

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Network Rail Stalybridge to Diggle TWA Order
Date: 18 December 2025 11:56:47

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Dear Sir / Madam,

I wish to object to the proposals in the Network Rail Stalybridge to Diggle TWA Order.

In particular, the replacement of the bridge at Greenfield Station will require its closure for at least 20 weeks, removing access to Uppermill via the normal main road. This will force traffic diversions over a wide area, many of which will be routed through the narrow back lanes of Saddleworth. Normal bus traffic will be significantly increased due to the additional buses required to replace the closed railway, and HGVs will inevitably become stuck on unsuitable roads. As a result, all emergency services will be considerably delayed. No clear or detailed information has been provided regarding these diversions, despite the serious safety implications.

My interest in this matter is as a resident of Saddleworth, directly affected by the proposals.

I am also concerned that no provision has been made, nor any meaningful consultation undertaken with local residents, in relation to the proposed acquisition of the Sam Road car park in Diggle to facilitate works for the new Station Road bridge. The loss of this car park will have a significant negative impact on residents and will create considerable safety risks due to its proximity to Diggle School and the already severely congested and dangerous pavement parking along Sam Road.

In addition, the well-used pedestrian level crossing at Moorgate has been temporarily closed and appears to be intended to be closed permanently. The originally proposed footbridge has now been cancelled. This will create permanent and serious difficulties for both residents and visitors. The only alternative offered is a highly dangerous pedestrian route requiring walkers to use Footpath 244, which is steep and hazardous at the top, extremely dangerous at the bottom where it exits directly onto the main road with no proper pavement and no clear view of oncoming traffic, and represents a diversion of nearly half a mile.

For these reasons, I strongly object to the proposals as currently set out and request that these significant safety, access, and consultation issues are properly addressed.

Yours Faithfully,

Mark Brooks
[REDACTED]
[REDACTED]

