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Transport Infrastructure Planning Unit
Department of Transport
Great Minster House
33 Horseferry Road
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9th February 2026

Dear Sir or Madam

Re: The Transport and Works Act 1992 (TWA): Application for the proposed Network Rail (Stalybridge to Diggle (Saddleworth) enhancement order.

A Statement of Case

Your reference: TWA/25/APP/02

- 1.1 Further to my initial objection letter dated 12th December 2025, I see that the SoS has decided to hold a public local inquiry into this application.
- 1.2 I have noted from the above Order that Network Rail are persisting with the closure of the level crossing at Moorgate Halt and directing vulnerable people down an old path (possibly an old quarrymans path) with dangerous steps and these 46 people per day exiting on Oldham Road with a very narrow footway. 450mm wide initially then 600mm.
- 1.2 In this letter of objection I am referring "to the proposal empowered by Article 19 and set out in Part 2 of Schedule 8 to the draft Order, namely the extinguishment of footpath 209 SADD between P1 and P2 (depicted on sheet 15)."

Ramblers
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The Ramblers' Association is a registered charity (England & Wales no 1091577, Scotland no SC039799) and a company limited by guarantee, registered in England & Wales (no 4456492). Registered office: 1 Clink Street, 3rd Floor, London, SE1 9DG.



- 1.3 I am objecting on behalf of the Ramblers Association when a cheaper and reasonable footbridge could be installed which although could be **£1.6 million** and is nothing like the other bridges and station modifications from Stalybridge to Huddersfield and beyond. The overall sum of around **£11.5 billion with an approved funding of £7.3 billion** has been rolled out a number of times.
- 1.4 I have split this letter into 9 sections (There is no 5B) to create some form of clarity for all the information, evidence and facts by me with an engineering background. I have enough experience to evaluate the half truths over the past three years by various members of the Network Rail Manchester Office, some who have recently left.

The 9 sections are:

- 1 Introduction. **No Appendices.** (1.5)
 - 2 History of the level crossing, promises, half-truths, dates going back to 1300. **12 Appendices.** (1.6)
 - 3 Evaluation of the work to be undertaken by Network Rail and their contractors from Stalybridge tunnel to the Standedge Tunnel including some small bridges, two stations and a fair number of bridge reconstructions. **24 Appendices.** (1.7)
 - 4 My cheaper and simpler footbridge which can be installed at the same time as the mods to Greenfield station and the adjacent road bridge. **8 Appendices.** (1.8)
 - 5 Costs and Land Take – I have looked at the high costs of Network Rails Rolls Royce footbridge and my cheaper design. and the looked at additional cost such as land take. Network Rail have suggested £200 000 to half a million pounds to bring footpath 244 up to a safe condition. **However, they backed down at the last minute and I think this is the overriding reason not to accept Network Rails proposals.** **2 Appendices.** (1.9).
 6. Details of path 244 before any modifications. **8 Appendices.** (1.10).
 7. Details of path 244 after minimal modifications. **2 Appendices.** (1.11).
 8. Photos of 4 bridges etc in West Yorkshire to give an example of some of the challenges faced by the rail engineers. The proposed footbridge at Moorgate is nothing like these engineering marvels. **Looking at the 4th photo on Appendix 9.3 it shows, in the background, an old listed hump backed bridge built in the 1800s!** As mentioned earlier path 209 has be used since 1300 and should be retained as the bridge in Yorkshire. (1.12).
 9. Conclusions. At the end I have created a specification of a bridge costing around **£1.6 million pounds** **No Appendices.** (1.13)
- 1.14. I have brought all the above sections into a brief conclusion but had to water them down which leads me to the next section – Recommendations.

- 1.15 I understand that the Order is proposed to be made under sections 1 and 5 of the Transport and Works Act 1992. Section 5(6) of the 1992 Act provides that “an order under section 1 or 3 [of the Act] shall not extinguish any public right of way over land unless the Secretary of State is satisfied —
- 1.16 (a) that an alternative right of way has been or will be provided, or (b) that the provision of an alternative right of way is not required.
- 1.17 The Ramblers ask you to find that the alternative route proposed is not an adequate alternative, and that the path 209 should be retained on its current alignment with a suitable footbridge (ramped if possible) to take users safely above the railway. This proposal was made in the recent past and should be resurrected.
- 1.18 I hope you can visualise my thoughts on objecting to the Transport and Works Act 1992 - The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006,
- 1.19 To install a reasonable footbridge to replace the level crossing at Moorgate Halt. My cheaper cost is about the same as a 400 Series footbridge which was introduced in about 2021. I estimate it would cost about £1.6 million which should satisfy the bean counters.

Yours Sincerely

John Walton

John Walton

Footpath Secretary,

Special Projects