

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 03 July 2026

Report Title

Proposed 40mph Speed Limit, Hague Lane, Wentworth

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

No, but it has been included on the Forward Plan

Service Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning, Regeneration & Transport

Report Author(s)

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Ward(s) Affected

Hoover

Report Summary

To report on the outcome of consultations regarding the implementation of a 40mph Speed Limit along a section of Hague Lane, Wentworth

Recommendations

That the Service Director for Planning, Regeneration and Transport exercises his delegated powers to approve the proposals shown on drawing number 126/46/TT118 and authorises:

1. The implementation of the proposals shown on drawing number 126/46/TT118, attached as Appendix 1.
2. The Director of Legal Services to make the necessary Traffic Regulation Order to give effect to the proposals.
3. Residents to be informed of the decision following approval.

List of Appendices Included

Appendix 1 Drawing Number 126/46/TT118
Appendix 2 Initial Equality Screening Assessment
Appendix 3 Part B Equality Analysis
Appendix 4 Climate Impact Assessment CIA 661

Background Papers

Transport Capital Programme 2025/26 – entry of projects for Minor Works into the programme.

Cabinet Report, Transport Capital Programme Report, 17th March 2025

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 17 March 2025

Council Approval Required

No

Exempt from the Press and Public

No

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1. Background

- 1.1 The scheme has been developed as part of the Minor Works allocation of the 2025/26 Transport Capital Programme, following submission from local ward members in the Hooper Ward seeking road safety and traffic management improvements.
- 1.2 The proposal has been developed to align the posted speed limit with recorded vehicle speeds along Hague Lane, Wentworth in the vicinity of Wentworth Garden Centre and approaching Wentworth Village as shown on drawing number 126/46/TT118, attached as Appendix 1. This measure should reduce differentials in actual vehicle speeds between those accessing the car-park and those travelling along the road.
- 1.3 Wentworth village and nearby Wentworth Woodhouse are popular tourist attractions. Visitors to the area regularly use the car park at Wentworth Garden Centre and use the narrow footways to walk to the village, Wentworth Church and Wentworth Woodhouse. The existing speed limit is the 60mph National Speed Limit.
- 1.4 In terms of the existing National Speed Limit along Hague Lane, speed data obtained from vehicle telemetry, over the past year, indicates that existing average vehicle speeds are 42.3mph, within the extents of this proposed scheme. This is commensurate with the introduction of a 40mph speed limit as set out in the Department for Transport document - Circular Road 01/2013 entitled Setting of Local Speed Limits.

2. Key Issues

- 2.1 There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds, and where collisions do occur, there is a reduced risk of fatal and serious injury. Research shows that generally for every 1 mph reduction in average speed, collision frequency reduces by as much as 5% (Taylor, Lynam and Baruya, 2000). So, driving at 40 mph when compared to 60 mph is likely to have a notable reduction on the likelihood of collisions and any collisions that do occur are expected to have a lower injury severity.

3. Options considered and recommended proposal

3.1 Do nothing (Not recommended)

Under this option, no changes would be made to the existing speed limits or traffic management arrangements. This option is not recommended, as it would not address the road safety concerns raised by local ward members nor would it align with objectives of the minor works programme

3.2 40mph speed limit between the junction of Main Steet and the walking trail access to Wentworth Park located to the south of Doric lodge (Not Recommended)

This option would introduce a 40mph speed limit on Hague Lane from its junction with Main Street to the walking trail access to Wentworth Park, approximately 400 metres beyond the currently proposed southern extent of the restriction.

While this option would extend the coverage of the 40mph speed limit, recorded vehicle speeds at the walking trail access are higher than would typically support the introduction of a 40mph limit in accordance with national guidance.

3.3 40mph speed limit between Hague Lane and the Doric Lodge (Not recommended)

An option to terminate the restriction adjacent to the Doric Lodge was considered; however, there is insufficient space in the vicinity of this listed structure to safely accommodate the required signage.

3.4 Implement proposed 40mph speed limit between Wentworth Garden Centre and the B6090 Main Street (Recommended)

This option proposes the implementation of a 40mph speed limit on Hague Lane, Wentworth, between Wentworth Garden Centre southern car park access and the B6090 Main Street, as shown on drawing number 126/46/TT118 attached as Appendix 1. This option provides the maximum practical speed reduction coverage in the area of concern within the scope of the minor works programme, aligns with national guidance and existing traffic speeds, and delivers the most effective balance between safety, cost and deliverability. It best meets the objectives of the Minor Works programme and is therefore recommended.

4. Consultation on proposal

4.1 South Yorkshire Police were formally consulted on the proposals and raised no objections. Some concerns were noted regarding vegetation within the Wentworth Garden Centre potentially obstructing verge signage; however, sign locations have been selected to minimise the risk of overgrowth affecting visibility.

The Transportation Service does not propose any additional monitoring or vegetation management measures at this stage. However, the Council will liaise with Wentworth Parish Council and the Wentworth Estate should any issues with vegetation or signage visibility be reported. South Yorkshire Police confirmed they were satisfied for the scheme to proceed on this basis.

4.2 Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy was consulted and raised no objections to the proposal.

- 4.3 Ward councillors for Hoover were consulted and raised no objections to the proposals.
- 4.4 Residents within the affected area, and Wentworth Parish Councillors, were consulted as part of the consultation process. No representations were received.
- 4.5 All required statutory consultations have been undertaken in accordance with the relevant procedures, and no representations were received.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are approved, the scheme will be progressed in accordance with the proposals shown on drawing number 126/46/TT118, attached as Appendix 1. The Traffic Regulation Order process will be completed, following which the Order will be made and the associated signage and road markings implemented in line with the approved programme.

6. Financial and Procurement Advice and Implications

- 6.1 The costs associated with this proposal will be met from the Minor Works Programme 2025/26, as approved in the Officer Decision Report of the 9th June 2025. A budget of £20,000 has been allocated. This includes all design costs, consultation, processing of the Traffic Regulation Order and implementation of the works
- 6.2 There are no direct procurement implications associated with this recommendation, however, if implemented, the engagement of external contractors to undertake road markings and signage, must be procured in compliance with the Council's Financial and Procurement Procedure Rules and relevant procurement legislation (Public Contracts Regulations 2015 or the Procurement Act 2023) dependent on the route to market.

7. Legal Advice and Implications

- 7.1 The Road Traffic Regulation Act 1984 provides the Council with the legal powers to make and amend Traffic Regulation Orders in order to regulate traffic and improve road safety and local amenities. The proposed changes will be implemented through the making of an appropriate Traffic Regulation Order to give effect to the 40mph speed limit as described in this report.
- 7.2 Legal Services have prepared the statutory notices and if the proposal is supported for implementation will proceed with making the Traffic Regulation Order in accordance with the relevant legislative and procedural requirements.
- 7.3 There are no specific legal implications arising from programme inclusion. However, some projects may have legal implications and require legal assistance. For example, this may include contracts with third party suppliers and the development of Traffic Regulation Orders.

8. Human Resources Advice and Implications

- 8.1 There are no direct human resources implications arising from this report. The Programme of work will be delivered within existing staffing resources.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 Lower vehicle speeds should reduce the potential for collisions involving children, young people, and vulnerable adults by shortening overall braking and stopping distances by vehicles. This in turn will reduce the likelihood of reported personal injury collisions on the highway for people within these groups

10. Equalities and Human Rights Advice and Implications

- 10.1 Reducing speeds in neighbourhoods can improve road safety through a reduction in injury collisions but can also improve people's perception of safety, thus removing major barriers to people walking or cycling. Lower speed limits can improve a community's health and wellbeing through more active living, resulting in environmental improvements such as less air and noise pollution and safer, healthier neighbourhoods.

11. Implications for CO2 Emissions and Climate Change

- 11.1 The proposal involves the introduction of a 40mph speed limit on Hague Lane, Wentworth. Lower traffic speeds can contribute to smoother driving behaviour and reduced acceleration, which may result in marginal reductions in vehicle emissions over time. There may be minor, short-term increases in carbon emissions associated with the manufacture and installation of signage and road markings, as well as contractor travel during implementation.
- 11.2 These short-term emissions are expected to be minimal and limited in duration. Overall, the scheme is considered to have a negligible impact on transport-related carbon emissions at a borough-wide level and is not expected to have a material effect on the Council's NZ2030 or NZ2040 targets or remaining carbon budgets. The proposal is consistent with wider objectives to promote safer, more sustainable neighbourhoods and to support modal shift where possible.

12. Implications for Partners

- 12.1 The introduction of a 40mph speed limit is expected to reduce the likelihood and severity of road traffic collisions within the area. This may result in fewer incidents requiring attendance by emergency services and reduced demand on health services. Improved road safety and compliance with speed limits may also reduce the need for police involvement in traffic-related incidents, enabling partner organisations to deploy resources more effectively in support of other operational priorities.

13. Risks and Mitigation

- 13.1 There is a risk that, following implementation, vehicle speeds may not reduce to the extent anticipated, particularly given the rural character of the route and driver perception of an appropriate speed. This could limit the overall effectiveness of the scheme in improving road safety.

Mitigation:

Existing measured speeds are already broadly consistent with a 40mph speed limit, which reduces the likelihood of significant non-compliance. The scheme has also been designed in accordance with national guidance to maximise driver acceptance.

- 13.2 There is a risk that signage visibility could be affected over time by vegetation growth, potentially reducing driver awareness of the speed limit.

Mitigation:

Signage locations have been selected to minimise the risk of obstruction. The Council will continue to liaise with relevant landowners and stakeholders, including the Parish Council and Wentworth Estate, to address any visibility issues should they arise.

14. Accountable Officers

Sean Wrenn, Graduate Trainee Project Technician, Local Schemes and Road Safety

Andrew Lee, Service Manager, Local Schemes and Road Safety

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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