

PART B – Equality Analysis Form

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality and diversity.

This form:

- Can be used to prompt discussions, ensure that due regard has been given and remove or minimise disadvantage for an individual or group with a protected characteristic
- Involves looking at what steps can be taken to advance and maximise equality as well as eliminate discrimination and negative consequences
- Should be completed before decisions are made, this will remove the need for remedial actions.

Note – An Initial Equality Screening Assessment (Part A) should be completed prior to this form.

When completing this form consider the Equality Act 2010 protected characteristics Age, Disability, Sex, Gender Reassignment, Race, Religion or Belief, Sexual Orientation, Civil Partnerships and Marriage, Pregnancy and Maternity and other socio-economic groups e.g. parents, single parents and guardians, carers, looked after children, unemployed and people on low incomes, ex-offenders, victims of domestic violence, homeless people etc. – see page 11 of Equality Screening and Analysis Guidance.

1. Title	
Equality Analysis title: Proposed 40mph Speed Limit Hague Lane, Wentworth	
Date of Equality Analysis (EA): 26 th May 2026	
Directorate: Regeneration and Environment	Service area: Transportation
Lead Manager: Andrew Lee	Contact number: 01709 382121
Is this a: ☐ Strategy / Policy ☒ Service / Function ☐ Other If other, please specify	

2. Names of those involved in the Equality Analysis (Should include minimum of three people) - see page 7 of Equality Screening and Analysis Guidance

Name	Organisation	Role (eg service user, managers, service specialist)
Sean Wrenn	RMBC	Graduate Trainee Technician
Andrew Lee	RMBC	Service Manager (Local Schemes and Road Safety)
Simon Quarta	RMBC	Engineer
Sally Larkin	RMBC	Technical Support Officer
Marc Hill	RMBC	Engagement and Technical Support Manager

3. What is already known? - see page 10 of Equality Screening and Analysis Guidance

Aim/Scope (who the Service affects and intended outcomes if known)

This service may adversely affect pedestrians using the road network, particularly those with impaired mobility and other vulnerable road users, if proper impact mitigation is not considered when placing signage in footways. This service is also expected have a positive impact on road safety and vehicle emissions in the area, benefiting all residents in the area.

What equality information is available? (Include any engagement undertaken)

Wentworth Parish Council, Wentworth Estate, Local Council Members and Statutory PE12 consultees were contacted regarding this scheme. No equality issues were raised in consultation responses.

Are there any gaps in the information that you are aware of?

There is no active environmental monitoring on site, the anticipated drop in vehicle emissions is assumed based on the latest available studies on the effects of speed limit changes on vehicle emissions.

What monitoring arrangements have you made to monitor the impact of the policy or service on communities/groups according to their protected characteristics?

Continued dialogue between Members, Wentworth Parish Council and the RMBC transportation service allows residents to raise issues with this scheme or any other local issues arising from activities and changes to the network.

Engagement undertaken with customers. (date and group(s) consulted and key findings)	Formal consultation opened 20th April 2026 Wentworth Parish Council: Transport Steering Group- Generally supportive of the scheme, suggestions were fielded by residents and members in attendance regarding the extents of the proposed 40 zone, discussed in section 3 of delegated officer decision PE12s: No objections raised by statutory consultees Cabinet Member: Queries raised regarding the extents of the limit requesting a larger restricted area, discussed in section 3 of delegated officer decision report Hoober Ward Members: No objections raised
Engagement undertaken with staff (date and group(s) consulted and key findings)	None, does not affect ongoing RMBC operations

4. The Analysis - of the actual or likely effect of the Policy or Service (Identify by protected characteristics)

How does the Policy/Service meet the needs of different communities and groups?

Consideration was given to protected groups throughout the planning of this scheme, with a specific focus on mitigating impact on vulnerable and mobility impaired road users as a result of placing signage on an already narrow footway.

No other negative impacts on protected groups are foreseen, positive impacts of this scheme are improved road safety and lower carbon emissions in the area. This will particularly benefit vulnerable road users crossing the road on Hague Lane and present a net public health benefit in the area.

Does your Policy/Service present any problems or barriers to communities or Groups?

There is a potential for unintended barriers to arise if signage associated with the scheme is not appropriately positioned. In particular, poorly placed signage on narrow footways could obstruct movement for pedestrians, especially those with disabilities, mobility impairments, wheelchair users, or people with pushchairs. This risk has been identified and will need to be carefully managed through the detailed design and implementation

stages. With appropriate mitigation in place, including adherence to relevant accessibility guidance and careful placement of street furniture, these risks can be minimised.

Does the Service/Policy provide any positive impact/s including improvements or remove barriers?

Improved local road safety will positively impact mobility impaired road users crossing Hague Lane within the extents of the proposed 40mph limit, as lower vehicle speeds are linked with improved pedestrian safety.

This scheme will also present a positive impact for the wider local community including those with chronic respiratory illnesses, by improving local air quality.

What affect will the Policy/Service have on community relations?

In engagement with Wentworth residents, feedback was overwhelmingly positive. This scheme should serve to improve community cohesion.

Please list any **actions and targets** that need to be taken as a consequence of this assessment on the action plan below and ensure that they are added into your service plan for monitoring purposes – see page 12 of the Equality Screening and Analysis Guidance.

5. Summary of findings and Equality Analysis Action Plan

If the analysis is done at the right time, i.e. early before decisions are made, changes should be built in before the policy or change is signed off. This will remove the need for remedial actions. Where this is achieved, the only action required will be to monitor the impact of the policy/service/change on communities or groups according to their protected characteristic - See page 11 of the Equality Screening and Analysis guidance

Title of analysis: Proposed 40mph Speed Limit Hague Lane, Wentworth
Directorate and service area: Regeneration and Environment
Lead Manager: Andrew Lee
Summary of findings:
Scheme will present a potential negative impact on disabled road users if signage in the footways is not placed with consideration for wheelchair users and the mobility impaired. Scheme will present a positive impact for vulnerable road users by improving local road safety, and for the local community including those with chronic respiratory illnesses, by improving local air quality.

Action/Target	State Protected Characteristics as listed below	Target date (MM/YY)
Design signage placement with consideration for mobility impaired pedestrians. This was considered from the preliminary design stage	D	May 2025 (scheme inception)
Undertake a post-implementation review of signage placement. Where concerns are raised outside of this review period, the Council currently operates a mechanism for residents and stakeholders to raise	D (Disability) and O (Other vulnerable groups)	Within 3 months of scheme implementation, with

concerns or report accessibility issues, via an on-line reporting form or direct contact with officers in the Councils Transportation team.		ongoing monitoring thereafter

***A = Age, D= Disability, S = Sex, GR Gender Reassignment, RE= Race/ Ethnicity, RoB= Religion or Belief, SO= Sexual Orientation, PM= Pregnancy/Maternity, CPM = Civil Partnership or Marriage. C= Carers, O= other groups**

6. Governance, ownership and approval

Please state those that have approved the Equality Analysis. Approval should be obtained by the Director and approval sought from DLT and the relevant Cabinet Member.

Name	Job title	Date
Simon Moss	Service Director, Planning, Regeneration & Transport	3 rd July, 2026
Councillor Williams	Cabinet Member for Jobs and Local Economy	11 th June, 2026

7. Publishing

The Equality Analysis will act as evidence that due regard to equality and diversity has been given.

If this Equality Analysis relates to a **Cabinet, key delegated officer decision, Council, other committee or a significant operational decision** a copy of the completed document should be attached as an appendix and published alongside the relevant report.

A copy should also be sent to equality@rotherham.gov.uk For record keeping purposes it will be kept on file and also published on the Council's Equality and Diversity Internet page.

Date Equality Analysis completed	29 th May 2026
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Report title and date	Proposed 40mph Speed Limit Hague Lane, Wentworth
Date report sent for publication	3 rd July 2026
Date Equality Analysis sent to Performance, Intelligence and Improvement equality@rotherham.gov.uk	29 th May 2026