

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Network Rail Stalybridge to Diggle TWA Order  
**Date:** 19 December 2025 09:01:17

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I am writing as ward member for Saddleworth South to record my objection to aspects of the Transport and Works Act Order relating to the delivery of the TransPennine Route Upgrade through the ward I represent, which encompasses Greenfield and Uppermill.

The TWAO is a huge document, so the following list of concerns is non-exhaustive, however it represents some of the main problems with the TWAO application as it currently stands.

Firstly, I'd like to comment of the lack of meaningful consultation and engagement with the community and its representatives. Given the size and scale of the project, which will see the borough's main tourist destinations and significantly sized communities severely impacted by the lack of discernible, viable access routes, with little to no consideration seemingly given to the management of the access for emergency services, carers or anyone else.

A couple of 'information events' masquerading as consultations were nothing like. They were attended by PR officers offering a series of artistic impressions of the station, but there was no technical information available, which became apparent as soon as questions requiring a more detailed understanding of the delivery of the project were asked.

Network Rail MUST be mandated to do more to work with the community, and to actively listen to their suggestions and formulate a Highways management plan that has a chance of working, otherwise the scale and type of disruption runs a very strong chance of destroying independent, local businesses and putting residents' lives at risk, in addition to the many months of severe delays.

With regard to the closure of Oldham Rd for 16-20 weeks (but likely to be longer) this will create havoc as it is the main road in and out of Greenfield and Uppermill from Oldham, Manchester and beyond. It is also a popular route to the M1 for many from outside of Saddleworth via Holmfirth, Penistone and Barnsley. These vehicles will then be forced down inappropriate, narrow and poorly surfaced back lanes into obvious pinch points. It is clear that no thought has been given to how this will be mitigated in the TWAO application, and for this reason, I would request that a Bailey Bridge be used to limit the amount of time that this important trunk road is closed for.

The lack of a commitment to a more regular service between Greenfield and Manchester following the chaos caused by the delivery of the Stalybridge to Diggle section of the TRU highlights the lack of concern that Network Rail have shown towards this community. Many people rely on the train service to get to work in Manchester, and have for too long had to suffer from poor service, we would like to see a commitment to two stopping trains per hour, servicing both Picadilly and Victoria, throughout the day. This will also contribute to the economy of the area, which is heavily dependent on tourism and day visitors, however if it is not committed to at this stage, I fear that it will not happen.

In addition to the Highways concerns, the application for the permanent closure of Footpath 209 is unacceptable. Plans were approved for a footbridge, and this has now been reneged on. The 'alternative' route advocated by Network Rail is not appropriate and

cannot be made safe. It is considerably longer, steeper and with numerous safety concerns such as its entry from and to roads without pedestrian walkways. The calculations for providing a footbridge have been vague and opaque, suddenly ballooning in predicted costs without verifiable reason. This is highlighted when comparing it with similar bridges, such as the one at Barrowby Hill. In fact, some of the calculations simply don't add up. This is not good enough.

The lack of any meaningful Equality Impact Assessment by Network Rail during the Moorgate decision, or any other aspect of this TWAO is also a big indicator as to the lack of consideration given to the impact of the delivery of this project, and this should be insisted on.

Furthermore, I have grave concerns about the future of the 'compounds' that NR have highlighted for commandeering during the works. Some of these are valued local green spaces, yet there is no word of what will happen to them afterwards. Will they be restored and how? I would like to know more about this before work starts, and for residents to be able to contribute to the plans.

Parking at Greenfield station is also a concern. A disabled parking bay has been removed to accommodate a bike rack which could easily be housed in the space on the other side of the footbridge. This needs serious reconsideration.

I would appreciate it if my concerns, and those of others who have objected will be considered before approving this Transports and Works Act Order application.

Kind regards,

Helen Bishop,



Helen Bishop

Oldham Borough Councillor - Saddleworth South  
Saddleworth Parish Councillor - Greenfield  
Chair - Saddleworth Parish Council Planning Committee

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