From: [redacted]
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to TWAO Stalybridge to Diggle
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Name: Charlotte Garner

Address: [redacted].

Email address: [redacted]

While welcoming the electrification of the Stalybridge to Diggle line, there seems to be little, if anything, in return for the intense upheaval the work will cause the Saddleworth Community.

Extra trains. - There needs to be a guarantee in the TWAO proposals for extra trains, of at least two an hour, as there are at the stations on the continuation of the line from Saddleworth towards Leeds.

Oldham Road Bridge. - The TWAO is lacking information about the effect of the closure of the Oldham Road Bridge at Greenfield Station over several months. An assurance needs to be given in the application that emergency services' response times will not be affected. This can be alleviated by building a Bailey Bridge and must be included in the application. If a Bailey Bridge is strong enough for heavy military vehicles, including tanks, there should be no issues for normal traffic. Bailey Bridges are still used globally for disaster relief, temporary crossings, and civilian infrastructure projects. Why should residents' lives be put at risk by delays in emergency response times? The extra cost of providing a Bailey Bridge at Oldham Road would reassure residents that National Rail does not want to put residents' lives at risk due to cost.

Diversions. – The Order needs to state that traffic diversions must be in full consultation with the residents. Details need to be provided online for public comments. Also public meetings need to be held.

Construction compounds. - The TWAO needs to include a firm commitment that any trees or vegetation to be affected will be recorded before work starts, and that there will be a public confirmation and record of their replacement for residents to see.

Armit Road Compound. - This is in the Green Belt, and a Site of Biological Importance, so the application needs specifics of how extra care will be taken during the work. It is particularly important the application states how the SBI will be protected and that any damage is recorded and rectified, and in particular states how the site as a whole will be returned to its previous natural state.

Also the application needs to refer to how any issues involving larger vehicles using the narrow Armit Road will be mitigated. The application should state how the number of large vehicles will be kept to a minimum. The application should include instructions stating that residents will be informed in advance of any extra traffic, with the dates and timings, and that communication should be by street letters to all properties affected along Armit Road and feeder roads.

Communications should include in advance of the work full details of the nature of the compound, the type of vehicles expected, the times of operation and whether there will be any noise. It is understood the compound will be used just for welfare purposes. This designation should be clearly stated in the application.

Friezland Church Hall Car Park Compound. - There is concern about the compound at the car park, used daily by parents at the pre-school nursery, and regularly by other community groups. The Order needs to state where a safe displacement car park will be allocated. The Hall is located by a busy five-way junction.

Moorgate Halt. – There needs to be a footbridge provided for the safety of pedestrians. Footbridges are being provided elsewhere along the line, why should Saddleworth lose out?

Communication with Residents. – Prior and during the construction work, National Rail should provide a weekly online newsletter, updating progress and outlining any issues. There should also be a manned 24/7 helpline for residents to access if they have any ongoing concerns. The Order needs to include these communication aspects.