

## **HIGHWAY REGULATION COMMITTEE**

# **Representations to Proposed Prohibition of Waiting – Knott Lanes, Oldham**

**Portfolio Holder:**

Councillor C Goodwin, Cabinet Member for Don't Trash Oldham

**Officer Contact:** Nasir Dad, Director of Environment

**Report Author:** Andy Cowell

**Ext.** 4577

**30 January 2025**

---

### **Reason for Decision**

To consider objections received to proposed waiting restrictions at Knott Lanes, Oldham.

### **Recommendation**

It is recommended that the proposal be amended and introduced in accordance with the schedule and plan in Appendix C.

## Representations to Proposed Prohibition of Waiting – Knott Lanes, Oldham

### 1 Background

A report recommending the introduction of prohibition of waiting restrictions on Knott Lanes, Oldham, was approved under delegated powers on 20 May 2024. The proposal was subsequently advertised, and fifteen objections and two supporting letters were received.

A copy of the approved report is attached at Appendix A and a copy of the objections and supporting letters are attached at Appendix B.

Following consideration of the representations, Officers have proposed a relaxation to the scheme which is shown at Appendix C along with an amended schedule. The amended proposal should address the main concerns of the objectors without compromising the main aim of the scheme, thus, satisfying the supporters too.

All except one of the objections relate to the section of proposed restrictions fronting properties 56 to 78 Knott Lanes. The objectors state that the proposed restrictions in this location would result in some residents and visitors having no convenient place to park, which would then displace parking into other areas, thus creating further problems.

This section of restriction outside 56 to 78 Knott Lanes and the section opposite were included in the scheme to ensure the lane did not become obstructed, as occasionally vehicles were reported to be parking on both sides. Also, the properties are positioned on the inside of a slight bend and the parking affected forward visibility for motorists. As the majority of residents had access to off-street parking places to the rear, Officers thought that restrictions on both sides would be the most appropriate solution. However, residents state that their off-street parking provision to the rear cannot accommodate all their vehicles.

Officers have therefore reviewed the scheme and are proposing a relaxation to the length of restrictions, removing the restrictions directly outside properties 56 to 78 Knott Lanes. The proposed restrictions to the east of this area remain in the proposal to maintain visibility around tightest part of the bend and restrictions also remain opposite the properties on the south side to ensure that the road does not become fully obstructed. It is felt that the amended proposal will address the main concerns of the objectors but still address the main forward visibility issues on the bend and maintain access along the lane.

One of the objectors also had concerns over some of the proposed restrictions around the Crime Lane junction. Officers have agreed a small relaxation to the proposal which will maintain some additional on-street parking space for visitors to their business. It is felt that this can be achieved without compromising the main aim of the scheme.

### 1.2 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

### 1.3 Risk Assessments

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

---

1.4 **Co-operative Implications**

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

1.5 **Procurement Implications**

None

2 **Current Position**

2.1 Representations reported to Highway Regulation Committee

3 **Options/Alternatives**

3.1 Option 1: Introduce the proposed restrictions as advertised  
Option 2. Relax the proposal in accordance with the plan and schedule in Appendix C  
Option 3. Do not introduce the proposed restrictions

4 **Preferred Option**

4.1 Option 2

5 **Consultation**

5.1 The Medlock Vale Ward Members have been consulted and no comments have been received.

6 **Financial Implications**

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

7 **Legal Implications**

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

8 **Equality Impact, including implications for Children and Young People**

8.1 No

9 **Key Decision**

9.1 No

10 **Key Decision Reference**

10.1 N/A

---

11 **Background Papers**

11.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

File Ref :TM3/1130

Name of File : Proposed Prohibition of Waiting – Knott Lanes, Oldham

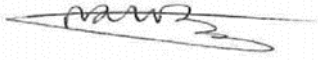
Records held in Highways Department, Spindles Shopping Centre, West Street, Oldham

Officer Name :Andy Cowell

Contact No : 4577

13 **Appendices**

- 13.1 Appendix A - Approved Mod Gov Report  
Appendix B - Copy of Objections and Supporting Letters  
Appendix C – Amended Plan and Schedule

 <p>Signed In consultation with Director of Environment</p>	<p>Dated 29.11.2024</p>
--	-------------------------

---

**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:** 10 May 2024

**Subject:** Proposed Prohibition of Waiting – Knott Lanes, Oldham

**Report Author:** Andy Cowell, Traffic Engineer

**Ward (s):** Medlock Vale

---

---

**Reason for the decision:**

Complaints have been received via the Police about indiscriminate parking along parts of Knott Lanes, Oldham. The parking often restricts larger vehicles such as farm vehicles from passing along the lane. It also presents a safety issue where vehicles park on or close to several bends on the lane. The Police have requested that waiting restrictions are introduced at various points along the lane to address the issues reported.

Knott Lanes is a rural lane extending from Ashton Road to Crime Lane where it splits and continues south for approximately half a kilometre and terminates. The lane is partly fronted by a factory, some rural businesses and residential properties. Along with access to public footpaths this generates some on street parking. Most of the residential properties have access to off-street parking facilities.

Although it can facilitate two-way traffic in places, some sections of the lane are single track. The lanes provide no through route for traffic, so this is the only vehicular access route for businesses and residents.

---

Site visits and reports from the Police have confirmed that obstructive parking does take place at various points along the lane.

It is proposed to promote new prohibition of waiting restrictions on Knott Lanes, Oldham, as detailed on plan 47/A3/1716/1.

If approved, the proposal would provide improved access along the lane for larger vehicles and improve safety for road users where forward visibility was previously affected by parked vehicles.

**Summary:**

The purpose of this report is to consider the introduction of new prohibition of waiting restrictions on Knott Lanes, Oldham.

***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 no comments were received.

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 prohibition of waiting restrictions 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	1,000
<b>TOTAL</b>	<b>2,200</b>

The advertising & road marking expenditure of £2,200 will be funded from the 2024/25 Highways TRO & road markings budgets.

(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 <b>procurement</b> implications?	None
What are the <b>Human Resources</b> implications?	None
<b>Equality and Diversity Impact Assessment</b> attached or not required because (please give reason)	Not required because the measures proposed are aimed at improving highway safety.
<b>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	No
What are the <b>property</b> implications	None
<b>Risks:</b>	<p>The introduction of prohibition of waiting restrictions at this location will decrease the numbers of incidents involving road users and assist with visibility and access. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the restrictions.</p> <p>Vicki Gallacher (Head of Insurance and Information Governance)</p>
<b>Co-operative implications</b>	None (James Mulvaney)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None
<b>Environmental and Health &amp; Safety Implications</b>	If approved, the restrictions will improve safety for road users.
<b>IT Implications</b>	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

Schedule

Drawing Number 47/A3/1716/1

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

**Part I Schedule 1  
Prohibition of Waiting**

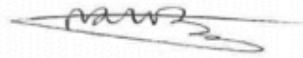
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Knott Lanes, Oldham</u> (Both sides)  From a point 220 metres south-west of its junction with Ashton Road for a distance of 108 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side)  From a point 404 metres south-west of its junction with Ashton Road for a distance of 86 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (All sides)  The full circumference of the island connecting Knott Lanes with Crime Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side)  From a point 624 metres south-west of its junction with Ashton Road to its junction with Crime Lane (a distance of 57 metres in a general westerly direction)	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<u>Knott Lanes, Oldham</u> (South and East sides)  From a point 600 metres south-west of its junction with Ashton Road for a distance of 198 metres in a westerly and then southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (West side)  From its junction with Crime Lane for a distance of 29 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (West side)  From a point 73 metres south of its junction with Crime Lane for a distance of 89 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

**There are no background papers for this report**

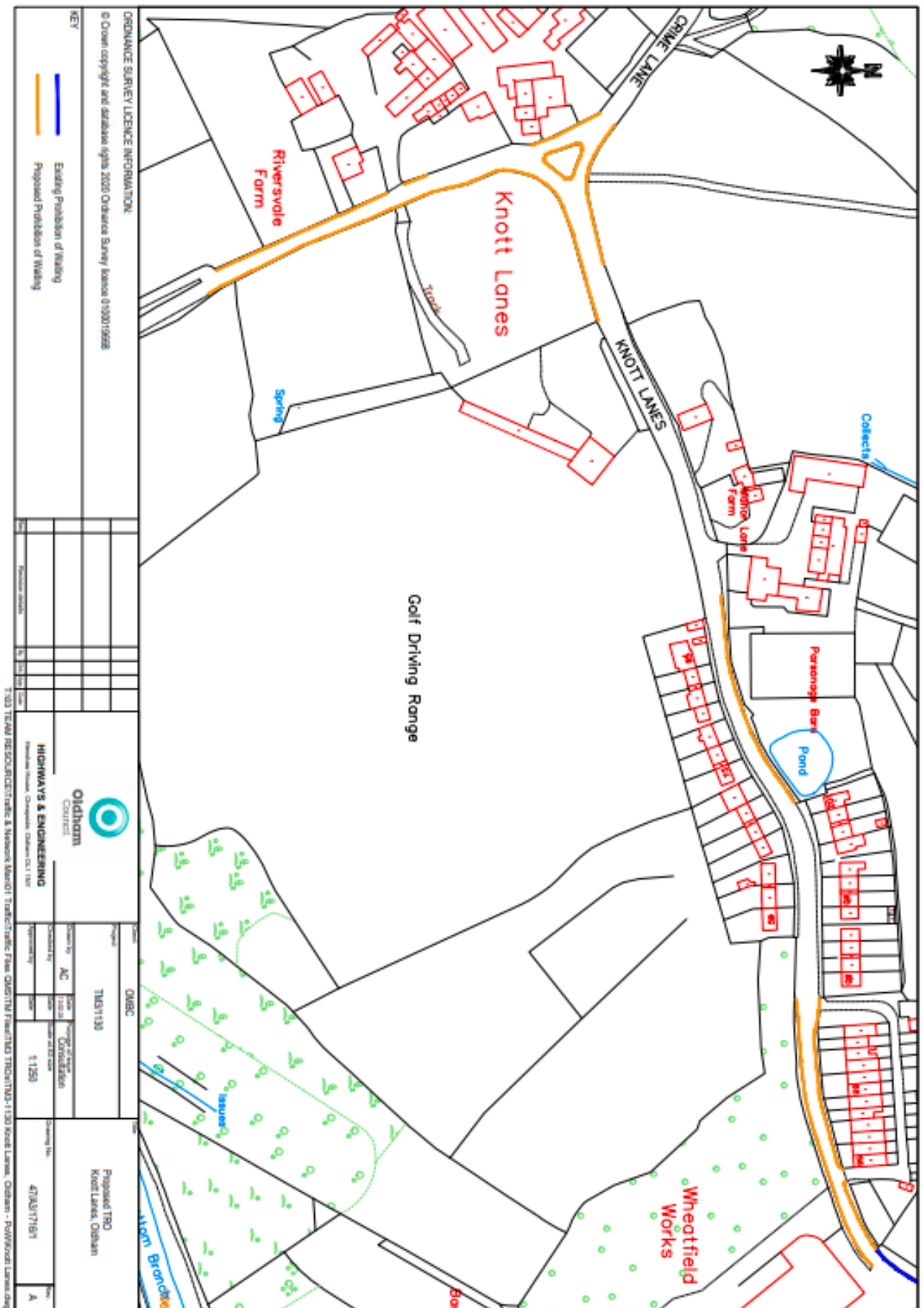
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b>	
10 May 2024	

In consultation with Director of Environment



Signed :

Date: 20.05.2024



---

**APPENDIX B**

**COPY OF OBJECTIONS AND SUPPORTING LETTERS**

---

## Objection 1

Hi

I am writing to object to the planned double yellow lines on Knott Lanes.

Whilst I think we do need some I think putting double yellow lines on both sides of the road outside the first block of houses is ridiculous these residents need to park outside their own property. If the yellow lines are put outside these properties they will park further up Knott Lanes and cause the same issues there.

Regards Xxxxxx Xxxxxxx

## Objection 2

Dear A. Cowell

With reference to your letter LJM/TO24/24 VF24011 regarding proposed double yellow lines in front of my house 78 Knott Lanes, I wish to strongly object and oppose this approval to the double yellow lines being placed in front of 56-78 Knott Lanes.

I find it very concerning that you are victimizing the occupants of 56-78 Knott Lanes by proposing double yellow lines in front of our houses, yet every other house on Knott Lanes will still be able to park in front of their house. This doesn't seem fair at all. Where do you think the vehicles are going to park, there is not enough room around the rear of the properties to fit a further 12 vehicles. If this proposal goes ahead, all the cars parked in front of our properties will then have to park in front of the other houses that don't have double lines further down the Lane creating increased parking congestion. Where do you propose visitors to park when they wish to visit 56-78 Knott Lanes. How is this going to work has any thought been applied here to the consequences.

Further to this argument is how do the residents that are disabled get access to their house between 56-78 Knott Lanes.

How will we get our rubbish collected if there is double yellow lines on both sides of the lane in front of our houses. If there is no waiting then rubbish cannot be collected?

When residents of 56-78 have building work done and need a skip where do we put it, in front of the other houses further down the road, I am sure the residents of those properties will be happy with us parking our cars and putting our building skips in front of their properties.

I understand there has been an access issue, and this could be resolved by having double yellow lines on the other side of the road for houses 56-78 Knott Lanes which would be a good idea, but not both sides!

It seems to me that a lot of residents are going to be fully compromised for an occasional oversized vehicle, which again doesn't seem very balanced or fair, I understand there needs to be clear access, but a better proposal is needed here.

How about limiting the size of vehicle allowed down our Lane. Please remember this a Lane not a Road or Street, it was never designed to take 40 ton trucks or massive oversized tractors. There is no reason why a weight restriction of vehicle could not be

---

introduced. Can this not be investigated as a possibly action, as this is applied in the Daisy Nook area.

I appreciate a compromise needs to be reached here so the lane isn't blocked, but the solution being supplied is not the correct one, it does not answer the question of where all the vehicles park when the double yellow lines have been added, the cars are not going to suddenly disappear. Please look at removing the double yellow lines on the side of the houses from 56-78 Knott Lanes, keep the proposed double yellow lines to the other side of the road and this will allow oversize vehicles clear access down the Lane.

As for the double yellow lines being added around the triangle further down Knott Lanes, where do you expect the vehicles to park. Again just applying double yellow lines doesn't provide a solution to where the vehicles are going to park. These are people who park there when they come to ride their horses. Where do you envisage them parking. Surely this is going to affect the farm businesses if people can't park their vehicles. If people can't park their vehicles they are going to go somewhere else, so you are effectively going to effect the businesses directly. Again putting double yellow lines down just one side to allow clear access, is a compromise which will suit and answer the access issue.

I hope you look at this proposal and apply some common sense, because as it stands this proposal is going to cause more problems than it solves. Please remember it is the residents that live down the Lane not the occasional oversized vehicle requiring access.

I fear this is a done deal and this is going to be forced on us without any more dialogue and compromise. You have an opportunity to engage with the residents and not just ignore their concerns and carry on with an approval which doesn't answer the concerns of everyone on the Lane. Is it possible to get a face to face meeting to go through these issues raised.

I expect the Traffic and Network Management to take these concerns seriously that have been raised by the occupants of 56-78 Knott Lanes. More work has to be done here to get this proposal suitable, let's hope you understand this and open the correct channels for dialogue, and do not just push this through.

I look forward to hearing from you.

Kind regards

James Xxxxx Xxxxxx

### **Objection 3**

I would like to object to some of the parking restrictions proposed for Knott Lanes Bardsley. Firstly I would like to point out that Knott Lanes does provide a through route for traffic and is used by many cars and vans as a route to Daisy Nook and Woodhouses via Crime Lane and Stannybrook Road.

Because of this we park vehicles to protect our workforce entering and exiting the field on the corner of Knott Lanes and Crime Lane from fast moving cars and vans on what is a blind bend. (1 on attached map)

---

I would also like to object to any restrictions along the frontage of my property as this would restrict people visiting my business and the road is sufficiently wide enough there to facilitate parking. (2 on attached map)

in my experience parked cars actually slow down the traffic in this area and if you continue with these restrictions i would like to ask what traffic calming plans you have to protect the many walkers and horse riders who use knott lanes from this danger bearing in mind there are no footpaths.

Regards  
Xxxxxx

#### **Objection 4**

Good evening,

Please find below our objection to the proposed works on Knott Lanes, Oldham, OL8 3JA:

Whilst implementing safety measures is understandable the proposed plans merely appear to defer issues to different areas on the Knott Lanes and are of significant detriment to the properties opposite Wheatfield Works, with great prejudice.

1. Only the residential properties opposite Wheatfield Works have proposed waiting regulations on both sides of the road. This creates a number issues for the residents regarding access, particular those with children and disabilities
2. By implementing no waiting outside of the houses opposite wheatfield works there appears to be no solution to parking or the assumption that these homes all have access to 'off road parking'. For many this is simply not feasible and therefore vehicles are likely to be parked on the few areas without proposed restrictions, creating further issues of safety and access for the properties requiring farm vehicle access.
3. The plans propose no waiting regulations on bends of Knott Lanes for the reasons of safety but not all 'bends' will proposed restrictions implemented
4. There is no alternative 'safe' parking option for the cars that are regularly parked in the proposed restricted areas. Many of the properties were built prior to the ownership of multiple cars in single households and therefore parking or waiting was not a major consideration in the planning or building of the area and its properties.

Overall, there is clear bias within the proposal.

The proposed waiting restriction fail to consider the wider issues of parking in the area and are unjust in their proposal. Should waiting restrictions be required, greater consideration and reasonable alternate provisions should be provided for all residents and road users to prevent further issues of access or safety for everyone living, working and accessing Knott Lanes.

Regards,  
Xxxxxx



---

## Objection 5

Dear Sir/Madam,

We live on the residential section of Knott Lanes where you propose to place parking restrictions. You state "Most of the residential properties have access to off-street parking" In the small block of 12 houses (56-78 Knott Lanes) there are 4 with access to off-street parking. The majority of residents have more than one car and therefore, park one car off-street but still have at least one other car to park on the street. Personally, we have 1 car, which I like to park outside my residence as I am 65 and have very bad arthritis so find walking any distance, especially carrying shopping or my work bag very difficult and painful. I do not want to be in a position where I have to park outside another residence as that would inconvenience others. If you place restrictions outside my residence WHERE DO I PARK THAT IS SAFE?

There is a large back alley, which cannot be used for parking due to access. I do not have the finances to install off-street parking at my property. Parking is very difficult and restricted currently, we can only envisage it will be considerably worse and cause more danger with further restrictions. There are approximately 10 cars who would need to park elsewhere, which all belong to residents. Are you planning to build a car park? Or provide residents parking permits?

Kind regards  
Xxxxxx

## Objection 6

FAO A. Cowell

I am contacting you to object about a small part of your proposed parking restrictions order on Knott Lanes, Bardsley. Ref LJM/TO24/24 VF24011. After speaking to Xxxxx Xxxxx, she made me aware that things can be removed from proposals but things can't be added. With this in mind I would like to object about the restrictions proposed directly outside the front of the block of houses (Jubilee Terrace) on the North side of the lane - see pic attached.

I have lived in Jubilee Terrace on Knott Lanes for 52 years and agree that the rest of the proposal makes perfect sense but I feel that the above mentioned section will cause more problems than it will solve. I also have concerns about it because I am a blue badge holder and my wife is soon to be one too. We do have off road parking for 1 car to the rear of our house but we both increasingly struggle with the steps due to our mobility and will therefore need to start using the front door to access our home. According to OMBC criteria our front garden isn't big enough to allow it to be converted into off road parking and due to current circumstances I'd be unable to afford to do it.

I'd also like to point out that most of the houses have 2 cars and already park 1 of them to the rear where possible but due to the size and turning circle of some vehicles it's not always possible. Four of the properties are rentals and I doubt the landlords will be

---

forthcoming to spend money on off road parking. If the proposal remains unchanged the 10 - 12 cars that currently park there will have to park somewhere else and I fear they will choose to park further down the lane thus shifting the problem rather than solving it, along with causing disharmony and parking wars with those neighbours.

Another problem with putting double yellows on this section is that once the presence of parked vehicles is removed, it allows the guest traffic that is passing by to visit the equestrian farms down the lane to increase their speed and potentially make it unsafe for horses, residents and pedestrians on the narrow footpath who are visiting Daisy Nook. I know that speed humps could be fitted but that would cost a lot of council money and would also be detrimental to vehicles suspension, large farm vehicles and animals being transported in horse boxes and livestock trailers.

With 52 years experience of living here I honestly think that putting double yellows on the North side, as in the attachment above, will actually cause a problem rather than solve one and I politely request that you consider removing that section from the proposal. I feel that the proposed double yellows on the South side should more than adequately solve any traffic obstruction problems for large farm or emergency vehicles.

If at all possible, I would be grateful if we could have a site meeting, at your preferred time, to discuss things face to face rather than on a map.

I look forward to your reply,

With thanks . . . Xxxxxxx

## **Objection 7**

To whom it may concern,

I am writing to formally object to the proposed installation of double yellow lines along 56 – 72 Knott Lanes. After speaking with residents, I am deeply concerned about the negative impacts this change may have on the neighbourhood, and I believe that alternative solutions should be explored to address any traffic-related issues.

The residents agree with the rest of the proposal but only objection to the double yellow lines along 56 – 72 Knott Lanes.

My primary concerns with the installation of the double yellow lines are as follows:

1. **Reduced Parking Availability:** 56 – 72 Knott Lanes already has limited parking options, which are essential for residents and their visitors. The removal of curb side parking would place additional strain on residents, especially those without driveways. Parking shortages would also impact service providers, deliveries, and visitors, potentially reducing the convenience and accessibility of their homes. One resident advised he is a blue badge holder due to mobility needs to use his front door to access his home cannot apply for a drive as the size of garden falls below the required size by OMBC.
2. **Negative Impact on Property Values:** Parking availability can influence property values and desirability. Limited parking options on the street may discourage

---

potential homebuyers, leading to a decrease in property values. This change would disproportionately affect families and residents who rely on street parking for their everyday needs.

3. Increased Traffic Speed : One unintended consequence of double yellow lines is that they can encourage drivers to speed, as the absence of parked cars widens the road. In a resident area like Knott Lanes, this poses a significant safety risk, especially for children and elderly residents who regularly walk or cycle along the street. Also, a high risk for horse riders who regularly use this road.
4. Lack of community consultation: Many residents feel that there has been insufficient consultation regarding this proposal. I believe it is important to fully understand the views of the local community, including any concerns or suggestions that may help reach a more balanced solution.

In Conclusion, I respectfully request you reconsider the proposed double yellow lines along 56 – 72 Knott Lanes and explore other solutions that can balance traffic management needs with the well-being and convenience of residents.

Thank you for considering my concerns. I look forward to further discussions on this matter.

Sincerely  
Xxxxxxx

### **Objection 8**

My concern regarding the above proposal is the problem of congestion and double parking will simply be moved further down Knott Lanes which in turn will cause problems for myself and disabled family members in parking outside my own property

Cars are already to be found parked across my driveway blocking access .  
A further problem will be the speed that traffic would be able to travel along Knott Lanes should the lane be more accessible.

Therefore should the plan be passed some form of speed control would be necessary to ensure Knott Lanes does not once again become a rat run as it once was some years previous.

Xxxxx Xxxxx  
Knott Lane Resident

### **Objection 9**

Dear A. Cowell

With reference to your letter LJM/TO24/24 VF24011 regarding proposed double yellow lines in front of my house XX Knott Lanes, I wish to strongly object and oppose this approval to the double yellow lines being placed in front of 56-78 Knott Lanes.

---

It doesn't seem fair or balanced that the occupants of 56-78 Knott Lanes are being proposed double yellow lines in front of their houses, yet every other house on Knott lanes will still be able to park in front of their house. Where do you think the vehicles are going to park, there is not enough room around the rear of the properties to fit a further 10 vehicles. If this proposal goes a head, all the cars parked in front of our properties will then have to park in front of the other houses that don't have double lines further down the Lane creating increased parking congestion. Where do you propose visitors park when they wish to visit 56-78 Knott Lanes.

I rent my property and have no access to the rear extra land that these houses have. Where do you propose I park my vehicle, in front of the other houses down the lane. I am sure they will be happy with that.

I understand there has been an access issue, and this could be resolved by having double yellow lines on the other side of the road for houses 56-78 Knott Lanes which would be a good idea. The residents are going to be fully compromised for an occasional oversized vehicle, which again doesn't seem right.

A compromise needs to be reached here so the lane isn't blocked, but the solution being supplied is not the correct one, it does not answer the question of where all the vehicles park when the double yellow lines have been added, the cars are not going to suddenly disappear. Can't the double yellow lines on the side of the houses from 56-78 Knott Lanes be removed, keep the proposed double yellow lines to the other side of the road and this will allow oversize vehicles clear access down the Lane.

I look forward to you replying.

Kind Regards

Xxxxx Xxxxxxx

### **Objection 10**

I object to the yellow lines on Knott Lanes, Bardsley, outside the houses.

My reason for this is I live in the second row of houses. And already getting an overflow of cars parking near. If the yellow lines go ahead this will cause more chaos further down the lane. With this we will also get many more cars speeding at the top of road as the cars parked on the front row of houses minimise speeding round the bend near wheatfield works (stated on the map).

This will cause more upset to the horse riders who constantly trot up and down the lane as the speedy cars scares the horses. We also have many domestic cats and wild animals that live up and down our lane, some have already had injuries from speeding cars.

To reduce the cars on the lane, give people the opportunity at reduce rate of lowing the kerbs so there could have a drive if they wish. I do understand how it can be frustrating that the large vehicles struggle to get through but I am sure at certain times during the day they will be less cars due to people being at work.

Thank you Xxxx Xxxxx

---

## Objection 11

To whom it may concern

I am putting my objection forward regarding the proposed parking restrictions outside properties 56 to 72 Knott Lanes OL83JA .

The problems are with the bend before the row of terraced houses at 56 and the end of the row finishing at 72. I cannot see any reason parking restrictions here will alleviate any issues you say you have encountered other than causing all the homeowners to leave their vehicles elsewhere which will I've no doubt will upset homeowners further down the lane. Not everyone has drives and you say we have access to off street parking behind properties 56 to 72, that's all well and good if you haven't got a fenced garden which you would have to dig up to accommodate a vehicle. Most homeowners have more than one car plus it would only take one vehicle to block the access rd and then no-one could get out. I think the police and planners need to look where the real problems are and In my opinion it certainly isn't outside the above mentioned properties.

Yours sincerely  
Xxxx Xxxxxx

## Objection 12

I am a resident of Knott Lanes in Bardsley.

We have today received a letter for proposed parking regulations I.E double yellow lines outside of our property stretching from number 56-78.

This is because of supposed police reports of obstructive parked cars from which we have never been notified about this at any time in the 10 years we have lived here.

Whilst some houses have access to off-street parking, the majority do not.

This would require that at least 80% of properties would need to seek alternative parking which as you have stated in your letter this in a rural street and there is literally no other alternatives space for this. You have shown that you plan to put lines down outside of our row of 12 terraced houses but failed to outline any issues with the other 27 dwellings on the same street who do double park, these plans would force at least 12 cars up the road outside of the other 27 houses who do have drives and force us to park outside of their properties which would cause the very problem you claim to be trying prevent!

In the 10 years on myself being at this property I have known only 3 occasions where a HGV could not gain access to the farms and this was due to a single van parked out of place that belonged to one of the residents up the road which these plans do not affect. (HGV being the operative word on a claimed rural road)

I and many others strongly object to these ignorantly proposed plans put forward by Oldham council that is simply a foolish idea and completely out of touch with its own residents.

Unless you plan to put a carpark in for the affected residence then I see absolutely no way that this is possible.

---

At no point have we been into contact with any police who you claim have reported this, or a council official to even try and remedy any matters which I believe so not exist to the extent that you claim.

Please get in touch with myself so we can discuss this in more detail or even feel free to visit this such greatly affected area and see for yourself how you plan to trouble the council tax payer even more!

I look forward to hearing from you.

Regards

Xxxxx XXXXX

### **Objection 13**

I am objecting to these proposed changes for the reasons below:

I have a disability and it is therefore imperative that I can park outside the front of my property to gain access to my front door. I have lived on Knott Lanes for 9 years and have never witnessed or heard of any accidents on the lane. I notice on your proposals the restrictions are not shown to be proposed in front of the council/ex council properties, so would the residents on this row( I live at no XX) then start to park their vehicles further up the lane where there would be no restrictions - is this not just moving the problem,if there is one, as this would cause double road parking, would this leave room for large vehicles? I don't think so! As full paying council tax payers I would expect the council to be looking after the Oldham residents, not just the businesses. If the farms/businesses feel that it is a struggle maybe they could put a through road on their land for their tractors/vehicles. Where would residents on my row be expected to park their vehicles? Will you be providing funds for us to have a drive for our vehicle? My property is currently up for sale, due to my disability as we want to purchase a bungalow, these proposals would de-value my property and this is not acceptable. The police don't attend most crimes these days, due to lack of resources, so I would like details of when the police visited and the contents of their reports through the FIA. I feel that this decision has been made on a whim of which there is absolutely no validation relating to these concerns and worry that this decision has been made by a group of people who couldn't even get the date right on the letter, we received the letters prior to the letter date. I have absolutely no intention of supporting these proposals. I look forward to hearing from you. I can provide medical evidence if required.

Yours sincerely

Xxxxxx

### **Objection 14**

Hi I've just received the proposal to put double yellow lines outside my house, XX Knott Lanes Oldham OL8 3JA. I would like to object to the proposal by addressing the statement of reasons for the proposal. The statement reads "complaints have been received via the police about indiscriminate parking", I don't think the police have said that the indiscriminant parking was taking place between 56 and 72 but if you can provide me with evidence that they have I would be very interested to look at that complaint. I am aware of

---

a "pinch point" at number 72 Knott Lanes this is caused by cars being parked on either side of the road at that particular point causing larger vehicles to have a problem getting through. This pinch point could be remedied by extending your proposed double yellow lines on the Southside of Knott Lanes to the drive of number 59, meaning no restrictions would be needed between number 56 and 72 on the South side. In the statement it mentions that "most of the residential properties have access to offstreet parking facilities" around about 10 cars are always parked between 56 and 72 filling every available space, these cars are not parked there instead of offstreet parking they are parked there because people have more than one car and if they do have off-street parking that space is already filled. So, what will happen is these 10 cars will be displaced further down Knott Lanes outside the houses between 59 and 85, or possibly opposite Parsonage Barn. Knott Lanes at Parsonage barn is possibly the narrowest point on the whole street if cars were parked there legally and don't cause a pinch point I can't see the problem having cars outside 56 to 72, so potentially I would have to park my car opposite the entrance of Parsonage barn if this proposal were to be introduced. The other possible parking problem I have been aware of mainly from talking to the owner of a business at the bottom of Knott Lanes (who uses a large vehicle), is that parking on the northside of Knott Lanes on the bend between number 56 and the double yellow lines that are already in place further up Knott Lanes can cause problems, I used to park there on occasion when there was no available space outside my house for my vehicle and some people still do, but apparently this causes problems for larger vehicles so I can understand those double yellow lines being put down. As to the double yellow lines being proposed for outside parsonage Barn but not on the opposite side of the road, I can't understand how it's okay to have cars parked on one side of the road there but not to have cars parked on one side of the road outside 56 to 72. The statement says the double yellow lines would "improve safety for road users where forward visibility was previously affected by parked vehicles" I don't think safety would be improved because I can't remember there ever being an accident on this stretch of road, (and I have asked other residents) how can zero accidents be improved on! As to the double yellow lines at the bottom of Knott Lanes near to Riversdale farm and Crime Lane I can't really comment as I don't really think I know what the situation is there. Also just as an afterthought, have the council bin wagons ever had a problem getting through? Thanks, Xxxxxx

### **Objection 15**

Dear sirs,

I have just recieved the planned parking restrictions for Knott lanes.

I would like to say i live at XX Knott lanes and you proposal is to put yellow lines in front of my house. Infront of my house is where i park my car. The residents have nowhere else to park.

What proposal have you got for the residents of Knott lanes who park infront of there own owned homes. Would you be prepared to pay for a drives to be put on peoples property. The problem is the next section of houses either side of Knott lanes who like parking at the beginning of there row of houses.

Thank you from an annoyed resident

Hope to hear from you very soon.

Xxxx Xxxxxx

---

## **Supporting Letter 1**

Hi

I live on Knotts lane and have received your letter ref the parking restrictions you are planning.

Please take this email as confirmation of my full support for these plans as I think it's a great idea not only as it is realistic but for safety reasons as well.

Some of the parking is currently getting out of hand and with this being the only access road (as crime lane is out of use to vehicles and constantly used for fly tipping) it is causing major disruptions, and we should be able to come and go from our property as and when required.

We are frequently blocked in by cars parking on both sides of the road and this causes issues for farmers and Horse boxes trying to leave the numerous farms situated further down the road.

Thanks Lee  
Xxxxxx

## **Supporting Letter 2**

Hi

I live on Knotts lane and have received your letter ref the parking restrictions you are planning.

Please take this email as confirmation of my full support for these plans.

Some of the parking is currently ridiculous, and I have often had to get out of my vehicle and try and find out which cars belong to which residents as I can not get through. It is dangerous for dog walkers and the many children on horses.

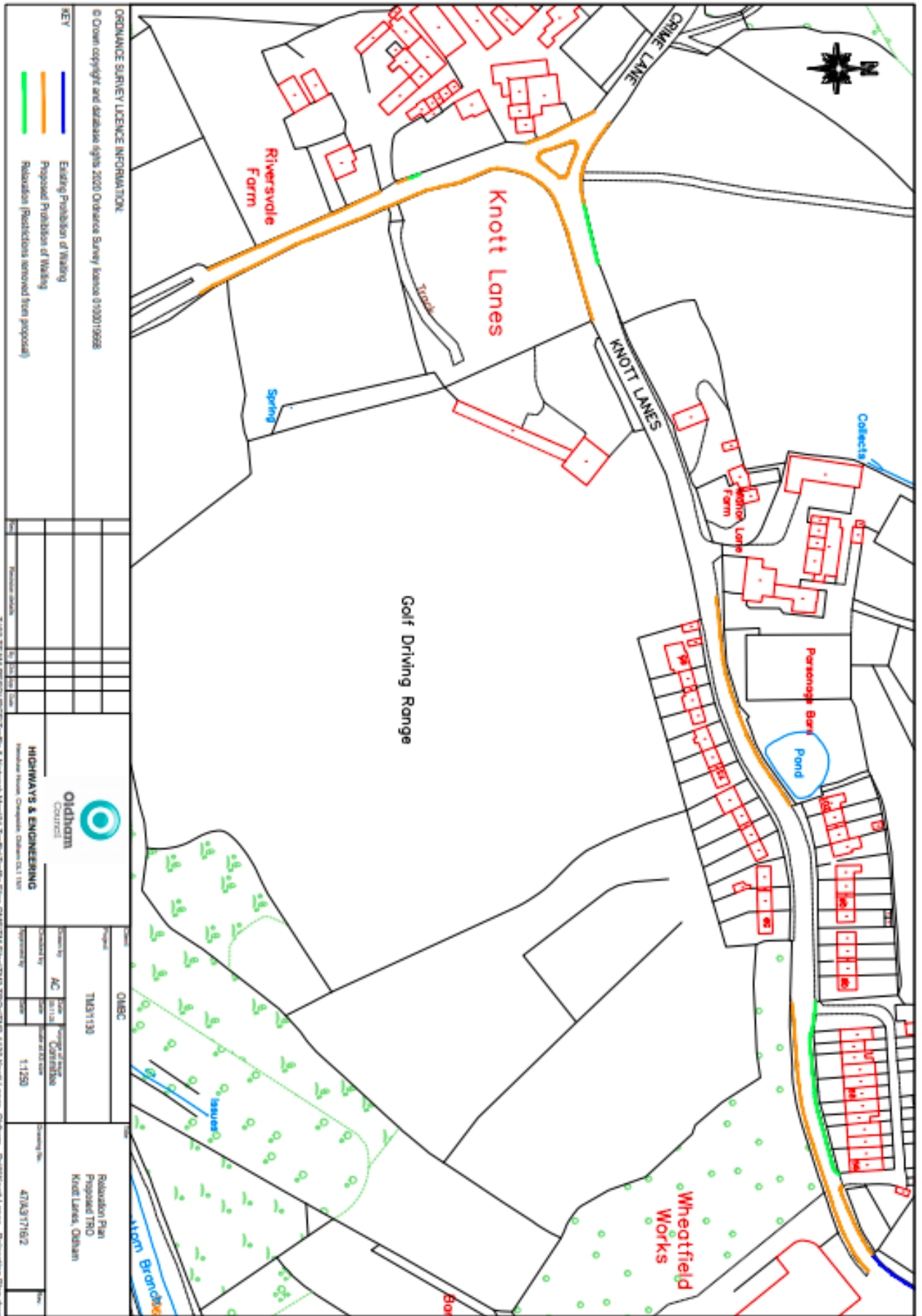
I also worry what would happen in an emergency, for both Fire and Ambulances trying to get through.

Thanks  
Xxxxxx



---

**APPENDIX C**  
**AMENDED PLAN AND SCHEDULE**



---

## Schedule

Drawing Number 47/A3/1716/1

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

### **Part I Schedule 1 Prohibition of Waiting**

<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Knott Lanes, Oldham</u> (South side)  From a point 220 metres south-west of its junction with Ashton Road for a distance of 108 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side)  From a point 220 metres south-west of its junction with Ashton Road for a distance of 30 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side)  From a point 404 metres south-west of its junction with Ashton Road for a distance of 86 metres in a general south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (All sides)  The full circumference of the island connecting Knott Lanes with Crime Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (North side)  From a point 646 metres south-west of its junction with Ashton Road to its junction with Crime Lane (a distance of 35 metres in a general westerly direction)	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (South and East sides)  From a point 600 metres south-west of its junction with Ashton Road for a distance of 198 metres in a westerly and then southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<u>Knott Lanes, Oldham</u> (West side)  From its junction with Crime Lane for a distance of 29 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Knott Lanes, Oldham</u> (West side)  From a point 78 metres south of its junction with Crime Lane for a distance of 84 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	