

TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 11 January 2024

Subject: Objections to Proposed Prohibition of Waiting – Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Failsworth West

Reason for the decision: A report recommending the introduction of No Waiting At Any Time restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth, was approved under delegated powers on 24 April 2023. The proposal was subsequently advertised and seventy two objections and one supporting letter were received

A copy of the approved report is attached at Appendix A and a copy of the representations is attached at Appendix B.

In total, 72 objections were received from people with connections to the Church of The Holy Family, located at the junction of Lord Lane and Paddock Lane. 62 identical objections and one individual objection were received from parishioners. Other objections were received from The Rector, Assistant Curate, Associate Priest, Community Centre Director, a before and after school club, a local funeral director, a Womens Institute group (29 signatures), a child minder group (11 signatures) and a dancing group (31 signatures).

In summary, the objectors state that the proposed restrictions will adversely affect all services held at the church as well as the events and clubs that operate from the community centre in the same building. Concerns were

raised about the affect the proposal would have on the availability of on-street parking outside the church, especially when funerals and weddings are held. A reduction in on-street parking spaces would also affect various clubs and organisations such as Karate, yoga, baby sensory, line dancing, brownies/guides, before & after school clubs, exercise classes and the local Womens Institute. Concerns were raised about parking for disabled people, picking up and dropping off visitors and the loading and unloading of vehicles. The venue is also used as a polling station during elections and concerns were also raised about access for voters.

Objectors state that the church and community Centre are important for the local community, and it is felt that people will stop coming if the proposal goes ahead.

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this was considered to be cost prohibitive. The site rests on an incline which we believe would present a serious health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha Silver award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

One letter of support was received from a local resident. The supporter states that motorists park at the junctions and on the footway causing visibility issues and forcing pedestrians to walk in the carriageway.

In response to the objections, it should be noted that the traffic order will include an exemption for funeral and wedding vehicles. Blue badge holders can also park on the restrictions for up to 3 hours and any person can load / unload or pick up or drop off passengers at any time. Therefore, it is the view of Officers that the proposed waiting restrictions should help keep the area clear for funeral and wedding vehicles and any disabled visitors to the church and community centre.

There are a number of dropped kerbs around the junctions, one of which is directly at the church entrance. It is illegal to park alongside dropped kerbs and these restrictions will help reinforce this rule and keep the area clear for access to the church.

The length of the restrictions has been kept to a minimum. The restrictions only cover the junctions and dropped kerbs, which is the area of complaint. Primarily, the restrictions proposed are minimum lengths in line with the Highway Code.

Officers have considered the representations and believe that the proposed restrictions are fully justified.

Summary:

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1: Introduce the proposed restrictions as advertised
Option 2. Do not introduce the proposed restrictions

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

The Ward Members have been consulted and no comments were received.

Recommendation(s):

It is recommended that the objections be dismissed, and the proposal introduced as advertised in accordance with the schedule and plan in the original report.

Implications:

What are the financial implications?

These were dealt with in the previous report (refer to Appendix A)

What are the legal implications?

These were dealt with in the previous report (refer to Appendix A)

What are the procurement implications?

None

What are the Human Resources implications?

None

Oldham Impact Assessment Completed (Including impact on Children and Young People)

No

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

Risks:

There is a potential risk to users of the highway if the restrictions are not introduced.

Co-operative implications

These were dealt with in the previous report (refer to Appendix A)

Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998

None.

Environmental and Health & Safety Implications

If approved, the restrictions will improve safety for all road users at this location.

IT Implications

None.

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

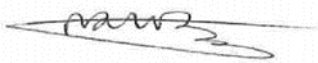
There are no background papers for this report

Report Author Sign-off:	
Andy Cowell	
Date: 5 December 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 22 December 2023

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Officer Report
(Non Key and Contracts up to a value of £100k)

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 21 April 2023

Subject: Proposed Prohibition of Waiting – Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Failsworth West

Reason for the decision:

Lord Lane is a local distributor road which provides access to extensive residential areas on the south side of Failsworth. Paddock Lane also distributes traffic to residential streets to the north of Lord Lane and where the two roads connect, a traffic island forms two junctions. Wyndale Drive connects with Lord Lane on the opposite side to form a cross-roads junction. The junctions are currently not protected by any parking restrictions.

A local resident has reported issues with vehicles parking in the vicinity of the island and around the circumference of the island itself, which affects traffic movements and pedestrians crossing.

Officers have inspected the location and witnessed indiscriminate parking at the junctions.

It is therefore proposed to promote new prohibition of waiting restrictions on Paddock Lane, Lord Lane and Wyndale Drive, Failsworth as detailed on plan 47/A4/1694/1.

If approved, the proposal would improve visibility for motorists and pedestrians and ease traffic movements at each junction.

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1: To approve the recommendation
Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

The Ward Members have been consulted and Councillor S Ball has no objections to these proposals as they will greatly improve road safety in this area

G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

Recommendation(s):

It is recommended that a new Traffic Regulation Order be introduced in accordance with the plan and schedule at the end of this report

Implications:

What are the financial implications?

The cost of introducing the order is shown below:

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
TOTAL	1,700
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 Highways TRO budget.

The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end.

(John Edisbury)

What are the **legal** implications?

The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.

In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

Equality and Diversity Impact Assessment attached or not required because (please give reason)

Not required because the measures proposed are aimed at improving highway safety.

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

Risks:

None

Co-operative agenda

The introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (Mahmuda Khanom)

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

Schedule

Drawing Number 47/A4/1694/1

Add to the Oldham Borough Council (Failsworth Area) Consolidation Order 2003

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Paddock Lane, Failsworth</u> (Both sides)</p> <p>The full length of the connecting road which forms the island at the junction of Lord Lane</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Paddock Lane, Failsworth</u> (West side)</p> <p>From its south western junction with Lord Lane for a distance of 13 metres in a northerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Paddock Lane, Failsworth</u> (East side)</p> <p>From its south western junction with Lord Lane for a distance of 44 metres in a northerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

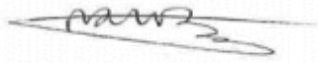
	<p><u>Lord Lane, Failsworth</u> (North west side)</p> <p>From a point 10 metres south west of its south western junction with Paddock Lane to a point 22 metres north east of its north eastern junction with Paddock Lane</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Lord Lane, Failsworth</u> (South east side)</p> <p>From a point 10 metres south west of its junction with Wyndale Drive to a point 13 metres north east of its junction with Wyndale Drive</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Wyndale Drive, Failsworth</u> (Both sides)</p> <p>From its junction with Lord Lane for a distance of 10 metres in a south easterly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

There are no background papers for this report

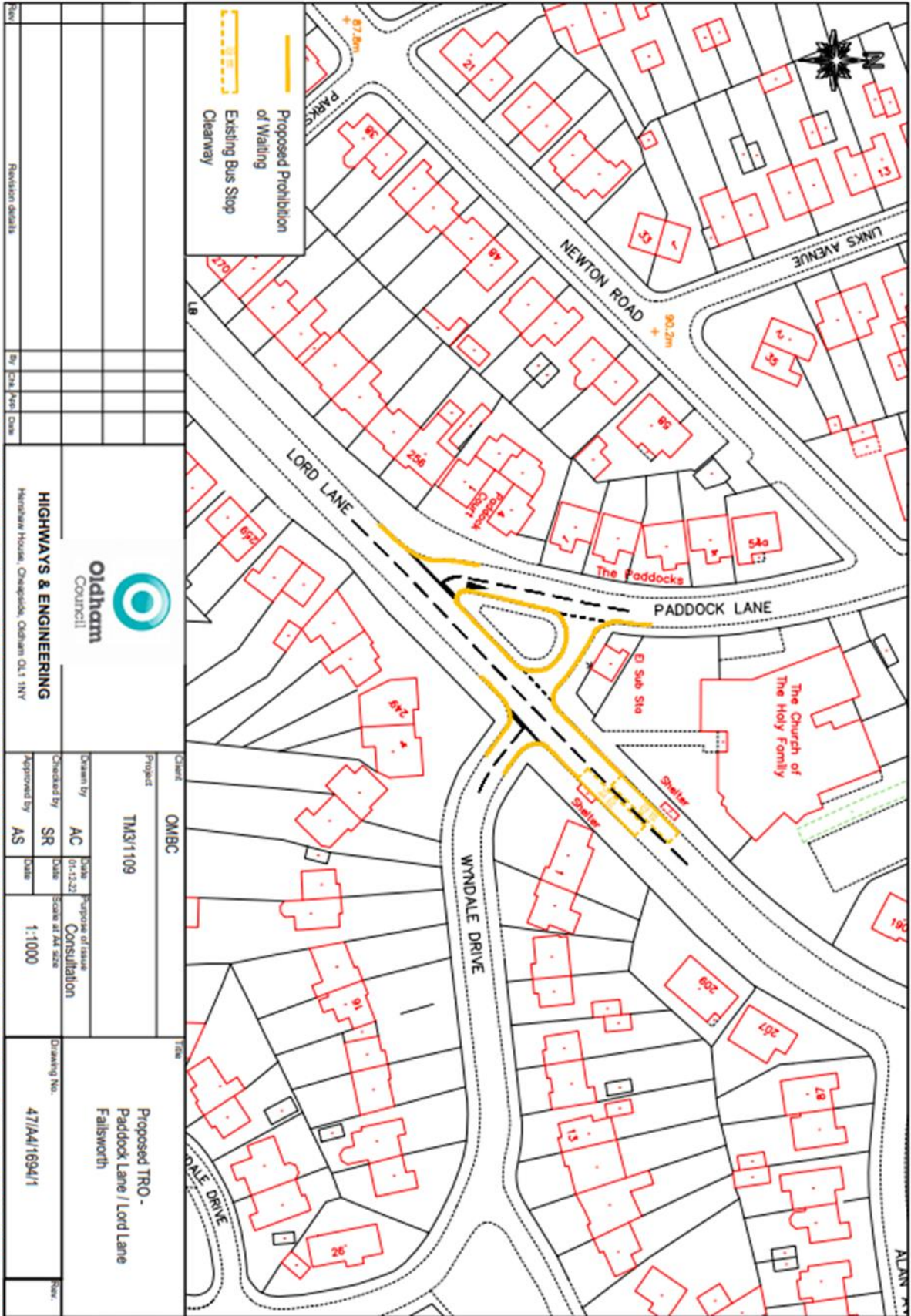
Report Author Sign-off:	
Andy Cowell	
Date: 21 April 2023	

In consultation with Director of Environment

Signed :



Date: 24.04.2023



Revision details	By	Date	 Oldham Council HIGHWAYS & ENGINEERING Hereward House, Chesapeake, Oldham OL1 1NY	
			Client	OMBC
			Project	TM3/1109
			Drawn by	AC
			Checked by	SR
			Approved by	AS
			Date	07-11-23
			Purpose of issue	Consultation
			Scale at A4 size	1:1000
			Drawing No.	47/A4/1694/1
			File	Proposed TR0 - Paddock Lane / Lord Lane Falsworth

T:\03 TEAM RESOURCE\Traffic & Network Man\01 Traffic\Traffic Files QMS\TM Files\TM3 TR0\TM3-1109 Paddock Lane, Falsworth - Pow\Paddock Lane.dwg

APPENDIX B
COPY OF REPRESENTATIONS

Letter of Support

Dear Sirs

The Oldham Paddock Lane/Lord Lane/Wyndale Drive Failsworth Prohibition of Waiting Amendment Order 2023

I am a resident/home owner living on Wyndale Drive and often have to negotiate the junction from Wyndale Drive onto Lord Lane. The junction is relatively narrow, being a side road, but the view in both directions is often obscured by vehicles parking on the pavement adjacent to the junction. This clearly obscures visibility making negotiation of the junction hazardous to say the least. When turning into Wyndale Drive from Lord Lane vehicles parked on the Wyndale side of the entrance often either mount the kerb or park fully on the pavement. This has the effect of obscuring visibility and effectively blocking the junction if one vehicle is entering Wyndale and/or another vehicle leaving. A regular occurrence is vehicle parking fully on the pavement, necessitating pedestrians to leave the pavement and step into the road to navigate a way past such vehicles. It is a major hazard for pedestrians who are elderly or with young children/push chairs.

This is often the case for all of the areas around the junction as mentioned in the proposal.

For these reasons I welcome and support the proposal. However, I am concerned that perhaps the proposal, whilst welcomed, will not be enough to prevent vehicles mounting the pavement and parking fully on the areas of concern. Whilst there is an obvious cost implication, I wonder whether strategical placed bollards would also serve to make the junction much safer and prevent pavement parking at the junctions where visibility is impaired.

Regards

X XXXXXX
Wyndale Drive
Failsworth

Objections 1 - 62 (Identical)

To:

1/10/2023

Environment Group Solicitor to the Council

Civic Centre

West Street

Oldham

OL1 1UL

Our ref: AC/TM3/1109

Re: Proposed Parking Restrictions Paddock Lane/Lord Lane Failsworth.

To Whom it May Concern,

I write in my capacity as a member of the congregation and local resident of the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'Before and After school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove too cost prohibitive. The site rests on an incline which we believe would present a serious health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha Silver award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

With best wishes,

Objection 63

Dear sir/madam,

I am writing with regards to the proposed traffic regulation order (subject title) under the Road Traffic Regulation Act 1984.

My wife and I live at X The Paddocks, Paddock Lane, opposite the Church of the Holy Family.

We note the benefits of the proposed order, particularly the prevention of waiting on the island and on Lord Lane close to the bus stops on either side of the road.

Our main concern is with the prevention of waiting on Paddock Lane across the road from our plot, and around the corner past the sub station (up to Lord Lane).

We already encounter issues with overcrowding of parked vehicles, particularly during pick up and drop offs at South Failsworth Primary, and during events at the Church of the Holy Family. We also note that the Bud and Blossoms holiday club, which runs daily at the Church, park their large van across the road where you are proposing the order.

We envisage that this will only encourage these vehicles to park more regularly outside our house, therefore causing us issues accessing our drive, which has a fairly narrow opening in consistency with other homes on The Paddocks.

We would be grateful if you could reconsider the proposed order on this section across the road from us, as we feel this will cause us more knock on issues than it will solve.

Kind regards,

Objection 64

To Whom it May Concern,

I write in my capacity as one of the Clergy and local resident of the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The Church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'Before and After school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually

impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove too cost prohibitive. The site rests on an incline which we believe would present a serious health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha Silver award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

Kind regards

Assistant Curate

The Holy Family Failsworth, St Luke Lightbowne and The Most Holy Trinity Blackley

Objection 65

Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham OL1 1UL

Thursday, 12th October 2023

Dear Sir/Madam,

**Re: Proposed Parking Restrictions Paddock Lane/Lord Lane Failsworth -
AC/TM3/1109**

I write in my capacity as Associate Priest licensed to the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'after school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove to cost prohibitive. The site rests on an incline which we believe would present serious a health and safety risk, particularly if used for the purposes of parking. The area in question is now a

natural peace garden for which the parish has recently been awarded A Rocha bronze award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

Yours sincerely,

[Redacted signature block]

DMPC & DAC Secretary and Diocesan Governance Manager.
Associate Priest licensed to the benefice of Fallsworth, The Holy Family.

Email: [Redacted]

Tel: [Redacted]

Mobile: [Redacted]

Objection 66

REF: AC/TM3/1109


To whom it may concern,

I am writing to object to the proposed parking restrictions on Lord Lane and Paddock Lane surrounding the Church of the Holy Family. I run a before and after school club service from one of the halls in the church. Our service is used by local families who require access to drop off and pick up their young children on a daily basis. Our children are often picked up by elderly grandparents who can not walk far as well as younger siblings (some only weeks old) accompanied by their parents. Proposing such parking restrictions would not only cause major inconvenience but it would actually put these young children (some as young as 3 years old) into unnecessary danger. Lord Lane has much larger issues that could do with being prioritised. Including the fact that the road is used as a race track by dangerous drivers who drive at excessive speeds and dangerously overtake other vehicles due to no speed restrictions being in place ie speed bumps, cameras. If these parking restrictions are put into place our children and their families will have to cross this dangerous road where there are no crossing facilities in place. As we have a minibus that is used daily for before and after school club we would also have to walk the children a considerable distance to reach the minibus. This would have a negative impact on our service as the children would have to walk during winter in rain, ice and snow. We may also again have to cross this unsafe road with all of these young children to reach the minibus.

Another reason we object to these parking restrictions is due to us needing access to bring our resources and food supplies to and from the building on a regular basis. We currently have a member of staff who suffers from fibromyalgia as well as 2 members of staff who are pregnant and therefore would suffer carrying these items such a distance.

I want to stress the importance of children's safety in this matter as an utmost priority. I am sure that you do not want the lives of children on your conscience as it will only be a matter of time before there is a serious accident on this road if these parking restrictions are put into place. We implore you to do the right thing and think of the wider community.


Kind regards


Managing Director
Buds & Blossoms Ltd


Objection 67 (11 signatures)

I run a childminder song group on a Tuesday morning. There are many of us who drive to the church, this allows for the children we care for to access part of their learning as set out by the DoE, Local Authority and ofsted. Should this idea of parking restrictions go ahead, this group will cease as many live too far away to walk, this limits the learning of over 30 children within the EYFS, could you explain how this helps those children?

Have you considered the impact on voting? Have you considered those with disabilities who are not deemed disabled enough for a blue badge? Have you considered the impact of this Hub? The small businesses? Doesn't look like you have considered there.



Objection 68 (31 signatures)

Dear Sir, Please find enclosed
Signatures from the people who use
the hall for dancing on weekdays.
Your proposed plans for yellow lines would
severely disrupt our parking and may well
result in people leaving the class if it was
granted, therefore we all object to your
proposed plans for d, y. lines.
Yours sincerely


Objection 69 (29 signatures)

WE ARE A GROUP OF LADIES WHO USE
THE CHURCH OF THE HOLY FAMILY ON THURSDAY
EVENINGS FOR OUR MEETINGS. WITHOUT PARKING
OUTSIDE THE CHURCH, OUR MEMBERS (MAINLY
OVER 60) WOULD STRUGGLE TO ATTEND.
THIS IN TURN COULD LEAD TO THE
SOCIAL ISOLATION OF OUR MEMBERS.

Objection 70

Re: Proposed Parking Restrictions Paddock Lane/Lord Lane Failsworth.

To Whom it May Concern,

I write in my capacity as Incumbent Rector of the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshiping and community life of our parish.

The church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'after school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove to cost prohibitive. The site rests on an incline which we believe would present serious a health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha bronze award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

With every best wish,

Objection 71

To whom it may concern.

I am writing this to pass on my objection to these yellow lines, which will cause absolute chaos to not only the church members, but much more to the wider community, as Holy

Family is not only used daily for Services, the community centre, is used 7 days a week also.

I feel this will have a knock on affect for all users as it is the only community centre in this forgotten area of Failsworth, there is nothing else here.

I have worshipped here since 1967, and have seen this community grow, and I understand that the growth in traffic is obviously much bigger, but don't understand why all of a sudden, this is an issue.

We as a church and community beg you to re-consider this decision, for the sake of our congregation, which some are disabled including myself.

I know there will be exemptions for funerals, weddings and disabled, but the renters which include, Karate, yoga, baby sensory, line dancing, oap dancers, brownies/guides, before and after school clubs, excercise classes, W. I, and of course Oldham Council for elections, to name a few. At the end of the day, this Church and Community Centre was built in 1964 for the people in South Failsworth, and feel it will fail in servicing this area, as people will stop coming and using us if this goes ahead.

Please re-consider this decision, for the sake of a small amount of folk, who are disgruntled, to the wider community who need this centre.

XXXXX XXXXXX

Parishioner,
Community Centre Director

Objection 72

To Whom it may concern,

Please take this email as my objection to the proposed parking restrictions on Paddock Lane and Lord Lane.

As a family, we use the church regularly and for multiple reasons.

- 1, Childcare – Before and After School Club
- 2, Worship – We Attend church Services here every week
- 3, Community Exercise Classes – Dancersize Every Week
- 4, Social Events such a birthday parties
- 5, Charity Events

This goes without mentioning one off events such as christenings, wedding and funerals, when close access is required more than ever.

Such restrictions would seriously impede access to the church for everyone, especially when visiting with young children or the elderly.

The church is very community driven and we have seen first hand the positive affect it has on the lives of the elderly or impaired. Those who require easy access the most.

Restrictions in the area would not only cost the church valuable income and visiting members, but it would only move parking issues to the surround streets.

This is particularly an issue with regards to safety for accessing the local school, South Failsworth, where it already proves difficult at opening and closing times.

I would kindly request that these proposals are revisited and revised to not include the church site.

Kind regards,
XXXXX XXXXXX

X Brookdale Ave
M40 1GH