendix 5.6**
4	Semi mature natural trees including oak, Rowan, Ash, Silver Birch etc	To be agreed with Tree specialist
5	The side view is indicative and naybe altered depending on a plan view	
6	All the above is dependant on NWR getting legal land take.	

Section 6 – My design and costs of a cheaper footbridge

6.1 The starting point on this section is the sketch showing my rough design to Gareth Jones in 2021 which can be seen in Section 2 – See **Appendix 2021.3**

6.2 From this simple sketch I drew a feasible footbridge with only one set of steps on the Moorgate Street side and a level section over the rail lines and cranked to pick up the section of path 209 leading to Ladcastle Road.

6.3 Sometime last year I obtained a budget price for the steel LMZ option, but for the superstructure only, which was circa **£650k**. This was for the Rolls Royce footbridge layout drg no 151667-TSA26-MVL3-DRG-T-LP-040003. Rev 3 dated May 2022.

6.4 Looking at the spreadsheet on **Appendix 6.2,** NR put in a figure of £991 000 for all the bridge components, where my figure was a third at £330,000. I was going to put in a figure of about the same before these NR inflated costs came along.

- **My reduced material costs**

6.5 If my layout was accepted, I reckon the overhead cranked section (in one or two sections) would be a third of the costs specified by Network Rail on a FOI letter to one of our members. My cost would be £330K. See **Appendix 6.2.**

6.6 If my layout was accepted, I reckon the overhead cranked section (in one or two sections) would be half **- £325k**

6.7 The concrete platform on the Moorgate Street side would be around a half compared to the heavy duty concrete platform on the Network Rail GA The edge of this concrete platform will be at least 4.5 from the running rail thereby eliminating the crash barrier syndrome.

6.8 The rectangular concrete section on the Ladcastle Road would be **eliminated completely** as there are no steps but the two small concrete supports would only cost **a few bucks.** Many of the components from the series 400 footbridge could be used on my cheaper footbridge.

6.9 The painted CHS supports on the Moorgate Street side would be about the same but the two smaller supports on the Ladcastle Road would be **half.**

6.10 There will **no** Network Rail maintenance access stairs and GRP handrails. There are at least three of these handrails.

6.11 There will be **no** lighting as specified in the NR breakdown of costs.

6.12 There will be only one access gate from the Moorgate Street side, as is the case with many footbridges I have researched over the past three years.

6.14 Cranage to lift the lighter structures will be less robust

6.14 The main savings will be for the work to be carried out during the **16 to 20 weeks** closure time for Greenfield station and adjacent road bridge. This includes using the compounds off Oldham Road at the same time of 16 to 20 weeks.

6.15 Network Rail has, under new legislation, where you place a NEW free standing structure within 4.5m of a running rail, you have to provide suitable derailment protection to ensure the structures stability in the event of a train derailment (under certain speeds and within defined parameters).

6.16 Therefore, the Rolls Royce GA which is what Network Rail are promoting, incorporates a huge precast platform with a robust kerb to achieve this scope. **My design has moved the platform further than the 4.5m.**

- **Same**

6.17 There will be similar 1.8m high mesh security fencing and drainage, tarmac landings etc

Other considerations

6.18 I understand that the main element of the revised costings was derived from over engineered associated earthworks to appease the landowners. This would have to be evaluated in the near future, basing any compensation on standard Network Rail land acquisition criteria.

6.19 The original intention was to purchase a small slither of land that would negate this requirement. However, I was led to believe (hearsay) that these negotiations broke down and the landowner also insisted on a solid parapet design and a large stone faced retaining wall to protect their privacy (again adding significant costs).

6.20 Perhaps this could still take place with the savings I have outlined above. If the cheaper footbridge goes ahead there is the extra monies which was to be spent on the upgrading of path 244. There would be no cost in closing path 209 and upgrading path 244.

6.21 I have based my design with a less robust concrete platform and a sliver of land (around 100 square metres) taken from the adjacent landowner. This means less engineering works, but will require new negotiations with Richard and Helen Mottram of Ridgeworth House. See **Appendix 6.1.**

6.22 Looking at the overall costs from Network Rail of £ **4.486 million** for the Rolls Royce bridge I have put my costs into a spreadsheet to compare my cheaper footbridge which comes out at £2.5 million. Bit more than I expected but some of my costs are guestimates.

To summarise section 6

- My estimated cost is around £1.6 million compared to the Rolls Royce bridge of just under £4.5 million, a saving of almost £3 million!

- An independent land surveyor instructed by the **SoS** to determine the land where the single set of steps are to sit.

- Less bore holes

- Could use the £200K to half a million suggested my Mark Ashton for so called improvements path 244.

Next section 7 – Network Rail details of existing path 244.

Appendix 6,1

6.1.1 I have had some interesting information regarding the purchasing land requirements for the single set of steps on upper slopes of Ridgeway House:

6.1.2 If Network Rail used the TWA to compulsory purchase the land, then the value is ascertained by a land surveyor usually instructed by the ***SoS.***

6.2.3 Where this has been used in the past for domestic properties, it has usually been the market value plus a slight uplift (circa 10-25%).

6.2.4 Given Ridgewood House sold in 2019 for £713k and its current market value is circa £850k then the purchase of a slither of the garden would likely cost no more than ***£100k under a compulsory purchase.***

6.2.5 The strip of land needed would need to be inclusive of a 4.5m mandatory width from the nearest running rail and then the width of a 2m wide staircase, this would then negate the requirement of the costly robust kerb arrangement that sent the costs of the original scheme through the roof.

6.2.6 Therefore this £100k donation to Richard and Helen Mottram of Ridgewood House should be enough not to provide any suitable screening from any footbridge. As it says above a land surveyor usually instructed by the **SoS** should determine the land value where in the past there seemed to be a demand for a ransom payment by the owners, although I cannot give a figure, it was hearsay.

6.2.7 From this latest information I was able to I was able to complete my magic overall cost of my cheaper footbridge.

See Appendix 6.2

Appendix 6.2 - Network Rails cost and my comparative cost

	Detail of estimate	NWR figures		jw new costs
1	Supply and install etc	991000	991000	330000
2	Groundworks etc	251000	251000	251000
3	Closure of level crossing	584000	584000	0
4	Design cost	517000	517000	250000
5	Project mgr. cost	194000	194000	100000
6	Access land cost	435000	435000	100000
7	Total base cost (s)	3867000	**2972000**	**1031000**
8	Risk provision	619000		600000
9	**Total cost**	**4486000**		**1631000**

Comments

7 - NWR total base cost is incorrect. It should be 2972000

9. However if you add 7 and 8 it equates to 4486000, just under £4.5 million

Section 7 - Network Rails drawings of existing path 244.

7.1 Network Rail had promised path 244 would be improved as a replacement for path 209. However, if you look at the information given out at the public consultation on the 10th June 2025 there was minimal information just a small leaflet with a map of the diversion.

7.2 This showed the diverted route of 209 via 244 and a text explaining the positive parts including a time and distance.

7.3 Looking at this leaflet in more detail it shows the map as described above and 2 postage sized photos:

7.4 The first one showing some ramps about 1.5m wide with hand rails each side and a photo of the path possibly beyond the underbridge. Each ramp could be 2m long.

- It says on the leaflet:

7.5 "This path on the map (coloured orange) is a route via an underbridge that stretches between Oldham Road and Ladcastle Road. The route is passable but we will *introduce enhanced underfoot conditions and replace the current underfoot conditions and replace the life expired steps with compatible steps and handrails to improve safety."* (my italics).

- For details of this coloured leaflet see **Appendix 7.1.**

7.6 However, looking at the 6 drawings enclosed with this TWAO there is certainly minimal enhancement of the upper steps and no handrails. In fact, the detail on these maps is somewhat similar to the Statement of 244 which can be seen on **Appendix 7.2.**

7.7 It is my understanding that any change to this footpath would have to go through a legal process. It would have to be advertised and if there are any objections it could lead to a public inquiry. This would obviously delay any work for months or years.

7.8 Looking at the Network Rails drawings accompanying this Transport and Works Act submission they seem to be working to the 244 statement above, 1.2m wide or even less.

7.9 The RA conducted a survey of all the 800 or so footpaths in the Borough in 2015 and for interest I enclose the one for path 244. See **Appendix 7.3.**

7.10 At the time I would not have found anything wrong as it seemed to tick all the criteria. However, this time when you think of the 46 vulnerable people who use 209 daily and are expected to use the so called modified 244, I would certainly not recommend it, although Geoff and Vera were experienced walkers.

7.11 I also went back to the 2015 survey and looked at the survey of path 209 by Sue Ward and it would have got 10 out of 10. See **Appendix 7.4.**

7.12 I was able to down load the various maps in the TWAO relating to Moorgate and when enlarging them was able to evaluate the details before and after along the 161m length of 244.

7.13 Photos of path 244 going down can be seen on **Appendix 7.5.**

7.14 Now looking at the 3 drawings of Network Rail showing the existing 244 path, they seem to be working to the statement of 1.2 wide or even less. See my comments on **Appendix 7.6.**

7.15 Notes on the Tree Preservation Order process can be seen on **Appendix 7.7.**

7.16 A copy of the TPO confirmation letter from Alan Evans, legal can be seen on **Appendix 7.8**

The next section – 8 - is looking at the so called improvements to path 244 by Network Rail.

Appendix 7.1

Moorgate Halt Level Crossing

Moorgate Halt Level Crossing is located between Greenfield and Marsden stations on the edge of Uppermill village, on the Huddersfield to Manchester railway.

Transpennine Route Upgrade (TRU) will enable an increased number of faster passenger and freight services over Moorgate Halt Level Crossing. This will increase the risks to users significantly, if it remains open. Therefore, our proposal is to close the level crossing and improve the existing public footpath (244 SADD) as an alternative.

This path (orange on this map) is a route via an underbridge that stretches between Oldham Road and Ladcastle Road. The route is passable, but we will introduce enhanced underfoot conditions and replace the current life-expired steps with compatible steps and handrails, to improve quality and safety. This alternative route for crossing the railway would be at most 440 metres, and should take no more than 6 minutes to walk; for many users it may be substantially shorter.







I have used a magnifying glass to make the script more readable.

Moorgate Halt Level Crossing is located between Greenfield and Marsden stations on the edge of Uppermill village on the Huddersfield to Marsden line.

Transpennine Upgrade (TRU) will enable to an increased number of faster passenger trains and freight services over the Moorgate Halt Level Crossing. This will increase the risks to users significantly, if it remains open.

Therefore, our proposal is to close the level crossing and improve the existing public footpath (244 Sadd) as an alternative.

This path on the map (coloured orange on the map) is a route via an underbridge that stretches between Oldham Road and Ladcastle Road. The route is passable but we will introduce enhanced underfoot conditions and replace the current underfoot conditions and replace the life expired steps with compatible steps and handrails to improve safety.

This alternative route for crossing the railway would be at most 440m and should take more than 6 minutes to walk; for many it may be substantial shorter.

Appendix 7.2

Definitive path number 244 Saddleworth Statement

This is the information taken from the Councils list of definitive paths - for path 244.

The statement which accompanies the definitive map says:

Index number – 1.

District – Saddleworth.

Path number – 244.

Page number – 8

Status - Footpath

Length – 161m

Description – Footpath commencing at its junction with Ladcastle Road and proceeding eastward to its junction with the Oldham (and Standedge County) Road A670.

Comments - 1.2m wide 1 set steps

Relevant date - 22 September 1952

It is my understanding that any change to this (or any ROW) footpath would have to go through a legal process. It would have to be advertised and if there are any objections could lead to a public inquiry. This would obviously delay any work for months or years.

Looking at the Network Rails drawings accompanying this Transport and Works Act submission they seem to be working to the 1.2m wide as per the 244 statement above. Or even less.

At the NWR consultation on 10th June 2025 there were many maps which showed minimal information as they had been through a washing machine.

Appendix 7.3

Saddleworth footpath 244

Route description –

Footpath commencing at its junction with Ladcastle Road and proceeding eastward to its junction with the Oldham (and Standedge County) Road A670.

Length etc

161m x **1.2m wide** with 1 set steps.

Definitive Map no

Map 11 – 3 Saddleworth

Comments –

Surveyed by Geoff and Vera Rudd on 13th June 2015

Line of the path:

Yes, as per def map.

Access:

Yes, access good.

Signage:

Footpath sign at each end.

Surface:

Steep stoney path through woodland and garden at junction with Oldham Road, A670.

Furniture:

All ok.

Comments:

Path through garden from A670 is not obvious.

Appendix 7.4

Saddleworth footpath 209

Route description –

Footpath along Dry Cough Lane commencing at its junction with Moorgate Street and proceeding westward to its junction with Burn Edge Lane.

Length etc

1850m x 1.2m wide with 3 field gates.

Definitive Map no

Map 6 - 10 and 6 - 11 Saddleworth

Comments –

Surveyed by Sue Ward on 31st May Aug 2015

Line of the path:

Yes, clear line of path

Access:

No problems

Signage:

Well marked with signs along the route

Surface:

No problems

Furniture:

No problems

Comments:

Appendix 7.5 - Photos of path 244 from Ladcastle Road to Oldham Road – DOWN



Photo 7.5.1 - Looks promising at first



Photo 7.5.2 – Some newish steps but now going to the bowels of the earth. Light not very good as the veg is quite dense for most of the path.



Photo 7.5.3 – At the bottom of the newish steps the path turns left with much steeper steps and I had to descend one at a time, first left foot, and then right foot. Light not consistent. Also had to lean toward the wall on the left for support.



Photo 7.5.4 – Path not as steep but still awkward.



Photo 7.5.5 – Not as severe but would be unclear in the winter months. 2 trees across the path



Photo 7.5.6 – Similar to the photo above.



Photo 7.5.7 – Approaching the rail tunnel. Path reasonable.



Photo 7.5.8 – Through the rail tunnel path opening up.



Photo 7.5.9 – Through the rail tunnel path OK.



Photo 7.5.10 – Approaching Oldham Road and private rear gardens. Nobody was around on my visit.



Photo 7.5.11 – Number 8 on the right with a seat. If the numbers of 46 walkers per day, then the privacy of the owners would be compromised.



Photo 7.5.12 – Number 6 on the left. The comment above is the same.



Photo 7.5.13 – Approaching Oldham Road. Gates open but if closed would put walkers off due to the perceived privacy.



Photo 7.5.14 – Minimal footway looking towards the canal and Uppermill about 100m away. The distance between the white stone and the kerb is 450mm.



Photo 7.5.15 – No footway at all looking towards Greenfield station with heavy vehicles brushing your shoulder in photo above.

Appendix 7.6 – Network Rail drawing number 696780-WCL-1700-MOG-DRG-ECV-780102

7.6/1 Project – Moorgate Footpath upgrade

7.7/2 Title – **Existing site plan**, sheet 1 of 3.

7.6/3 Rev 03 dated 14th Sept 2025

- **Details from the above map:**

7.6/4 The drawing shows a good 20 existing trees which are spread unevenly each side of path 244. Lets see what the drawing shows with accompanying photos to give you a glimpse of the path.

7.6/5 At the start of the path heading eastwards from Ladcastle Road, 2 stone pillars are shown. See photo on **Appendix 7.5 – 7.5.1.**

7.6/6 Going in between these 2 stone pillars, you come to some timber steps with stone infill. See photo on **Appendix 7.5 – 7.5.2.**

7.6/7 The path then turns north through 90 deg with a stone retaining wall on your left. See photo on **Appendix 7.5 – 7.5.3.**

7.6/8 A short distance the path turns east with the gradient easing slightly. See photo on **Appendix 7.5 – 7.5.4.**

7.6/9 Going down along path 244 which is gradually leveling out 2 trees have fallen across the path but seem to remember they did not block the path and would have disappeared naturally. See photo on **Appendix 7.5 – 7.5.5.**

- Talking of trees there is a Tree Preservation Order on the whole of this area below Ladcastle Farm to the underbridge. The information from the Oldham Tree Preservation Order can be seen **on Appendix 7.** TPO confirmation can be seen on **Appendix 7.8.**

Appendix 7.9 – Network Rail drawing number 696780-WCL-1700-MOG-DRG-ECV-780103

7.6/10 Project – Moorgate Footpath upgrade

7.6/11 Title – Existing site plan, sheet 2 of 3.

7.6/12 Rev 03 dated 14th Sept 2025

Details from the above map:

7.6/13 The path now levels out to a more acceptable position approaching the MVL3/29 Wickens underbridge. See photo on **Appendix 9.5.8.**

7.6/14 Through the underbridge and the path becoming a delight. See photo on **Appendix 9.5.9.**

7.6/15 The path changes from a concrete surface to tarmac and can be seen on **Appendix 9.5.11.**

Appendix 7.10 – Network Rail drawing number 696780-WCL-1700-MOG-DRG-ECV-780104

7.6/12 Project – Moorgate Footpath upgrade

7.6/13 Title – Existing site plan, sheet 3 of 3.

7.6/14 Rev 03 dated 14th Sept 2025

Details from the above map:

76./15 The path now enters of the rear gardens of numbers 6 and 8 and feels like you are encroaching on to their privacy. See photos on **Appendix 9.5.10, 11 and 12.** The trees on this side of the underbridge are not covered by the TPO.

7.6/16 It has just occurred to me that there are **no properties** on path 209. I do not think there will 46 vulnerable people coming down along Path 244 who would shatter the privacy between numbers 6 and 8 Oldham Road. This could be an important point in the Inspectors decision not to confirm the change of 209 to 244.

7.6/17 Half way down path 244 the path changes to tarmac with a double gate close to Oldham Road which was open on my visit. See **Appendix 9.5.13.**

7.6/18 There are a number of comments on the above drawing re privacy including private property, existing private asphalt driveway.

7.6/19 This concludes the comments on the existing drawings of path 244.

The next section is Section 8 – Network Rails modification of 244.

Appendix 7.7 – Tree Preservation Order – from the Tree Preservation Officer

The information below has been edited to give you of a glimpse of the TPO,

9.7.1 For the specific points which you have asked for my/TPO advice on –

9.7.2 The land owner does need to be informed. When a new TPO is made, that new Order is 'served' on the landowner/s and all 'persons with an interest in the land' are also informed.

9.7.3 As this site is adjacent to a public footpath, we would also put site notices up to inform the footpath users. When a new Order is made, it is a Provisional Order at first with a period provided of 28 days in which any party may submit representations or objections to the new Order.

9.7.4 We must take all of responses duly submitted into account before we decide whether or not to confirm the Order before the **deadline of six months expires**, If it does expire before the Order is confirmed then it would cease to have effect at that time.

9.7.5 How long would it take and would I have to make lists of individual trees? This depends on the amount of information I would need to collate in order to provide sufficient detail to our legal department such as land ownership details, tree species, numbers, locations etc and then.

9.7.6 I would need to draw up the plan and schedule for the Order itself. It could be appropriate to list trees individually or depending on the situation, it could be appropriate to group them together.

9.7.7 All of this information is presented to legal who would then go through their process in order to draw up the TPO document itself, and then to serve it on the landowner as described previously. The age of a tree may be an influencing factor but not necessarily so. A TPO can be made on any tree regardless of its age.

Signed - Arboriculture Technician – Oldham Council, Alexandra Park, Kings Road, OL8 2BH,

- A copy of the TPO dated 25th September 2025 can be seen on **Appendix 7.8**

Appendix 7.7

Date: 25th September 2025
Our ref: AE/TPO/700
Your ref:

Oldham Council

Mr J Walton
Footpath Secretary – The Ramblers Association
40 Taunton Road
Oldham
OL9 0BE
IMPORTANT - THIS COMMUNICATION AFFECTS YOUR PROPERTY

Legal Services
Spindles Shopping Centre,
West Street,
Oldham, OL1 1LF
Tel: 0161 770 3019

Dear John

THE OLDHAM BOROUGH COUNCIL – LAND AT LADCASTLE FARM LADCASTLE ROAD UPPERMILL TREE PRESERVATION ORDER 2025

I refer to my letter dated 15th August 2025 regarding the above Tree Preservation Order.

The Council have considered whether or not the Order should be confirmed. No objections or representations were made in respect of the Order.

On 25th September 2025 the Council decided to confirm the Order.

Anyone aggrieved by the Council's decision can challenge it by applying to the High Court under Section 284 of the Town and Country Planning Act 1990. An application to the High Court must be made within 6 weeks from the date of the Council's decision to confirm the Order.

Yours sincerely

Alan Evans

For Director of Legal Services

Alan Evans
Group Solicitor
Direct line: 0161 770 3019
Email: alan.evans@oldham.gov.uk

7 Directors of Sadd Hydro.

APPENDIX 7,8

Section 8 – Network Rails so called improvements to path 244.

8.1 Network rail has published a series of drawings showing the improvements to 244 which they chronicled some time ago as costing between £200 000 and half a million. So lets go through the 3 Network Rail proposed drawings to see if there are any improvements to justify the costs given above.

Moving on to Network Rail map no .... 780105 it says:

8.2 At the start of path 244 the existing stone pillars (stone markers) are to be reinstalled to the correct lean, but no distance between them given. However further along it shows the overall width of the path as 1100mm. If the width of the stone pillars is say, 200mm then the gap to get through could be around 700mm which is about the same as before.

8.3 I will not comment on the drainage components as there is no comparable drainage detail on path 209.

8.4 Just beyond the 2 stone pillars the existing timber and stone steps are to be removed and replaced with GRP and stone infill. They look to be around 750mm wide and not as wide as the ramps **in Appendix 7.1** which look like 1500mm. Then the landing with a short length of granular infill. Also, a short distance with new GRP infill steps.

8.5 Just before the corner which is 5400mm from the start of 244 it says a tree and roots will have to be removed. In Section 7 it mentions a Tree Preservation order so permmision from the TPO officer would have to be sought. If it was only one tree, I would expect it would be OK.

8.6 The path now turns through 90 deg and it says – stone to be broken up on site and removed. It says the path narrows to 700 minimum and also shows 5 water bar steps, where the path increases to 1000mm. The 2 trees that were lying over the path are to be removed.

8.7 It is quite steep on both sides of 244 and I keep thinking - how are materials and contractors going to be delivered to this upper section. Not sure what the residents of 6 and 8 Oldham Road would think as the width of Network Rail red boundary is quite narrow. Furthermore, the width at the Ladcastle Road end is very narrow and steep. It seems to me that they will have to be delivered from the rail track above the underbridge?

8.8 The thought of the closure time of 16 to 20 weeks for the Greenfield station and adjacent road bridge springs into mind. If the replacement footbridge on 209 was on the cards at the same time there would be no need for improving 244!

Moving on to Network Rail map no .... 780106 it;

8.9 After the 5 water bar step it says existing concrete kerb water bar to remain discharging into an existing gully. The path width is 1000mm and enters the underbridge MVL3/29. Just to the south it shows in green – Overhead Line Equipment portals which will be erected from the rail line. Under the bridge it says the width of the path to be 1000mm minimum.

8.10 Some dense veg will have to be removed but path OK underfoot. **See photo 9.5.8.**

8.11 The red Network Rail boundary and the green line boundary are equal either side of the under tunnel but the red line becomes wider on the south side and narrows on the south side.

Moving on to Network Rail map no .... 780107 it says:

8.11 Existing stone steps, and private property to the north. Path still 1000mm wide with some veg to be removed. Existing double gates and tarmac driveway. **See photo 9.5.13.**

8.12 The red boundary now narrows especially on the north side and even terminates a good metre from the edge of the roadway. **See photo 9.5.14.**

8.13 So Network Rail does not have the powers to modify an A road, either width or more importantly in this case the width of the pavement in the direction of Uppermill. The distance from the small boundary stone to the edge of the road is 450mm. The distance of the pavement to the road increases to 600mm. Still not wide enough from regulations.

8.14 I have researched the width of pavements next to a road and in - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure it says:

8.15 Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of **2000mm** is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. *If this is not feasible due to physical constraints, then a minimum width of **1500mm** could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other.* My italics. **See Appendix 8.1**

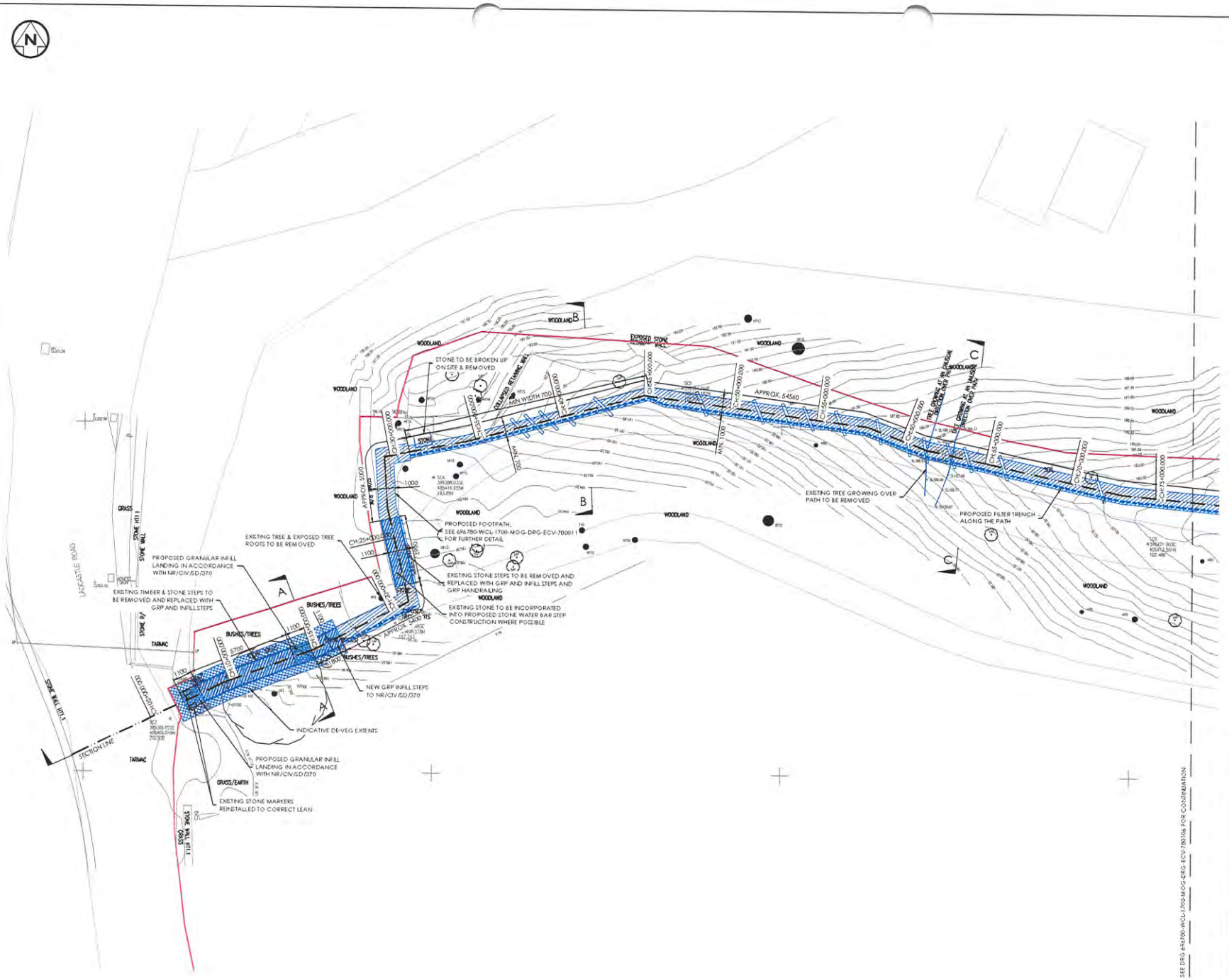
8.16 Unfortunately there is no "single" minimum footway width, but rather a hierarchy of widths to design to. The minimum widths are set out in inclusive mobility. Please note that this document is guidance, not regulation. The widths are design widths for new footways and should held as a standard for existing footways.

8.17 Most existing footways are 6ft wide (~1.8m) as this was the width of two 3ft flags and therefore do not meet the 2m minimum specified.

8.18 Even the wide of the pavement beyond the white stone at 600mm does not meet even the 1.8m minimum stated above and should be one of the main reasons for refusing the so called improvements to path 244. See photo of large stone and small boundary stone on **Appendix 8.2.**

8.19 The pavement in front of my house built in 1971 is 1700mm so as it says above there is no standard so it seems to be to use the dimension of 1800mm in the majority of pavements.

We should now concentrate on a cheaper bridge below £2 million



NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES (TO ORDNANCE DATUM) UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THE DRAWING.
4. ALL MILEAGES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY.
5. THE LOCATIONS OF ANY KNOWN SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE AND FOR GUIDANCE PURPOSES ONLY.
6. IN CONSTRUCTING OR MAINTAINING THE WORKS IDENTIFIED AS SCHEDULED WORKS IN SCHEDULE 1 OF THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER, NETWORK RAIL MAY DEVIATE FROM THE DIMENSIONS SHOWN ON THIS DRAWING TO THE EXTENT PERMITTED BY THE ORDER.

KEY:

- EXISTING
- PROPOSED TWAO WORKS
- TWAO PLANNING BOUNDARY
- SECTION LINE

LEGEND:

- PROPOSED FILTER TRENCH
- PROPOSED RESURFACING
- PROPOSED STONE WATER BAR STEP
- PROPOSED GRP STEPS
- INDICATIVE DE-VEG EXTENTS
- PROPOSED GRP HANDRAIL
- EXISTING TREE

SEE DRG 6967B0-WCL-1700-MOG-DRG-ECV-780166 FOR CONTINUATION

REV	DRN	CHK	APP	DATE	DESCRIPTION
P03	AP	MS	TLB	16.09.25	TWAO RLB UPDATE
P02	AP	MS	TLB	15.09.25	ISSUE FOR PLANNING
P01	AP	MS	TLB	04.09.25	ISSUE FOR PLANNING COMMENT

Wilde
Consulting Civil & Structural Engineers
Bradley Lodge, Adcroft Street, Stockport, Cheshire, SK1 3HS
www.wildecivil.co.uk
Tel: 0161-476-7479
Fax: 0161-476-7492

Client: NetworkRail

Project: MOORGATE FOOTPATH UPGRADE

Title: PROPOSED SITE PLAN SHEET 1 OF 3

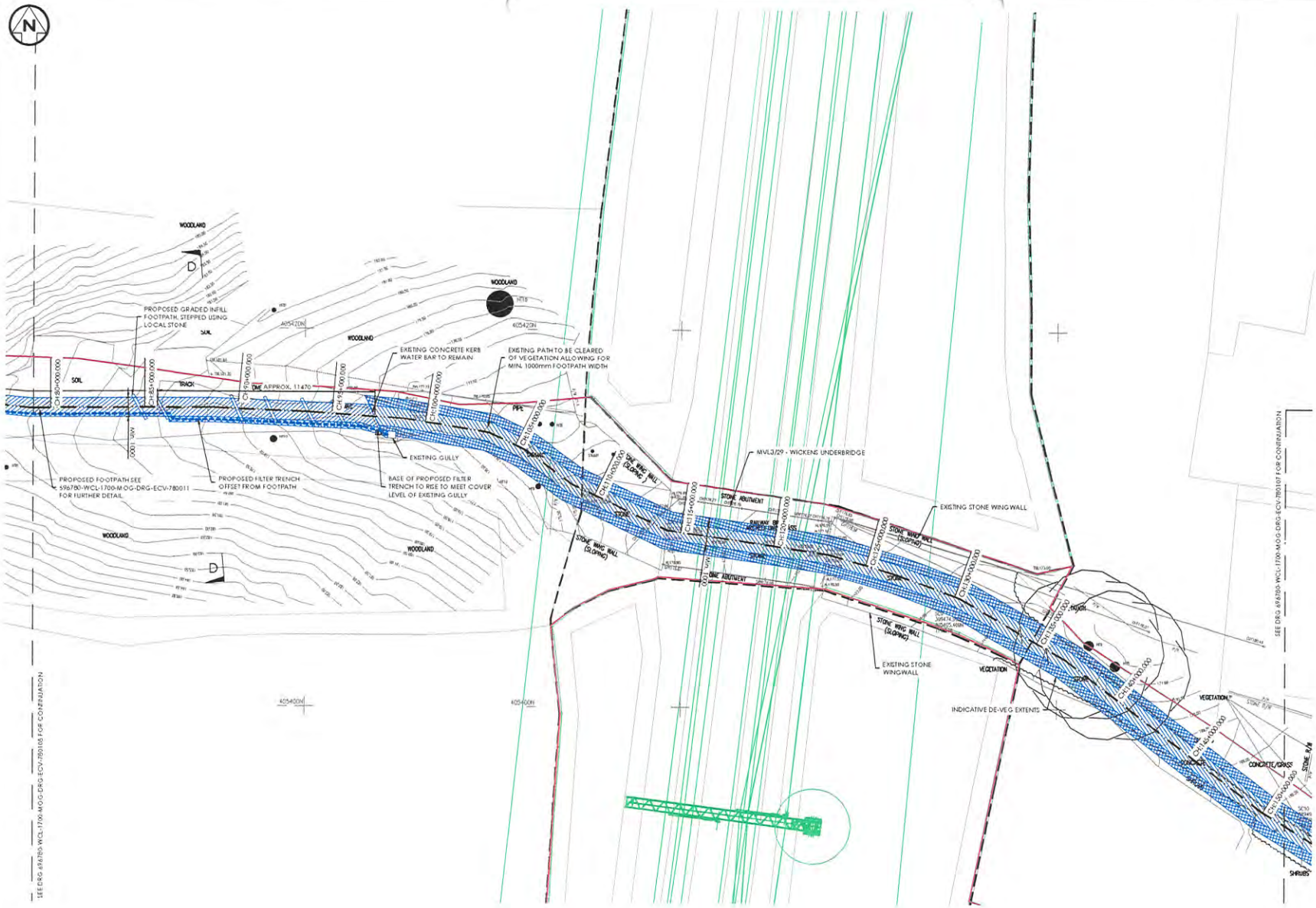
Scale	Drawn	Date	Chkd	Approved
1:100	AP	SEP 25	MS	TLB

Drawing No.: 6967B0-WCL-1700-MOG-DRG-ECV-780105

Revision: P03

Status: PRELIMINARY

Sheet size: A1



NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES (TO ORDNANCE DATUM) UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THE DRAWING.
4. ALL MILEAGES SHOWN ON THE DRAWING ARE APPROXIMATE ONLY.
5. THE LOCATIONS OF ANY KNOWN SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE AND FOR GUIDANCE PURPOSES ONLY.
6. IN CONSTRUCTING OR MAINTAINING THE WORKS IDENTIFIED AS SCHEDULED WORKS IN SCHEDULE 1 OF THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER, NETWORK RAIL MAY DEVIATE FROM THE DIMENSIONS SHOWN ON THE DRAWING TO THE EXTENT PERMITTED BY THE ORDER.

KEY:

- EXISTING
- PROPOSED TWAO WORKS
- TWAO PLANNING BOUNDARY
- NR PERMITTED DEVELOPMENT WORKS
- EXISTING NETWORK RAIL BOUNDARY
- SECTION LINE
- OLE PORTALS - NR PERMITTED DEVELOPMENT WORKS

LEGEND:

- PROPOSED FILTER TRENCH
- PROPOSED FOOTPATH WITH TRENCH
- EXISTING IMPERMEABLE PATH TO BE CLEARED
- INDICATIVE DE-VEG EXTENTS
- PROPOSED STONE WATER BAR STEP
- EXISTING TREE

REV	DRN	CHK	APP	DATE	DESCRIPTION
P02	AP	MG	TLB	15.09.25	ISSUE FOR PLANNING
P01	AP	MG	TLB	04.09.25	ISSUE FOR PLANNING COMMENT

Wilde
Consulting Civil & Structural Engineers
Brindley Lodge, Ashcroft Street, Stockport, Cheshire, SK1 3HS
www.wildeandco.co.uk
Tel: 0161 474 7470
Fax: 0161 474 7492

Client: NetworkRail

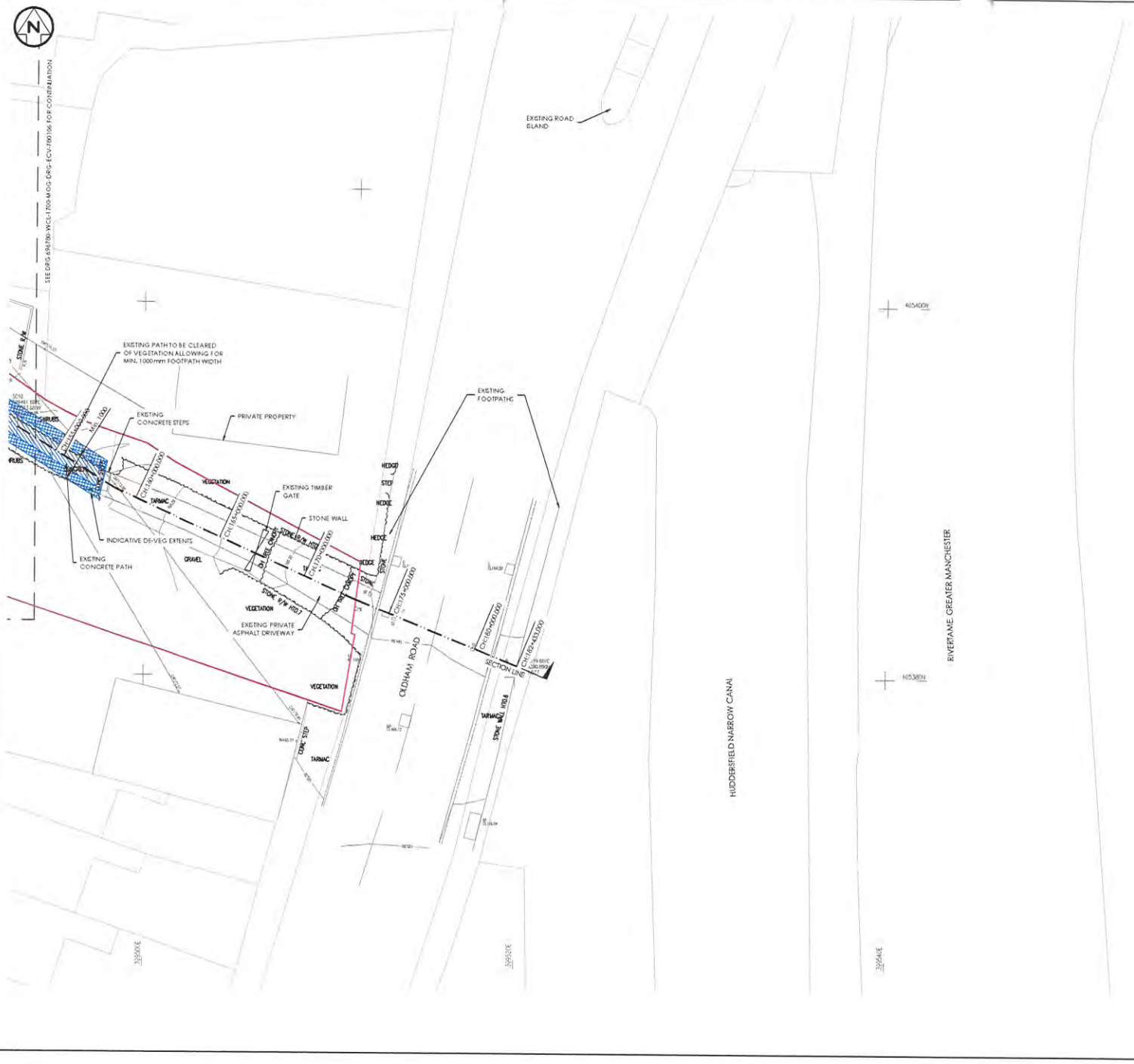
Project: MOORGATE FOOTPATH UPGRADE

Title: PROPOSED SITE PLAN SHEET 2 OF 3

Scale	Drawn	Date	Chkd	Approved
1:100	AP	SEP 25	MG	TLB

Drawing No: 696780-WCL-1700-MOG-DRG-ECV-780106 — Revision: P02

Status: PRELIMINARY — Sheet size: A1



NOTES:

1. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES (TO ORDNANCE DATUM) UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THE DRAWING.
4. ALL MILEAGES SHOWN ON THE DRAWING ARE APPROXIMATE ONLY.
5. THE LOCATIONS OF ANY KNOWN SERVICES SHOWN ON THE DRAWING ARE APPROXIMATE AND FOR GUIDANCE PURPOSES ONLY.
6. IN CONSTRUCTING OR MAINTAINING THE WORKS IDENTIFIED AS SCHEDULED WORKS IN SCHEDULE 1 OF THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER, NETWORK RAIL MAY DEVIATE FROM THE DIMENSIONS SHOWN ON THIS DRAWING TO THE EXTENT PERMITTED BY THE ORDER.

KEY:

- EXISTING
- PROPOSED TWAO WORKS
- TWAO PLANNING BOUNDARY
- SECTION LINE

LEGEND:

- EXISTING IMPERMEABLE PATH TO BE CLEARED
- INDICATIVE DE-VEG EXTENTS

REV	DRN	CHK	APP	DATE	DESCRIPTION
P02	AP	MS	TLB	15.09.25	ISSUE FOR PLANNING
P01	AP	MS	TLB	04.09.25	ISSUE FOR PLANNING COMMENT

Wilde
Consulting Civil & Structural Engineers
Brindley Lodges, Ackroyd Street, Stockport, Cheshire, SK1 3HS.
www.wildecivil.co.uk
Tel: 0161 474 7409
Fax: 0161 474 7492

Client: NetworkRail

Project: MOORGATE FOOTPATH UPGRADE

Title: PROPOSED SITE PLAN SHEET 3 OF 3

Scale	Drawn	Date	Chkd	Approved
1:100	AP	SEP 25	MS	TLB

Drawing No.: 696780-WCL-1700-MOG-DRG-ECV-780107
Revision: P02
Status: PRELIMINARY
Paper size: A1

Appendix 8.1

Inclusive Mobility

A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

Published in December 2021

Department for Transport
Great Minister House
33 Horseferry Road
London
SW1P 4DR

4. Footways,

Footpaths and pedestrian crossing facilities

4.1 This section focuses on outdoor facilities for pedestrians. It includes guidance on accessible footways and footpaths, on seating and other street furniture, and making controlled and uncontrolled pedestrian crossing facilities accessible.

4.2 When a 'footway' is mentioned in this document, it refers to the (usually raised) 'pavement' adjacent to a road. A 'footway' is defined in section 329 of the Highways Act 1980 as the part of the highway on which pedestrians have a right of way, alongside the part of the highway that is meant for the passage of vehicles.

4.3 A 'footpath' refers to any other right of way for pedestrians, that does not run adjacent to a road, usually a Public Right of Way. Footways and footpaths should generally be treated the same in terms of design and the needs of users.

Width and height clearance

4.4 Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of **2000mm** is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of **1500mm** could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other.

Gradients

4.5 Generally, pedestrian environments should be level, which means that there should be no gradient in excess of 1 in 60. Effort should be made to ensure that the route is smooth, since even small dips or gaps in paving joints might present a hazard such as to people who use a stick or a crutch. If a level route is not feasible, then gradients should not exceed **1 in 20**. (A slope steeper than this is generally defined as a 'ramp').

Appendix 8.2 – photo of existing footway and 2 stones



Footpath 244 is to the left between 6 and 8 Oldham Road

The large stone is 600mm to the edge of the roadway.

But the small stone (an old boundary stone) is 450mm and could be a trip hazard to young people with a visual impairment – falls into the road.

Appendix 8.3



Photo 1 – Bus approaching the bottom of path 244

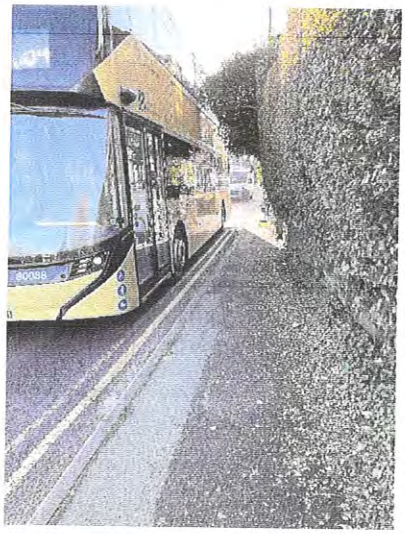


Photo 2 – Bus at the bottom of path 244 where the pavement is 450/600 but it widens out towards the camera



Photo 3 - Even large cars are close to the pavement. You can see the small boundary stone which is 450 from the edge of the pavement.

Appendix 8.3

Section 9 – Examples of Network Rail footbridges in West Yorkshire

9.1 I have Microsoft Edge on my laptop which shows lots of videos of current affairs plus lots of advertising especially solar panels. If you click on these adverts, you get inundated with sales people trying to flog their goods.

9.2 Over the past 6 months there has been number of bridges and stations being updated for the TRU project, which I have been pleasantry surprised at the scale and complexity. **No costs were given except in one case.**

- I will give you these examples as follows:

9.3 Dewsbury residents have been warned of upcoming disruption as a stretch of road will soon be closing for nine months. The multi-billion-pound TRU project aims to bring faster, greener, more frequent and more reliable railway journeys between Manchester and York. See **Appendix 9.1**

9.4 Dewsbury's Household Waste Recycling Centre (HWRC) will be moving to a new location to make way for the multi-billion-pound Transpennine Route Upgrade (TRU). See **Appendix 9.2.**

9.5 Eye-catching progress has been made in West Yorkshire on a multi-billion pound railway upgrade. The Transpennine Route Upgrade is a project to improve line speed and capacity between York and Manchester at a cost of up to **£11.5 billion. See Appendix 9.3.**

9.6 The photo on **Appendix 9.4** is an artist's impression of a bridleway and pedestrian footbridge. It has steps for pedestrians and a ramp for horse riders! The bridleway and pedestrian footbridge is currently being installed at Barrowby Lane near Garforth, East of Leeds. The total cost to design, procure and delivering the footbridge **is just over £2 million** and look at the size of it.

9.7 It seems the engineers in West Yorkshire have got their sums wrong at **£2 million,** comparing this huge bridge with a standard 400 Series footbridge at around £1.5 million

The next section and the final one in this submission is Section 10 – Conclusions in all the previous 9 sections.

Appendix 9.1

Kirklees road closing for nine months as TRU ramps up



Dewsbury residents have been warned of upcoming disruption as a stretch of road will soon be closing for nine months.

From Monday, October 27, part of Calder Road in Ravensthorpe will be shut off to vehicles until summer 2026 as work on the Transpennine Route Upgrade continues. The multi-billion-pound project aims to bring faster, greener, more frequent and more reliable railway journeys between Manchester and York.

The closure is required to facilitate road realignment works, utility diversions and improvement works to connect Ravensthorpe Road and Calder Road to the new Calder Road bridge, which will become operational in 2026. The new Calder Road bridge will align with a new track layout to enable the fast and slow lines of track to be separated, making journeys faster and more reliable for passengers.

Advance warning signage and diversions will be in place in the area, with residents and vehicle users urged to check roadworks.org for the latest information. Thornhill Road / Fall Lane, which has been shut for utility works, is planned to reopen on Saturday, October 25 in advance of the Calder Road closure coming into place.

Appendix 9.1

Appendix 9.2



Dewsbury's Household Waste Recycling Centre (HWRC) will be moving to a new location to make way for the multi-billion-pound Transpennine Route Upgrade (TRU).

The HWRC at Weaving Lane will be relocated just across the yard, with the current site to be taken on by Network Rail. The recycling centre will close on Sunday, November 30, with containers and facilities being transported to the other side of the current site overnight. It will reopen at the new location on Monday, December 1.

Network Rail, which is funding the move, requires access to the railway line which operates between Dewsbury and Ravensthorpe as it builds a new retaining wall and creates space for new tracks. The works make up part of the TRU - a major programme of rail improvements set to improve journeys for passengers travelling between Manchester, Leeds and York.

Councillor Tyler Hawkins, Cabinet Member for Highways and Waste said: "This has been a positive collaboration between the council and the TRU and a fantastic opportunity to deliver real improvements to recycling facilities in Kirklees.

"The new layout will provide a more accessible facility over two levels with additional parking, making it much easier and safer for the public to access the containers and dispose of their household waste.

Andrew Campbell, TRU sponsor, said: "Our work in the area, namely the relocation of the recycling centre, will enable us to press ahead with plans to install more tracks throughout this section of railway and beyond so that faster, more frequent services can run in the future.

"The TRU will deliver improved rail journeys across the North and our ongoing collaboration with Kirklees Council is vital."

Appendix 9.2

Appendix 9.3



Eye-catching progress has been made in West Yorkshire on a multi-billion pound railway upgrade. The Transpennine Route Upgrade is a project to improve line speed and capacity between York and Manchester at a cost of up to **£11.5 billion.**

On Sunday, one of the most visible signs of progress to date occurred in the north-eastern suburbs of Huddersfield during a day-long closure of the line. In Colne Bridge, Bradley and Deighton, engineers installed masts for overhead line equipment to power electric trains.

Two track cantilever masts being installed between Colne Bridge and Bradley on Sunday *(Image: Submitted).*Just to the east of Bradley Junction. Around half a dozen two track cantilever masts had been lifted into place, with the state-of-the-art structures contrasting sharply with the nearby listed bridges built in the mid-1800s.

At Deighton, intensive work was taking place on a section of track overlooking the Leeds Road playing fields complex. Masts being installed in the Deighton area of Huddersfield. More masts were being methodically lifted into place, while trackwork was also taking place as part of the reconfiguration of Deighton Station, which will go from having two tracks to 4.

When complete, the section between Huddersfield and Westtown near Dewsbury will be an electrified four-track railway. Significantly, the two fast tracks will be separated from the two slow tracks, allowing express trains to overtake stopping services.

Such a configuration created a challenge at Ravensthorpe, where the line from Huddersfield diverges towards either Leeds or Wakefield, with the fast lines needing to cross the slow lines towards Wakefield.

At this point, a grade-separated 'fly-over' junction is being created, while a spectacular new viaduct will carry the railway over the river and canal.

The Baker Viaduct in Ravensthorpe is taking shape. The Baker Viaduct, named in honour of renowned railwayman Stuart Baker, has been taking shape nicely.

Several sections of the multi-span viaduct have been lifted into place by giant cranes in recent months.

The viaduct is off-line from the current track, which crosses the Calder and Hebble Navigation canal and the nearby River Calder on a pair of listed cast iron bridges. Those bridges are expected to be retained by Network Rail as 'redundant assets' once the railway transfers onto the new Baker Viaduct.

Appendix 9.4



The photo above is an artist's impression of a bridleway/pedestrian footbridge.

It has steps for pedestrians and a ramp for horse riders!

One of our members sent a FOI inquiry to Network Rail. At long last some information on footbridge costs:

I have received the FOI response for the bridleway/pedestrian footbridge currently being installed at Barrowby Lane near Garforth, East of Leeds and the total cost to design, procure and delivering the footbridge **is just over £2 million** and look at the size of it.

It seems to me that the folk in Yorkshire are renown for not spending money but in this case, it is almost the same **cost as a 400 series footbridge.**

So if the cost is on the low side in Yorkshire, then the quoted cost for the Moorgate footbridge is on the high side, and that is putting it lightly.

It seems to me overall that the cost of a Series 400 footbridge should be the base cost for all footbridges.

- My projected cost should be about the same as a Series 400 footbridge.

Appendix 9.4

Section 10 – Conclusions on my objections to the Transport and Works Act Order by Network Rail dated 7th November 2025

10.1 In **Section 1 -** I gave a history of my technical experience and Footpath Secretary position over 43 years which leads into the nuts and bolts of my objection on behalf of The Oldham Group of the Ramblers Association to the Transport and Works Act Order, especially the omission of a footbridge at Moorgate Halt on path 209.

10.2 In **Section 2 -** I gave run down of the ups and downs of Network Rail's antics from 2021 when they were pursuing a footbridge to replace the level crossing on footpath 209 which runs from Moorgate Street, over the rail line to Ladcastle Road and beyond, past Saddleworth Golf Course to Warmton.

10.3 There were **12 times** when a footbridge was mentioned.

10.4 Network Rail appreciate that Moorgate Halt is a **heavily used crossing.**

10.5 Gareth Jones of Network Rail said - We propose to **replace** the existing level crossing with a grade separated stepped footbridge to provide a safe route across the railway corridor for pedestrians.

10.6 Towards the end of 2023 thre was a turning point for Network Rail to argue against a footbridge and look for other ways to get round what I thought was an excellent case for a footbridge based on the **46 vulnerable people** who use it each day.

10.7 Network Rail also recognise that the alternative path through the former quarry (path 244) is currently **not ideal** to be used in lieu of that on path 209. Theyb were to invest between £200K and half a million to up grade it but looking at their proposals they have backed down with minimal improvements.

10.8 The Public Sector Equality Duty: if people with mobility problems are unable to use the proposed 244 route, and it sounds like they would be, it should weigh very **heavily against confirmation of the order.**

10.9 **There have been a multitude of feeble excuses given by Network Rail:**

- Wet concrete would be a problem getting it to the site.
- One privacy issue, ***only one!***
- Problem with land requirements for the footbridge pillars.
- The railway corridor is very narrow at this location which would mean that a platform would need to be installed to protect the piers which would fall within a collision protection zone. 4.5m.
- Ground investigations have shown the rock to be a lot deeper than originally thought, and we would now have to pile the bridge foundations.

- It is also stated in the Impact Risk Assessment that the bridge in its proposed location would **block a new signal** that is being installed as part of the railway enhancement. Again, this was accepted later as **not an excuse**.

10.9 **In Section 3**, I commented on the 15 bridges or so from Stalybridge to Diggle and produced a similar map for a footbridge at Moorgate using the compounds etc in and around Oldham Road when the Greenfield Station and adjacent road bridge is being reconstructed.

10.10 **In Section 4,** I drew out a cheaper design with one set of steps and an overbridge that cuts into the hillside.

10.11 **In Section 5A and 5B**, I thought about trees to screen the footbridge from the residents of Ridgeway House, but it meant a 1m deep section for the tree roots which, at this point in time is doubtful.

10.12 In **Section 6,** I looked at the costs provided by Network Rail totalling just under £4.5 million which is the amount given to the Oldhams Traffic Regulation Panel in July 2014.

10.13 In the **same section** I gave my estimated costs of a cheaper footbridge based on an approximation of Network Rails figures and also, zero where the closure of path 244 is not being considered.

10.14 The standard 400 Series footbridge was costed at £1.2 million in 2021 and was installed in 9 months. My cheaper bridge comes out at around £1.5 million and could be installed in the 16 to 20 weeks whilst Greenfield Station and the adjacent road bridge are being modified.

10.15 In **Section 7,** I detailed the state of path 244 from Network Rails drawings which shows it in a poor sate with a dangerous exit on Oldham Road

10.16 In **Section 8**, I commented on the improvements to this poor footpath from Network Rails own drawings. They promised some ramps and handrails and once again have gone back on their word.

10.17 In **Section 9,** I commented on rail bridges in West Yorkshire with a huge bridleway and footbridge at £2 million. I think this sum is being a bit on the low side.

10.18 One final thought, if Network Rail had come in the first innings with a standard 400 Series footbridge with 2 sets of steps and not the Rolls Royce footbridge I am sure the majority of people, even the 46 vulnerable people would not have complained.

10.19 Even with the crash prevention requirements the costs would be nearer £2 million and not the £4.5 million.

10.20 From the SOS point of view, I would like him/her to look at the bullet points below and take the necessary steps to implement a new footbridge with my reasoning.

- Cheaper footbridge
- No public inquiry
- Installed in around 4 weeks
- Minimum land take
- Plant trees as a screen and not concrete
- This new footbridge can easily be put in the programme of works which is scheduled to last from 2028 to 2033

10.21 And finally "I ask the Secretary of State to require Network Rail to provide a footbridge. For the many reasons given in sections 1 to 9 above, there is an unassailable case for proving a footbridge, on grounds both of safety and of amenity."

I rest my case

QED



John Walton

Footpath Secretary

Oldham Group of the Ramblers Association