

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Network rail Stalybridge to Diggle TWA Order
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Comment by Lynne Thompson, [REDACTED]

I wish to raise the following concerns regarding the plans as published:

- Insufficient account has been taken of the disruption to roads in Saddleworth. Closure of the bridge at Greenfield Station will cause traffic gridlock at busy times. The alternative roads into Oldham and Ashton are already subject to long delays at peak hours. In Mossley, for example, the tailback of traffic often reaches right to Ashton in the evening rush hour. Add to that building works at Mossley Station.

The other alternative road into Oldham via Scouthead has a junction which is already an accident blackspot. At busy times, only driver courtesy enables cars to get out from Platting Road and Doctor Lane.

It is essential that the suggestion of a bailey-style bridge be reconsidered.

- As a parish councillor for Diggle, I am particularly concerned about the **access to the Harrop Court/ Grove area**. Residents' access to their homes via the track proposed will be difficult. When the track, which carries occasional vehicles, becomes the main access for some 18 homes, including stable and farm traffic, can one be sure it will hold up? Will residents be indemnified for damage or excessive wear and tear on their vehicles?

_ The **proposed sites for engineering depots** include some where the environmental damage will not be remediable. One is a site of special scientific interest. Others involve the removal of mature trees. These things cannot be regenerated within a reasonable timeframe and much of it not at all. The ground will be polluted as well as stripped.

- **Moorgate Halt needs a bridge** to replace the level crossing, if measurements do indeed indicate that increased train speeds will present an unacceptable hazard.

Crossings elsewhere which are minimally used are scheduled to have bridges, yet this one, which is in constant use by serious walkers and residents visiting the Moorgate Quarry beauty spot, is said not to need one, despite an earlier plan that one would be provided. The alternative path is unsuitable by reason of steps, a longer route and access onto a heavily-trafficked main road with nothing you could term a pavement. It would be a dangerous access with a child or dog in particular.

How come the cost of a bridge has more than doubled? And how come works would require an access road. May I point out that there is a railway line?!

- The **consultation has been inadequate** to the point of insulting local people in Saddleworth. Points made at meetings have not received serious consideration, or at least none which has left a trace in the proposals. Saddleworth needs an inquiry which properly considers concerns and which gets a more considered reply than 'we can't do that because it's not the plan'.

Take, for instance, the reasons we should welcome the 'upgrade': Faster trains and less pollution. Faster trains are no use if they don't stop. The commitment is to 'up to two trains an hour'. No trains an hour would satisfy that. And Saddleworth has already lost its connection to Manchester Victoria. The routing to Piccadilly is about onward connections, not commuters or leisure use. And, albeit electric trains are cleaner than diesels, more people using cars because of the downgraded commuter service an pollution from building more than cancel it out. The advantages claimed are not **necessarily advantages at all to local people, and have already left Saddleworth with what is, to many, an inferior service.**

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Lynne