

From: [REDACTED]
Subject: [TRANSPORTINFRASTRUCTURE](#)
Date: Re: "Network Rail Stalybridge to Diggle TWA Order"
23 November 2025 14:00:38

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Dear Officers of the Department for Transport,

I apologise for emailing twice but I forgot to include my contact details.

I am Dr Andrew William Taylor

My address is:-

[REDACTED]

For simplicity and correlation I include below the previous email submitted yesterday.

Thank you for your time,

Dr A W Taylor

I wish to submit a strong objection to the proposal in the "Order to extinguish the Public Footpath crossing at Moorgate, Uppermill".

I understand that the proposal for a replacement bridge at this location has been rejected on the grounds of cost. A footbridge at this crossing was proposed because of the increased train speeds expected and the probability that new signals will result in a stationary train at the crossing point. Both of these factors would greatly increase the hazard of an unstructured crossing at this point. I find it regrettable that the initial proposal was withdrawn on the grounds of cost, significantly and adversely affecting many members of - and visitors to - this rural community.

This has been a walking route in daily use by shoppers, families, and workers moving between the villages for centuries and more recently in large numbers by recreational walkers - some with small children.

It is accepted that a theoretical, planners' alternative to this well-used Right of Way has been suggested, passing between - Ladcastle Road and Oldham Road/Uppermill High Street only by means of FP 244.

FP 244 has fallen into disuse because it is difficult and dangerous at the top and dangerous the bottom.

The top consists of very steep and narrow steps with a rise height beyond the capability of the elderly and the very young who would be among those who would be diverted there by the closure of the Moorgate crossing. The work required to make this a safe passage would involve very extensive civil engineering work on the very soft and yielding ground.

The bottom of FP244 exits abruptly down on to the A670 (at SD 99517 05387) with only about 18 inches (460mm) of pavement to descend onto.

This is at a point on the 30mph road with no view to the right to observe for the presence of oncoming traffic. Reducing the speed limit to 20mph would not reduce the risk sufficiently as the road at this point is barely wide enough for two large vehicles (buses or HGVs) to pass in opposite directions without being inches from the kerb. A family, a teacher or a youth leader with only a few children in their care descending at this point may not be able to ensure the children's safety. The road is incapable of widening at this location without costs far greater than the possible footbridge at Moorgate crossing.

My 50 years' local Mountain Rescue experience of rescuing families and individuals descending treacherous paths (in the hills without traffic hazards) tells me that this is a thoughtless and dangerous proposal, conceived to avoid the cost of retaining a community path extensively used for centuries. It can only extend the walk for those who use the Moorgate crossing regularly and put them into significant personal danger - all to save costs.

Dr Andrew William Taylor

Medical Officer, Oldham Mountain Rescue Team

Chairman, Greenfield and Grasscroft Residents Association

(sent from my iPhone)

(sent from my iPhone)