

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 27 June 2025

Report Title

Glasshouse Street, Thornhill. Provision of no waiting at any time restrictions

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Assistant Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning, Regeneration & Transport

Report Author(s)

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Ward(s) Affected

Rotherham West

Report Summary

The purpose of this report is to consider a proposed no waiting at any time restriction on Glasshouse Street, Thornhill as shown on Appendix A. The key recommendation of the report is to continue with the making of the order.

Recommendations

That the Assistant Director of Regeneration and Environment exercises his delegated powers with regard to the proposal shown on drawing No 6118-104 attached as Appendix A, and gives approval to:-

1. Authorise the Head of Legal Services to make the orders and implement the amendments to the relevant consolidation order.

List of Appendices Included

Appendix A Proposed No Waiting at any Time restriction on Glasshouse Street, Thornhill, Rotherham.

Appendix B Equalities Assessment

Appendix C Carbon Impact Assessment

Background Papers

None.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Not applicable

Council Approval Required

No

Exempt from the Press and Public

No

Proposed No Waiting at any Time restriction on Glasshouse Street, Thornhill

1.	Background
1.1	<p>As part of an approved planning application for the formation of a turning head on Glasshouse Street, Thornhill, it was required that the whole length of the proposed turning head, be subject to a no waiting at any time restriction, over the lengths of road shown in Appendix A.</p> <p>The aim of the proposed waiting restriction is to ensure the free and safe flow of traffic along this section of road by ensuring that the turning facility is always available. See Appendix A.</p>
2.	Key Issues
2.1	<p>Glasshouse Street is a minor road off the busy A6123 Greasbrough Road, predominantly serving Beatson Clark glassworks and a small industrial yard. It is also a no through road, resulting in all vehicles having to use enter and exit using the existing Glasshouse Street / Greasbrough Road junction. Due to the nature of the premises on Glasshouse Street, there is a significant proportion of vehicles that are large / heavy goods vehicles.</p>
2.2	<p>The approved planning application for the proposed turning head, will provide a turning facility for vehicles using Glasshouse Street, meaning that, there will be no requirement for vehicles to have to reverse back into the adjacent busy A6123 Greasbrough Road, which would otherwise be detrimental to road safety.</p>
2.3	<p>It should therefore be noted that any vehicles that may park within the proposed turning head, may restrict other vehicles from using the turning head appropriately, with the potential that a vehicle may reverse from Glasshouse Street into Greasbrough Road.</p>
3.	Options considered and recommended proposal
3.1	<p>One option considered, was having no lengths of waiting restriction or a waiting restriction that applied only at specific days and times. However, after further investigation, this option was not considered appropriate as the turning head facility should be available at all times.</p>
3.2	<p>It is proposed to implement the no waiting at any time restriction shown on appendix A, Drawing No 6118-104</p>
4.	Consultation on proposal
4.1	<p>All statutory consultees including South Yorkshire Police, South Yorkshire Fire and Rescue etc. the Cabinet Member for Transport and Environment, Rotherham West Ward Members, and the general public via notices on street and in the Rotherham Advertiser, have been consulted. No formal objections were received</p>

5.	Timetable and Accountability for Implementing this Decision
5.1	The purpose of this report is to seek approval to implement the proposed “no waiting at any time restrictions”. Should approval be granted, the amendments to the consolidation order will be undertaken by the Councils Legal department.
5.2	The works to implement the proposed lining on site will be undertaken by the contractors appointed to construct the turning head which is being funded by a private developer and which post construction, will be adopted by the Council to become part of the adopted highway. The changes will be coordinated with the sealing of the order.
6.	Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)
6.1	The cost of the traffic regulation order and lining on site will be met by the developer as part of the approved planning application. Should the new turning head be adopted into the Highway, any costs associated with this will also be borne by the developer via an agreement under Section 38 of the Highways Act 1980. Therefore, there will be no cost of this proposal to the Council.
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
7.1	The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities.
7.2	The appropriate statutory procedure including consultation has been followed as set out in the body of the report.
8.	Human Resources Advice and Implications
8.1	There are no direct human resources implications arising from the recommendations contained in this report.
9.	Implications for Children and Young People and Vulnerable Adults
9.1	There are no specific implications for children, young people and vulnerable adults arising directly from this proposal.
10.	Equalities and Human Rights Advice and Implications
10.1	An Initial Equalities Screening Assessment has been completed for this report and is attached at Appendix B.

11.	Implications for CO2 Emissions and Climate Change
11.1	A Carbon Impact Assessment has been completed for this report and is attached at Appendix C.
12.	Implications for Partners
12.1.	Failure to secure the traffic regulation order may result in vehicles parking within the proposed turning head, which may affect the free and safe flow of traffic or contribute to collisions at the nearby Greasbrough Road junction due to vehicles reversing into the busy A classified road.
13.	Risks and Mitigation
13.1	Failure to secure the traffic regulation order may result in vehicles parking within the proposed turning head, which may affect the free and safe flow of traffic or contribute to collisions at the nearby Greasbrough Road junction due to vehicles reversing into the busy A classified road. The proposed change to the traffic regulation order addresses this.
14.	Accountable Officers
	Nigel Davey, Engineer
	Nat Porter Head of Transport Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	29/05/25
Head of Legal Services (Monitoring Officer)	Bal Nahal	27/05/25

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