

**TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004
NETWORK RAIL (STALYBRIDGE TO DIGGLE
(SADDLEWORTH) ENHANCEMENTS) ORDER**

**Stockport Road Level Crossing - Updated Diversity Impact
Assessment
INQ-16**

**Prepared by Laurie Barbour (Stockport Road Level
Crossing – Engineering & Design of Diversion Route)**

Document Reference	INQ-16
Author	Network Rail
Date	30 June 2026

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1. GENERAL INTRODUCTION

1.1 Purpose of Document

- 1.1.1 The purpose of this document is to provide, as requested by the Inquiry Inspector, the updated Diversity Impact Assessment (“DIA”) for the Stockport Road Level Crossing dated 18 June 2026 (Document Reference: 167037-TGP-2BC-MVL3-ASM-W-ST-041850) (“the 2024 DIA”) which I referenced in my evidence to the Inquiry on Thursday 18 June 2026. The 2024 DIA is provided in **Appendix 1** to this document.
- 1.1.2 The 2024 DIA provided in **Appendix 1** to this document is an update to the version of the DIA for the Stockport Road Level Crossing dated July 2016 which was provided as Appendix 2 to my proof evidence (**NR-PoE-LB-13.3**) (“the 2016 DIA”).
- 1.1.3 The difference between the 2016 DIA and the 2024 DIA is that the 2016 DIA was carried out at an early design stage and considered several options for the Stockport Road Level Crossing, whereas the 2024 DIA was carried out at the single option development stage and so only considers the final diversion route proposed in the Order application and therefore includes feedback from user consultations on this single option.

APPENDIX 1 – STOCKPORT ROAD LEVEL CROSSING – UPDATED DIVERSITY IMPACT ASSESSMENT DATED 18 JUNE 2026

Digital.Factory

Equality Impact Assessment Form

Project Information

EQIA on behalf of

Access and Inclusion Team

EQIA Title

TRU-W2BC-Bravo-Stockport LX

Is this a EQIA Programme?

No

Document No

167037-TGP-2BC-MVL3-ASM-W-ST-041850

Do you want to link this EQIA to a Programme EQIA?

No

Region(s)

Eastern

Linked Programme EQIA Title

Function

Route Services

EQIA Creation Date

Thu, 18 Jun 2026

EQIA Type

Built Environment

Project Stage/Phase

ES4

Accountable Persons

1. Zoe Stericker
2. Mark Ashton

Author

Jack Pettitt

Do you want to nominate EQIA Reviewer?

Yes

Is this EQIA Confidential?

No

EQIA Reviewers

1. Janine Payne

Clarifying Aims

Q1. What are the aims of this project/piece of work?

Added Text

Transpennine Route Upgrade is a scheme to upgrade the route between York and Manchester. This includes electrification, line speed increase and capacity increase with the associated works to enable them. This specific package of works relates to the closure of the existing Stockport Road level crossing and permanent diversionary route. Stockport Level Crossing is a railway crossing allowing pedestrian access over the railway in Mossley, Tameside, Greater Manchester. The crossing is located approximately 560m from MVL3/17 (Roughtown Road overbridge) and 166m from MVL3/19 (Midge Hall underbridge). The crossing does not have any pedestrian stop lights or safety barriers. The railway track portion at the crossing is straight, thus pedestrians can see incoming trains at the clear distance.

The aims of this project for this location/structure are:

1. Remove the level crossing and provide a permanent diversion route via the adjacent field, Midge Hall underbridge and Heron Lane.
2. The project aims to achieve a solution through collaborative relationships with community-based groups and stakeholders, so Network Rail is better able to meet their needs.

Figure 1 - Arial View of Stockport Road Level Crossing in relation to MVL3/19

Figure 2 - Stockport Level Crossing

Figure 3 - Signs and fencing at crossing.

Figure 4 - Crossing deck

Attached Files

No. of Files: 4

Files List: Figure 1 .png, Figure 2 .jpg, Figure 3 .jpg, Figure 4 .jpg

Q2. Could this work impact on people?

Yes

Added Text

A permanent diversion will be required for pedestrians and are listed in this document. These new routes must be suitable for the users of the current crossing.

The existing crossing is a safety issue and cannot be retained due to electrification of the railway.

Attached Files

No. of Files: 0

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Files List:

Q3. Decide if a EQIA is required

Yes

The Evidence Gathering

Q4a. Record the data you have gathered about the diversity of the people potentially impacted by this work e.g. from the national census, Office for National Statistics or from HR Shared Services. You should also include any research on the issues affecting inclusion in relation to your work.

Added Text

Information from 2021 Census Data (<http://www.ukcensusdata.com>)

Figure 5 - Mossley Census Area 2021

Information from Mossley national census data (2021)

The Mossley census area has been considered in the catchment for Stockport Level Crossing. The 2021 census data relates to the 11,561 residents in total that live in the Mossley area. The data relates to age, health, and ethnicity. It recorded that there were:

Children - Ward vs National Average:
Potential slow moving or buggy/pram use.

Disability - Ward vs National Average:

Advanced Age - Ward vs National Average:

Personal Transport - Ward vs National Average:
Likely to rely on public transport.

Permanent diversion route

The proposed permanent diversion route is via the adjacent field, Midge Hall Underbridge and Heron Lane and will require the installation of kissing gates at each entrance into field and suitable waymarking/warning signage. The additional distance to travel under this diversion route is 180m and the gradients and surfacing are in keeping with the surrounding footpaths.

Figure 6 - Diversion via MVL3/19 Midge Hall vs route over crossing (stepless)

Figure 7 - Stepless access under MVL3/19 Midge Hall Underbridge

Attached Files

No. of Files: 8

Files List: Figure 5 .png, Figure 6 .png, Figure 7 .jpg, Age .png, Children .png, Disability .png, Personal Transport .png, Stakeholder engagement summary.docx

Q4b. Please select all the protected characteristics your work could potentially have a negative impact on

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Age: e.g. the impact of changes to long-service benefits on younger and older staff, or the impact of a long alternative route to close a level crossing on an older person with a long-term condition., Disability, including carers: e.g. the impact of a new process on neurodiverse colleagues, or the impact of changes to how passengers get to a platform on someone who cannot use stairs for carers, Pregnancy/maternity: e.g. the impact of team relocation on someone who is on maternity leave, or the increase in height of a footbridge over the railway.

Impact

Q5. Explain the potential negative impact, and record potential mitigating actions

Added Text

Disability/ Age/ Pregnancy

The 180m additional distance resulting from this diversion route will add a small amount of journey time for users.

Age - For individuals with limited mobility, alternative routes could increase journey time. The gradients and walking surface of the proposed diversion route have been considered and are in keeping with the surrounding rural footpaths. Appropriate signage to be installed to aid users.

Disability - For individuals with limited mobility, alternative routes could increase journey time. The gradients and walking surface of the proposed diversion route have been considered and are in keeping with the surrounding rural footpaths. Appropriate signage to be installed to aid users.

Pregnancy/Maternity - For individuals with limited mobility, alternative routes could increase journey time. The gradients and walking surface of the proposed diversion route have been considered and are in keeping with the surrounding rural footpaths. Appropriate signage to be installed to aid users.

Attached Files

No. of Files: 0

Files List:

Q6. What could you do to ensure your work has a positive impact on diversity and inclusion including supporting delivery of the Diversity and Inclusion strategy?

Added Text

Disability, age, pregnancy/ maternity: Ensure that the alternative routes available are clearly marked in advance for people with poor eyesight.

Race: Signs to be in simple English to be understood by people that do not have English as their first language. Signs to be marked boldly and clearly.

Attached Files

No. of Files: 0

Files List:

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Consultation

Q7a. Have you consulted with those who share a protected characteristic?

Yes

Added Text

See attached table

Added Files

No. of Files: 1

Files List: Groups Consulted.png

Q7b. Have you consulted with the employee networks?

No

Added Text

N/A

Added Files

No. of Files: 0

Files List:

Q7c. Have you consulted with the Built Environment Accessibility Panel (BEAP)

No

Added Text

N/A

Added Files

No. of Files: 0

Files List:

Q8. Record any consultation you have had with Network Rail teams who are delivering work that might overlap with yours (to your knowledge)

Added Text

N/A

Added Files

No. of Files: 0

Files List:

Informed Decision Making

Q9a. Please select one of the following and provide a rationale.

3. Justify and continue the work despite negative impacts (please provide justification)

Q9b. Rationale for decision

Added Text

Removal of Stockport Level Crossing with permanent diversion

The current route to the crossing is not easily accessible and given how remote the crossing is, the increased distance to MVL3/19 is likely a small increase relative to overall journey time of users. Clear signage will be provided to inform users of the diversion.

The gradients and surfacing of the proposed route are in line with the footpaths in the local vicinity and so it is considered that the proposal will not adversely affect people of protected characteristics.

The long-term effects of works are expected to be positive for users due to the significant increase in safety of the listed diversions over a level crossing.

Added Files

No. of Files: 0

Files List:

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Action Planning

Q.10 What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at the 'Impact' section or through consultation?

No. of Actions: 1

Actions List:

1. All the mitigations from the impact section will be actioned

Additional Documents Upload

Added Files

No. of Files: 0

Files List:



Figure 1



Figure 2

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Figure 3



Figure 4

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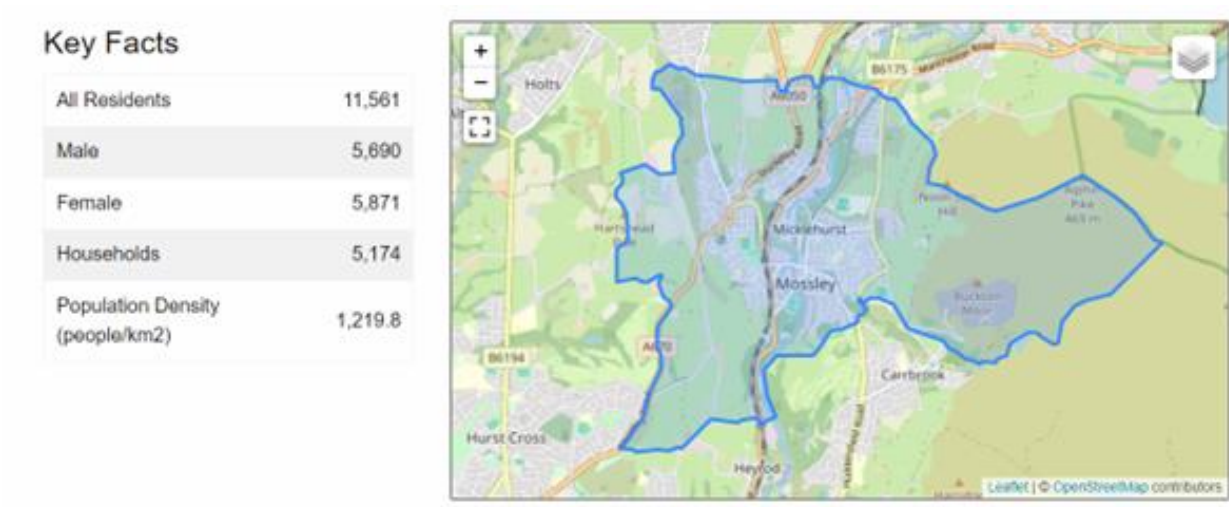


Figure 5



Figure 6



Figure 7

Age: Aged under 1 year	116	(1%)	607,324	(1%)
Age: Aged 1 year	126	(1.1%)	635,763	(1.1%)
Age: Aged 2 years	150	(1.3%)	650,192	(1.1%)
Age: Aged 3 years	140	(1.2%)	658,769	(1.1%)
Age: Aged 4 years	148	(1.3%)	679,988	(1.1%)

Figure 8 – Children (Ward vs National Average)

Disability: Disabled under the Equality Act: Day-to-day activities limited a lot	912	(7.9%)	4,459,763	(7.5%)
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Figure 9 - Disability figures

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Advanced Age - Ward vs National Average:

Age: Aged 65 to 74 years	1,202	(10.4%)	5,923,121	(9.9%)
Age: Aged 75 to 84 years	567	(4.9%)	3,685,348	(6.2%)
Age: Aged 85 years and over	170	(1.5%)	1,454,878	(2.4%)

Figure 10 – Advanced Age – Ward vs National Average

Number of cars or vans: No cars or vans in household	1,056	(20.4%)	5,777,957	(23.3%)
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Figure 11 - No of cars or vans per household

From: Jody Hawkins <jody.hawkins@tameside.gov.uk>
Sent: Thursday, May 23, 2024 1:21 PM
To: Berry, Kate <Kate.Berry@atkinsrealis.com>
Cc: Samantha Morris <Samantha.Morris2@networkrail.co.uk>; Kerry Barwise <kerry.barwise@networkrail.co.uk>; Carter Penny <Penny.Carter@networkrail.co.uk>; Michael Hughes <michael.hughes@tameside.gov.uk>
Subject: RE: Tameside Council PRoW Officer Feedback on Stockport Road Level Crossing closure

Hi

I have spoken to Mike and his comments are that he doesn't fundamentally have an issue with the diversion and did meet on site with officers from BAM (working on the railway project) a couple of years back to discuss. However, he doesn't have a record of receiving a formal response from Estates and so he is not sure how the discussions with the landowners went as the land is leased from TMBC to a farmer.

We would also need confirmation on the width of the proposed diversion along with what access structures are proposed and the maintenance responsibility for any access structures and for vegetation control etc.

I would suggest that any formal proposal is run by our Public Rights of Way forum (next meeting 2nd July) to draw out any potential objections at an early stage.

I hope this information is of use to you.

Regards
Jody

Jody Hawkins
Highways Manager - (Traffic and Utility Control)
Engineering
Operations and Neighbourhoods
Place

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From: Kevin Lawton [<mailto:lawtonho@btinternet.com>]

Sent: 26 May 2024 17:26

To: 'penny.carter@networkrail.co.uk' <penny.carter@networkrail.co.uk>

Cc: Cath Grigson <cath.grigson006@talktalk.net>; 'secretary@wednesdaywalkers.org' <secretary@wednesdaywalkers.org>; 'Liam Kennedy' <Liam.Kennedy@oldham.gov.uk>

Subject: FW: Transpennine Route Upgrade Stalybridge to Standedge - Oldham Wednesday Walkers - Two Potential ProW Diversions

Good afternoon,

Thank you for consulting Wednesday Walkers about these two proposed alterations to Public Rights of Way. I have had a look on site this morning and the paths appear to be well used. In principle I don't have any objection but make comments as below and as marked on the attached plan:

Bridges 22 & 23

- I presume that you have the landowner's agreement to dedicate the alternative route
- There is already a worn path on the route proposed
- I had always assumed that the path under bridge 22 was a PROW but evidently not but making it a PROW is acceptable as it is well used but I would suggest a logic in linking it to path 218SADD which in practice comes down to the tunnel anyway
- Work is required in relation to waymarking, replacing the existing stile with a kissing gate, dealing with the very boggy area to the west of the tunnel and channelling the associated stream through the tunnel – see photo attached.

Stockport Road Level Crossing

- I presume that you have the landowner's agreement to dedicate the alternative route
- I was unable to walk the route as it is fenced off but note that the path will rise fairly steeply up and over a rise in the ground and that you are not proposing any surfacing on this path. There is a risk of slipping on these slopes and possibly some surfacing, but not steps, should be considered at each end of the route.
- I also note that the stock fence is on the east of the path so there is no segregation from any cattle in the field and therefore some understanding is required with the landowner that there are no safety issues for users of the path – otherwise the stock fence should be put on the west side of the path
- Proposal for kissing gates and waymarking is acceptable

I have copied in Oldham's ROW Officer but could you please let me know who your contact at Tameside is because I understand that they haven't got a dedicated officer. I have also copied in my colleagues in the Ramblers Association and Peak and Northern Footpath Society.

Regards,

Kevin Lawton
Wednesday Walkers Footpath Secretary
07929 892 657

From: Ed Stacey <edstacey@outsidemanagement.co.uk>

Sent: 12 June 2024 16:43

To: Penny Carter <Penny.Carter@networkrail.co.uk>

Cc: 'stewart.ramsden' <stewart.ramsden@gmail.com>

Subject: Transpennine Route Upgrade Stalybridge to Standedge scheme

You don't often get email from edstacey@outsidemanagement.co.uk. [Learn why this is important](#)

Bridge MVL3/23 and Stockport Road Level Crossing.

Hello Penny. I am the footpath officer with Tameside Ramblers. Thank you for the detailed information on these two changes to the Transpennine footpath route. I have had feedback from colleagues, and we have no objections to these route alterations. I look forward to walking the new sections - later this year?
Thanks. Ed Stacey

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Statutory Stakeholder	Date Received	Feedback/Comments	NR Response Provided
British Horse Society	24/07/2024	Requested for new PRow diversion at Stockport Road Level Crossing to be bridledway and for gates to be horse friendly and additional bridledway signs at P14 location on plan to indicate to pedestrians on the new PRow that they are joining an existing bridledway	Response letter sent explaining current designs, will be a footpath as existing and not bridledway, additional signs can be provided etc. Agreed to include additional bridledway signs at P14 on Plan.
Oldham Ramblers - John Walton	15/07/2024	2 Stockport Road level crossing I see that you are to close this level crossing and divert the Mossley paths under the Midge Hall under bridge ref MV/L3.19. See photo no 7 - This shows the Midge hall under bridge taken from definitive path no MOS/207/10. I have no objections to this change which seems reasonable. As it is in Tameside we in Oldham do not get notification of paths changes.	2 Stockport Road Level Crossing Again, we note that you have no objections to the closure of the level crossing. And as above, we will be reviewing the condition of the proposed route as the design progresses.
Oldham Ramblers - John Walton	Various	See Oldham Ramblers, Moorgate tab Summary: They want a GPP footbridge and requested meeting alongside Oldham PROW officer). No objection to proposed works at Stockport Road LX	Letters summarising Network Rail's position sent
Peak & Northern Footpaths	09/07/2024	Asked for justification on why no footbridge at Stockport Road Level Crossing	As part of the scheme, we are proposing to close this level crossing on safety grounds due to the increased line speed from 65mph to 75mph, resulting in reduced sighting time and visibility at the level crossing. The frequency of trains will also be increased, and the introduction of overhead line electrification (OLE) poses an additional safety risk. A footbridge was considered and discounted at this location due to the following points: - Construction access to build a footbridge would be by railway only due to the steep gradients in the locality and this would cause significant disruption to passenger and freight trains; - Foundations would need to be piled due to the steep gradients and it would be challenging to gain access to the construction area for a piling rig; - Temporary possession and permanent acquisition of third-party land would be required to build a footbridge; - Impacts on the environment to build a footbridge e.g. loss of habitat and landscape and visual; - A census data was carried out in part of October and November 2024 and the average number of users walking over the level crossing daily was 5.

Figure 12 - Stakeholder Engagement Summary

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Groups consulted List the groups you have consulted or reference previous relevant consultation	What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?
Tameside Council (PROW Officer and Highways Manager)	Feedback received by email on 23/05/2024: No objections or concerns raised against the proposed diversion route in relation to impacts on people with protected characteristics.
Peak and Northern Footpaths Society	Feedback received on 09/07/2024: They did not object to the proposed route but questioned why a footbridge was not being installed at the existing crossing location. This is due to the adverse impact that a stepped bridge would have on certain protected characteristics and the low CBR of such a solution.
Tameside Ramblers	Feedback received on 12/06/2024: No objections to the proposed route
Oldham Ramblers	Feedback received on 15/07/2024: No objections to the proposed route
Oldham Wednesday Walkers	Feedback received on 26/05/2024: They noted that the path will rise fairly steeply up and over a rise in the ground and that NR are not proposing any surfacing on this path. There is a risk of slipping on these slopes and possibly some surfacing, but not steps, should be considered at each end of the route. They also noted that the stock fence is on the east of the path so there is no segregation from any cattle in the field and therefore some understanding is required with the landowner that there are no safety issues for users of the path – otherwise the stock fence should be put on the west side of the path. Proposal for kissing gates and waymarking is acceptable



Figure 13 - Groups Consulted