

I object to the following

1- Inadequate consultation and information:

Inadequate consultation with residents, businesses, commuters, scholars, teachers, workers, patients, leisure users of affected villages. I attended the Mossley Football Club consultation and put my questions forward but was told "It's been decided". It was what is going to happen rather than what may happen. Insufficient information being notified to all involved regarding dates and timing of closing of station, roads, access of machinery and work access personnel.

Insufficient information of compound areas, making of these areas, impact of accessibility to these areas and timings. What guarantees and timescales are there to reinstate destroyed or damaged areas used for the compounds?

2- Highway closure and diversions made worse by lack of a temporary bridge:

Can a temporary bridge be used whilst demolition of Greenfield bridge takes place instead of closure and diversions on unfit side roads?

Can more evening work be used for essential contractors to minimise impact? I am disabled and need to attend important medical appointments in Oldham and attend 3x weekly physical therapy at Saddleworth pool in Uppermill. Diversions would make me late or miss appointments due to the high levels of traffic being diverted. Setting off earlier would not help due to the backlog of commuter and school traffic.

I object to road closures causing a danger to life as emergency services will be delayed without a temporary bridge being used. Many more examples of chaotic journeys and delays can be forecast, with harmful consequences:

- Essential deliveries will be impacted without a temporary bridge being used, for example deliveries of essential medication /meals/care will not be on time impacting life and wellbeing. Day ambulances for day appointments will be late for many medical appointments leading to cancer /dialysis/essential medical appointments and treatment being missed or affected. They are on a tight schedule so cannot set off earlier.
- Mental health strain and adverse impacts due to less contact or reliable accessibility of support services, family support, visits and appointments limited due to increased travel timings if road closures are not avoided and temporary bridge not being used. Mental health and stress will increase due to road closures and diversions being grid-locked or unsuitable.
- Schools will be short-staffed due to commuting delays and pupils will be late, impacting on the quality of education. Exams will be missed leading to life impact. College and university education and attendance will be impacted for students.
- Public transport and connections will not be viable without a temporary bridge being used instead of full road closures. Taxis and airport transfers will cost substantially more without a temporary bridge being used. Will compensation be given for increased fares and missed connections, flights, holidays/business trips?

The closure of Oldham Road was not mentioned at the consultation but the closure of the station was. Rail replacement buses to Stalybridge station are going to be used rather than a needed direct bus replacement to Manchester stations. As shown in recent rail replacement services the buses were unreliable and missed train connections to and from Manchester/Greenfield from Stalybridge. Therefore a direct bus replacement to /from Manchester/Greenfield along the train route is the only option for reliability. Train

connections also added at least 20-25 mins so the excuse that trains from Stalybridge are quicker than full bus replacements is not valid.
Where will the bus replacement pick up /drop from Greenfield station if it is closed and Oldham Road is closed?

3- Lack of disabled parking and drop-off spaces at Greenfield Station:

I object to the amount of proposed disabled spaces being limited to only 4 as most spaces at Greenfield station should be disabled due to the steep hill and limited footpaths up the hill to the station, being the only way for disabled people to access the station and rail replacements. Alternative parking at the rugby ground, on Shaw Hall Bank Road, Chapel Road and Tesco car park railway spaces could accommodate more general parking and to include a drop-off area at the station is suggested an essential provision, along with adaptation to reduce congestion, improve safety and accessibility for disabled and pram users. I was told that the 3 or 4 disabled spaces was the amount recommended for the amount of passengers but Guide Bridge has much more level parking and disabled parking as seen after visits to this station plus it has less passengers than Greenfield. The unique difference is that Greenfield station has a very steep hill and no dropped kerbs or safe footpaths for the disabled.

Making the lifts and accessible foot way at the station does not resolve the steep dangerous paths up to the station to enable people to use them unless disabled parking /drop off area is well-sited and sufficient at the station.

4- Failure to assure future stopping service of 2 trains per hour:

Years of unfavourable impact on Saddleworth residents/visitors/businesses is apparently not resulting in an improved service of 2 trains an hour - one to Piccadilly and one to Victoria. I believe this service is viable but has not been agreed by yourselves. This is the least benefit that years of future difficulty and inconvenience should provide. Accessibility is not a sufficient improvement but is essential and a legal requirement..

5- Path 244 would be dangerous, even if “improved”:

The path 244 is dangerous and your decision to close Moorgate crossing could be made safer by at least providing automatic gates for access across or an accessible footbridge like other areas have been provided with - and less people than depend on the Moorgate crossing using them.