

Division(s) affected: *Deddington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

B4031, HEMPTON – PROPOSED NEW TRAFFIC CALMING FEATURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction of two kerbed build-outs on the B4031 Hempton Road in Hempton, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct two kerbed build-outs on the B4031 Hempton Road, at the Eastern end on the westbound carriageway, approx. 42m west of the junction with Snakehill Lane as shown in **Annex 1**, and at the south-western end on the eastbound carriageway, approx. 42m southwest of the junction with Duns Tew Road as shown in **Annex 2**.
2. The build outs will each be approx. 3m long by 1.5m-2m wide reducing the width of the carriageway to approx. 4 metres, and will be accompanied by additional signing and lining improvements. Priority will be given to traffic exiting the village, i.e. travelling south-westwards at the southwestern end, and eastwards at the eastern end.

Sustainability Implications

3. The proposals seek to improve road safety in the area by slowing motor-vehicle traffic entering and exiting the village.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the 'United States Visiting Forces Road Safety Fund'.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law – Environmental)

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Equalities and Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

8. Formal consultation was carried out between 14 November and 13 December 2024, with an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, local District Cllr's, Deddington Parish Council, and the local County Councillor representing the Deddington division.
9. Letters were also sent to approx. 120 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
10. 69 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Eastern end	26 (38%)	6 (9%)	37 (53%)	0	69
South-western end	24 (35%)	6 (9%)	38 (55%)	1 (1%)	69

11. Additionally, a further eight emails were received, with Thames Valley Police, Oxford Bus company & Cherwell District Council submitting non-objections, Deddington Parish council & a local organisation (charity run by disabled people

& carers for disabled people & carers) submitting their support, two local residents objecting, and one raising concerns.

12. The full responses are shown at **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

13. Thames Valley Police did not object to the proposals.
14. Additional measures have long been requested by Deddington Parish Council to improve compliance with the prevailing speed limit. The funds used for these proposals have been provided by central government, and are 'ring-fenced' for safety improvements on routes used by United States Visiting Forces – this specific route is a significant one between RAF Croughton and RAF Barford St John.
15. It is anticipated that the build-outs will help assist with speed reduction within the village, owing to the 'give & take' arrangements, with priority given to outgoing traffic, with outgoing speeds being monitored. Concern about potential driver disregard cannot be seen as a case for not introducing traffic calming measures. The majority of motorists are expected to observe the proposed arrangements properly, and Thames Valley Police have raised no concerns about this.
16. The build-outs have been requested by the parish council and designed in close consultation with them and local residents – including farmers who requested adequate width to help cater for their large machinery. The required carriageway width precludes the inclusion of 'cycle bypasses', which in any case can present a separate risk i.e. of conflict on the exit from the calming feature. At the eastern end there is an adjacent shared path; at the western end the presence of pedestrian traffic is unlikely and it is considered that cyclists will be able to safely negotiate the build-out.
17. Farmers' concerns have been taken into account when designing this proposal, and the build-outs have been drawn up in consultation with local farmers with the intention of preventing damage either to the feature or any farm vehicle. Whilst the design of the build-outs has also been adjusted in line with government guidance regarding the safety of cyclists and horse riders.
18. A temporary trial was carried out demonstrating that build-outs at the suggested locations will effectively moderate speeds without undue build-up of traffic, with the observations from this shown at **Annex 4**. The proposed modular construction would facilitate a straightforward removal of the features should traffic conditions change significantly in the future.
19. The concern about the impact of forcing vehicles to drive on the wrong side of the road is noted by Officers, who confirm that carriageway deflection arrows

will be appropriately marked in addition to the two-way arrows already in place at other locations in the village.

20. The measures are deliberately placed within the 20mph speed limit as a reminder/reinforcement of the speed limit. An additional speed indicating device has also been installed at the eastern end of the village.
21. The concerns over the safety of young cyclists, pedestrians, pushchairs and dog walkers using the footpath is noted, but it is not considered that moving the build-out to a location where there is a very small amount of separation from the footpath would make a significant difference. It is anticipated that vehicles would only be 'idling' for a very short time.
22. Drivers on the B4031 or accessing or leaving St John's Way must be expected to drive in accordance with perceived conditions, including other traffic navigating the build-out, in the same way as if there were a parked vehicle at that location. The island at the eastern end is placed approximately 40 metres from the start of the kerb radius into St John's Way, which is considered adequate to enable vehicles to resume position on the near side. It is not considered that the proposed location of the build-out alongside the existing facility presents a hazard.
23. There may be scope once installed for the parish to research and propose additional features but the need for passive safety must be kept in mind. See response above regarding the unavoidable need for associated signage and markings, which arguably have much more visual impact on the street scene.
24. The intention is to further reduce speeds on the approaches both to the pinch point and the staggered crossroads. A modular construction is proposed that has reduced potential cost significantly and will minimise the installation time and traffic disruption.
25. Traffic at the south-western end may build-up opposite the residential driveway (thereby blocking access) on rare occasions, but any risk of inconvenience is deemed to be minimal, as shown during the monitoring in **Annex 4**.
26. Drivers on the B4031 or accessing or leaving side roads must be expected to drive in accordance with perceived conditions, including other traffic. The islands are placed at locations which leave adequate space to enable vehicles to resume position on the near side.
27. There is now a VAS unit at each end of the village. Thames Valley Police do not now have a speed camera programme. Speed counts have demonstrated that although traffic speeds are now lower, further measures are still needed to complement the speed limit signage.
28. As with other villages recent speed counts have demonstrated that despite the 20mph speed limit the 85%ile speeds in both directions are still high. It is anticipated that the physical measures will reduce these considerably. The

concern regarding motorists simply speeding on the opposite side of the carriageway is acknowledged, and outgoing speeds will continue to be monitored by Community Speed Watch.

29. The point about 'visual impact' is noted, but any fixed obstruction to the highway would have to be accompanied by the same signs and road markings, regardless of the materials used, and the requirement for passive safety would preclude the use of items such as planters. It is anticipated that these proposals would be introduced using a modular product that does not require excavation or concrete.

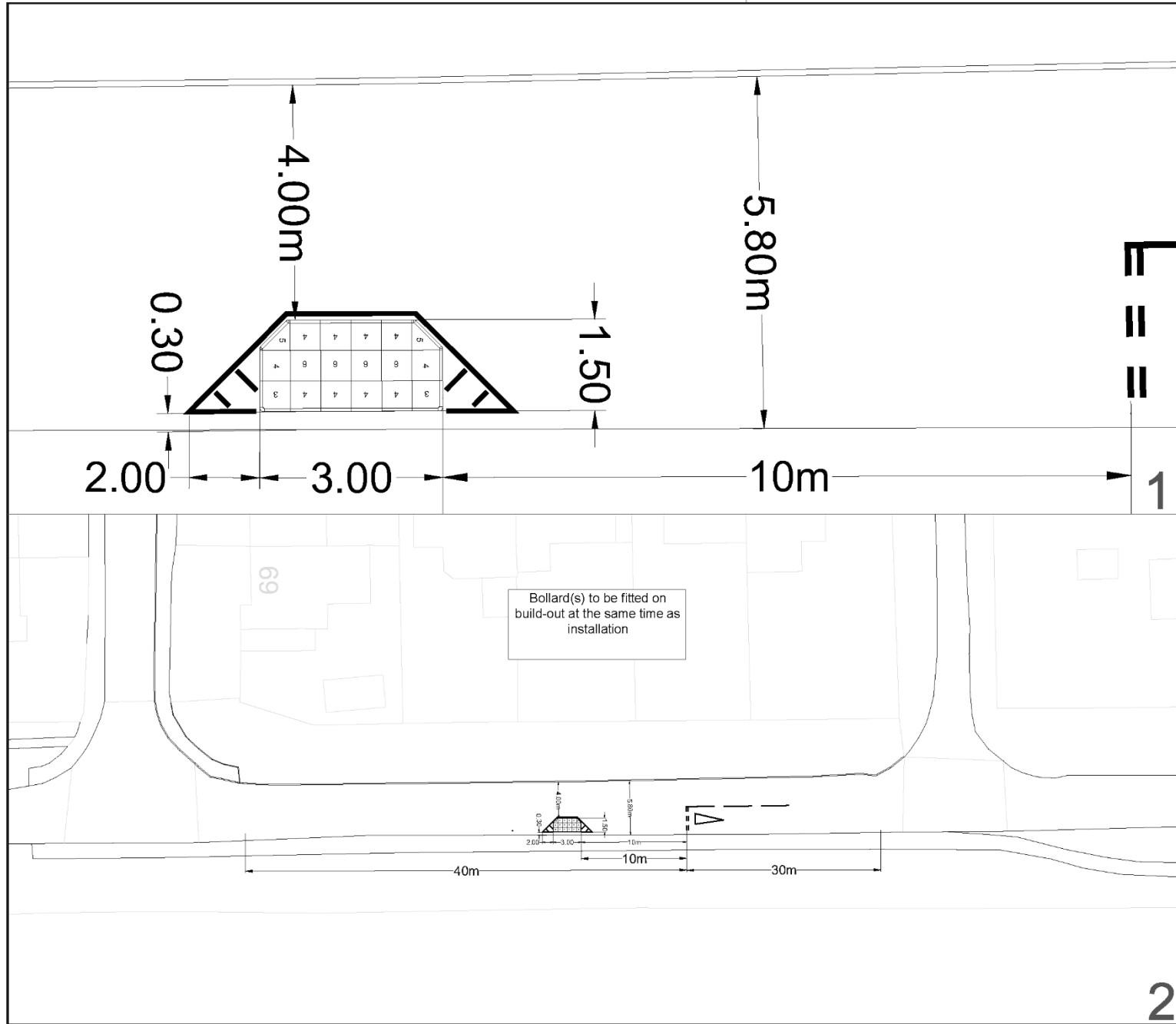
30. There is a 7.5 tonne weight limit through Croughton, however we are not currently in a position to be able to introduce such a restriction on the B4031 between the A361 and Deddington.

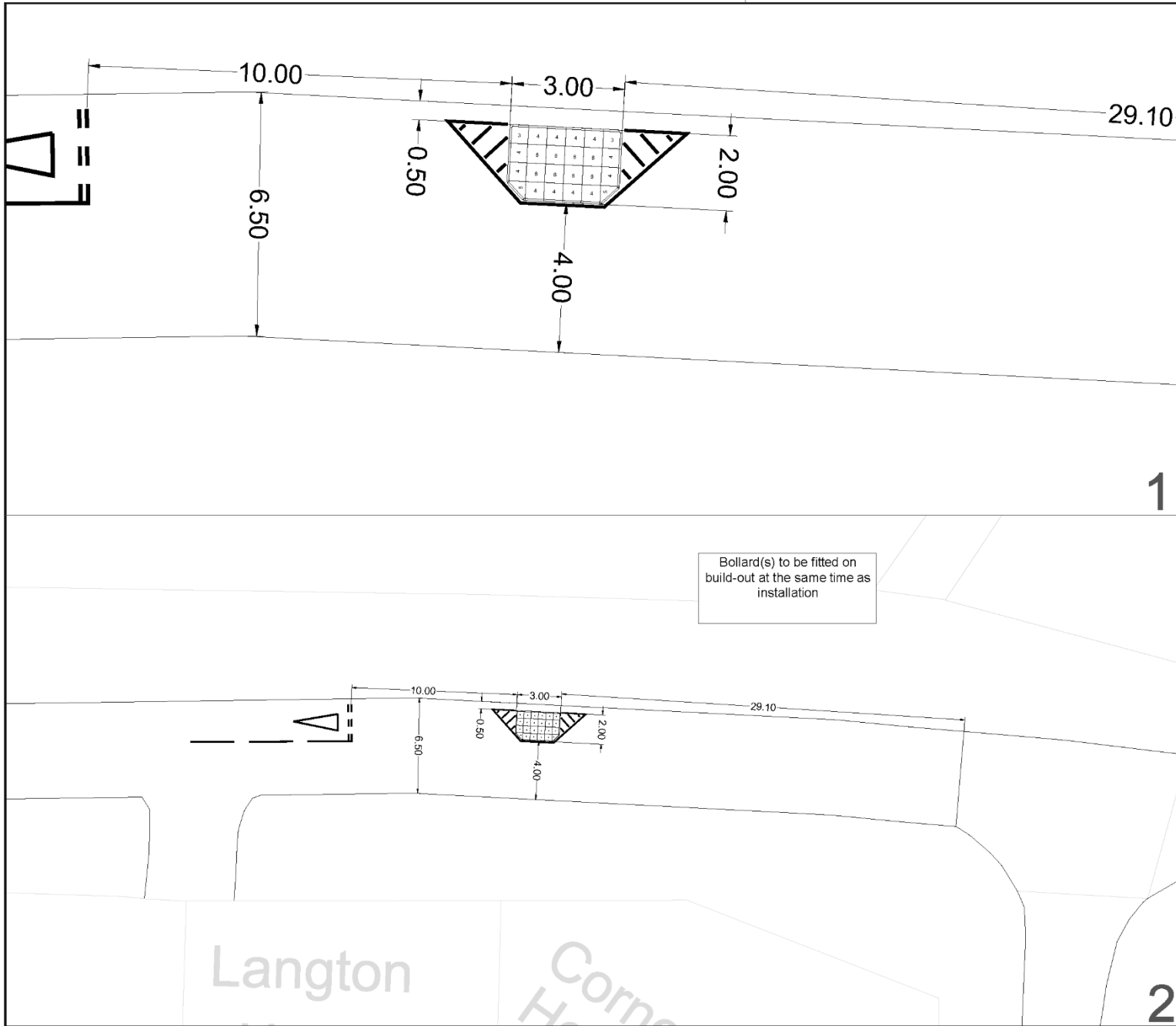
Paul Fermer
Director of Environment and Highways

Annexes	Annexes 1 & 2: Consultation plans Annex 3: Consultation responses Annex 4: Temporary trial monitoring observations
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Contact Officers:	Dave Catling (Acting Senior Officer – Highway Schemes) Lee Turner (Team Leader – Traffic & Road Safety)
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July 2025





ANNEX 3

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – We can confirm that this does not make changes that affect bus operations, and thus we raise no objection.
(3) Deddington Parish Council	<p>Support – This parish council is very pleased that evidently the funding for traffic calming in Hempton has been found and the formal consultation is under way.</p> <p>At its meeting on November 20th, the council voted unanimously to support the proposal for two build-outs at the east and west end of Hempton.</p>
(4) Barford St John and Barford St Michael Parish Council	Object – There is absolutely no requirement for further traffic calming measures. There is already a 20 mph speed limit in place and there is a single file restriction in the middle of the village. .
(5) Cherwell District Council, (Development Management)	No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.
(6) Local group/organisation, (Unlimited Oxfordshire)	<p>Support – I note that this scheme is for two narrowings on the B4031, one on each approach to the village. At the site of the western narrowing there are no footways. At the site of the eastern narrowing there is, on the south side, a footway/cycleway which extends all the way to Deddington, about one mile to the east.</p> <p>I would not expect the scheme to cause any difficulty for disabled people. The interruption of the traffic flow might actually make it easier for them to cross between the houses (and the side road) on the north side and the footway/cycleway on the south side. Therefore we welcome the scheme.</p>

(7) Local resident, (unknown)	<p>Object – I have spent considerable time weighing up the reality of the proposed scheme, and unfortunately I remain extremely concerned that the proposed measures will cause additional dangers to roads users.</p> <p>I would like to lodge a strong objection to the scheme for the following safety reasons:</p> <ol style="list-style-type: none"> 1. They will only reduce the speed for cautious drivers. For those intent on driving too fast, they present an obstacle which has to be dealt with by driving on the wrong side of the road. We currently have a few drivers who overtake those who are doing 20 through the village, and both car and lorry drivers who do not observe the 20mph smiley sign. This means that if the scheme goes ahead we will have cars and lorries driving too fast into the village on the wrong side of the road. This is of particular concern where they will be approaching a junction or coming down the hill where there is less visibility and less stopping time. This creates a worse situation than the current one where the majority of speeding drivers are at least on their own side of the road. We have seen this happen at Deddington (where there is a build out like the ones proposed here) where incoming traffic has forced outgoing traffic off the road onto the grass verge rather than give way. A double chicane or a combination of speed cushions / speed table and build-out would be needed to actually slow people down. 2. Driver psychology: Since Covid we have seen a difference in mentality from some members of the population - some people now drive in a way that is more selfish, more reckless and they have more disregard for the rules. There is a resentment of being told what to do or having more rules imposed. This change in psychology must be taken into account when predicting how drivers will respond to new measures. These build-outs are seen as a frustration to many drivers, and some will ignore them - crucially, they will not reduce people's speeds unless people are being careful and observing the give way rules. For those who choose not to, they will be putting other road users more at risk than currently. Creating two further give way points to deal with the existing pinch point will make some drivers more impatient and lead to increased aggression in how some people drive through the village. 3. The Highways Hierarchy is not being observed with these measures - pedestrians, cyclists and horse riders are the most vulnerable road users and as such any scheme should take their needs into account first and foremost. These build outs do not allow for cyclists or horse riders to pass through to the left as some schemes do, instead forcing them into the middle of the road into the path of oncoming traffic, and with reduced room for overtaking or the ability to take evasive action. This makes them more at risk than the current situation. (This is an issue with the one in Deddington too, which has already caused problems for some cyclists.)
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Furthermore, the Eastern build-out has been situated next to the pavement where young children and adults cycle and walk. It would be safer, and reduce their exposure to traffic fumes if the build out were situated further to the East, where the pavement is set back from the road with a grass verge buffer.

This would also give easier refuge for equestrians should they encounter speeding vehicles.

I have asked why humps or tables or cushions have been dropped from the proposals, and was told that local farmers objected. From reading the document linked below- these would seem to be safer for vulnerable road users, more effective in reducing speeds and should not cause damage to vehicles who travel within the speed limit. It would be wrong in my view for priority to be given to farm vehicle convenience over vulnerable road user safety. There may be other reasons why these were dropped, e.g. noise, but this has not been shared. I don't think consultation is even needed to install humps of a specified height in a 20 mph zone? They may also have the effect of reducing HGV traffic along this B road.

4. The fact that these measures are being put in place for USVF makes me even more worried about the impact of forcing vehicles to drive on the wrong side of the road. If there were to be an incident the diplomatic fallout would be huge.

5. Location of the build outs: In both cases they have been situated close to junctions and not at the limit of the 20 mph zone. This gives drivers less time to react and adjust their course between the obstacles and the junctions / existing pinch point blind spot. I think the reasons for this are in recognition that vehicles will enter the village at speeds greater than 20 mph?

6. Visual impact: compared to concerns over safety this is a minor issue, but it does add an eyesore to what is otherwise a lovely rural village. Given that it is within a 20 mph zone, should this go ahead, I would hope something suited to a rural village location could be constructed with planter and local materials. Psychologically this would also be more acceptable to drivers passing through as they would respect the village and community aspect more than they would the perceived dictatorial concrete.

I would like to propose that an additional speed light up sign is placed at the Eastern approach to the village, as this does seem to be effective for many road users and largely uncontroversial. This was written from my observations of the recently installed sign on the SW approach and drivers' subsequent behaviour, but I have now seen is also backed up by the document below. The table on page 9 sums things up well.

I was interested to read 6.1.2 and 6.1.3 as this does tie in with my understanding of how road users will approach these build outs - traffic is somewhat tidal through our village, and there are very quiet periods in the day especially in hours of darkness. At these times some vehicles pass through at speeds in excess of 50 mph. For cars entering the

	<p>village at this speed on the wrong side of the road in the dark, the potential for serious accidents is extremely worrying. I know I am not the only resident to have these concerns, but as we have been told that should we object we will get no traffic calming measures at all, very few people want to cause conflict with what has been presented.</p>
<p>(8) Email response, (unknown)</p>	<p>Object – I believe that this is a poorly thought out scheme that will put all road users, cars, cyclists, pedestrians and equine riders at increased risk.</p> <p>As you have been warned of this risk should there be an accident then there may be a legal case, including corporate manslaughter if there were to be a fatality.</p> <p>The build out in Deddington is already controversial and dangerous. This scheme really does need considerably more discussion.</p> <p>There are several other areas where the road safety could be better, not just in Hempton/Deddington and other methods that could be used to reduce speeding.</p>
<p>(9) Local resident, (Hempton, The Lane)</p>	<p>Concerns – While building the proposed measures to slow traffic passing through Hempton is to be welcomed, I question whether it will be completely effective. Regularly we see very large trucks speed up after the constriction towards the east end of the village and reach 30-40 mph as they pass The Lane and the Chapel.</p> <p>In a neighbouring village, but in Northamptonshire, there is an excellent example of how stop over-large vehicles and all vehicles from speeding would seem Croughton, where successive measures make it difficult for vehicles to ignore the obstacles but make it perfectly easy for law-abiding traffic to move smoothly. I have never seen a large lorry drive through Croughton. Farm vehicles would still be able to drive through, which is important, as this is farming country.</p>
<p>(10) Local resident, (Hempton, St Johns Way)</p>	<p>Eastern end – Object South-western end – No objection</p> <p>Having carefully considered the design and the impact it will have, I feel it would be safer and more effective in traffic calming to be sited further to the East, closer to the village limits for the following reasons –</p>

	<p>1: The safety of young cyclists, pedestrians, pushchairs and dog walkers using the footpath. The build out has been drawn at a point where this pathway is directly next to the road rather than further back where there is a wide grass verge separating the two. It would be good to slow traffic before the path is directly alongside the road, closer to the village limits. In the interests of health and safety of vulnerable users it would be preferable not to have children at exhaust height where there are idling engines for cars waiting. Moving the build out further East would improve the safety and wellbeing for these users.</p> <p>2: The proximity to St John's Way means that as cars exit St John's Way heading East, they may well meet traffic on the wrong side of the road where West-bound incoming traffic has moved over to circumnavigate the build out. Moving the build out further East would give drivers more time to adjust which would be safer. This would also benefit cars exiting the pinch as they would keep their speeds slower for longer with the build out moved further East, and again, it allows more time for Westbound drivers to move over onto the correct side of the road. Where the build out is currently proposed could well make the area less safe for those heading East, in particular for those heading out of St John's Way. This is because cars coming from the East may not be aware of waiting traffic from St Johns Way, or of traffic exiting the pinch and sail past the build out on the wrong side of the road at too high speeds to adjust in time.</p> <p>Other concerns that I have - The build out does not consider the needs of cyclists using the road as there is no option for them but to move closer to the path of oncoming traffic. This is a problem with the current build-out near Hempton Gate where children and adults have reported having to move uncomfortably close to the oncoming traffic who don't give way. Is there no design where they can go to the left of the build out? Younger cyclists use the footpath when it is not overgrown, but again, the siting of the build out has not taken their needs into account.</p> <p>I would urge you to make the most of this opportunity to make this route safer for cyclists and young children, and make it possible for them to cycle on the left of the build out, and for the build out and associated waiting traffic to be sited where it is separated from the pavement by a grass verge.</p> <p>My final comment is on the design - is there any way these can be less of an eyesore? Hempton is a really pretty ironstone village in places, and it would be nice to have pleasant looking traffic calming measures to match! One of the build outs is to go next to a listed building. Is there an alternative design that is more in keeping with this? Guessing we will have these in place for a long time, so be good to get things as pleasant looking as possible.</p>
(11) Local resident, (Barford, Batford)	<p>Eastern end – Object</p> <p>South-western end – Object</p>

	<p>Absolute waste of money. Looks an eyesore. Spend the money on fixing roads!</p>
<p>(12) Local resident, (Barford, Robins close)</p>	<p>Eastern end – Object South-western end – Object</p> <p>It is already tricky getting through that part of the road.</p>
<p>(13) Local resident, (Barford st john, Lovell and son)</p>	<p>Eastern end – Object South-western end – Object</p> <p>I would like to object to these changes. As a farmer this will make it very difficult to move farm machinery safely through the village.</p>
<p>(14) Local resident, (Barford St Michael, Church Street)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Cause traffic build up</p>
<p>(15) Local resident, (Barford St Michael, Lower Street)</p>	<p>Eastern end – Object South-western end – Object</p> <p>I consider these proposals unnecessary because there is already a pinch point in Hempton which by its very nature slows down the traffic coming from Deddington and where you are proposing to place your calming measure would give drivers insufficient time to react.</p> <p>Also now the speed limit has reduced to 20mph throughout Hempton I believe that further measures are not necessary and would be a waste of rate payers money and the costs incurred should and could be better spent elsewhere.</p>

<p>(16) Local resident, (Barford St Michael, No thank you)</p>	<p>Eastern end – Object South-western end – Object</p> <p>There is already a width restriction where the road is not wide enough for 2 cars, adding additional points either side of this is not going to slow traffic down any more than this already does, if anything it will create additional bottlenecks in the village. Installing a dropped kerb alone costs on average £1650, adding additional labour, equipment etc for a build out would increase that cost exponentially, then x by 2, I'm struggling to see the return on investment for the associated cost, let alone maintaining it in future. Add into that the roadworks and traffic disruptions that will ensue (see Deddington's latest installation for reference as that was on a traffic light system for weeks), concerns for cyclist safety having to merge with traffic, accessibility issues for residents.</p> <p>I think the idea of coming up with a plan to reduce the speed limits of drivers is not a bad one, but making Hempton Road a new chicane style road belonging on an F1 track is maybe not the brightest.</p>
<p>(17) Local resident, (Barford st michael, Robins close)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Unnecessary and waste of council money. The road is already 20 mph and there is a natural traffic calming narrowing of road in the middle.</p>
<p>(18) Local resident, (Clifton, Main road)</p>	<p>Eastern end – Object South-western end – Object</p> <p>These curbed build outs don't work and create more driver aggression and an obstacle in poor weather conditions and ice. All it does is encourage parking around them and doesn't solve the issue at all. You only have to look around Clifton, the road Alderbury to Bloxham with these in place and it's terrible. Please stop ruining our villages with these. They are also an eyesore. Don't work, people speed up to them to see who gets there first</p>
<p>(19) Local resident, (Hempton, B4031)</p>	<p>Eastern end – Object South-western end – Object</p>

	Speed control already overdone in this area. For example In Barford the speed control narrowing is excessive.
(20) Local resident, (Hempton, Hampton Road)	<p>Eastern end – Object South-western end – Object</p> <p>Objecting as this will make the road even more dangerous</p>
(21) Local resident, (Hempton, Hempton Road)	<p>Eastern end – Object South-western end – Object</p> <p>The size of the build outs plus the use of bollards will make it extremely difficult for farm vehicles to pass without damage to the vehicles or the build outs.</p> <p>In addition the Southwestern end will cause car traffic to line up opposite a residential driveway thereby blocking access.</p> <p>The southwestern build out may cause traffic to slow down /stop when entering the village but then they will proceed to speed through the village. This measure does not SLOW traffic down in the village, rather it creates a chicane to drive around. We need ANPR and an average speed camera system.</p> <p>We also need proper highway signage at the Deddington end and at the junction of the Chipping Norton Road end stating that this is a B road (not an A road) and unsuitable for heavy goods vehicles except agricultural vehicles. Current traffic uses this road as an A road. Both the speed and the type of vehicles using the road are a substantial problem.</p>
(22) Local resident, (Hempton, Snakehill lane)	<p>Eastern end – Object South-western end – Object</p> <p>There measures irritate road users and do not have any benefit in reducing speed in general. Increase congestion and are not of any environmental benefit</p>

<p>(23) Local resident, (Hempton, St John's Way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Absolute waste of money. If funds can be found for this, why does the county have such poor road surfaces and thousands of potholes?</p>
<p>(24) Local resident, (Hempton, St Johns Way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>The build outs will not stop many people speeding, they will just be speeding on the wrong side of the road. This will add dangers near to the junctions in the village and increase the risk of accidents.</p>
<p>(25) Local resident, (Hempton, st johns way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Since the 20 mph speed limit most people go at a reasonable speed. Putting in more delays will make people annoyed, and create road rage situations. We already have people honking angrily in the pinch, but now there will be two more pinch points where there will be arguments over who has over right of way. It will just create more anger in the village. It will also make the village seem less like a nice place to live</p>
<p>(26) Local resident, (Hempton, st johns way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>i feel that build out increases drivers being impatient and aggressive because sometimes when they see a car coming the other way they speed up . This has happened at the Deddington one where I have seen cars have to drive up the verge to avoid being hit by a car coming the other way.</p> <p>I do a lot of cycling and these build outs do not allow space for cyclists to pass through without putting them near the path of oncoming traffic.</p>

	<p>I think having them on a hill and next to a junction isn't very safe. Making drivers go on the wrong side of the road doesn't feel like the safest solution to the problem of people who are driving too fast.</p> <p>There should be a stop sign at the pinch point, so drivers know to stop, not just slow down, to give them a chance to actually see what is coming.</p>
(27) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Object South-western end – Object</p> <p>Both of these build out are planned to be sighted too close to the middle of the village. This will cause traffic build up outside of residential properties leading to noise and exhaust fume pollution to local residents. If it is felt there needs to be further traffic calming in the village then these build outs should be sighted before any houses coming into the village from both directions. Traffic has been much calmer since the introduction of the 20mph speed limit and it is now only occasional drivers who ignore this and drive dangerously through Hempton. Occasional speed traps would remedy this.</p>
(28) Local resident, (Hempton, St John's Way)	<p>Eastern end – Object South-western end – Object</p> <p>I believe they will make the route more dangerous, especially for more vulnerable road users. I do not believe that all speeding cars will drop their speeds for these measures (some have been observed to accelerate at Deddington Build-out to force their way through), and therefore they will pass through on the wrong side of the road as they enter the village putting other road users at greater risk.</p> <p>The simplest most cost effective measures would be VAS or speed cameras - many local residents are massively in favour of speed cameras. Some support VAS but feel they would be less effective. We would love to catch lorry drivers out on speeding, and reduce the numbers coming through the village at speed.</p> <p>The current design will not deter them, neither will it cause all of them to slow down sufficiently. This is hugely concerning when one carriageway will now have a blockage.</p> <p>I object to the needs of cyclists and horse riders (of which there are several in the village) not being considered carefully in the designs. We are trying to enable people to live more sustainably, and we should not be putting in</p>

	<p>measures that suit lorry and farm vehicles the most, we should be looking at what our more vulnerable road users most need in order to reduce car use.</p>
<p>(29) Local resident, (Hempton, St John's Way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>As the build out is only on one side and is not a full chicane, cars are likely to simply continue their speeding habits on the other side of the road. This creates greater risk than the current road situation.</p>
<p>(30) Local resident, (Hempton, The Lane)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Since 1999, there have only been 9 road traffic accidents in Hempton (all non-fatal; only 3 within the built up area [source: crashmap.co.uk], equating to roughly one every 2.5 years (0.38 accidents per year). I've found walking and cycling around the village to be safe, and drivers courteous of pedestrians and cyclists. The biggest determinant of road traffic accidents is speed, and the 20 mph limits that were recently brought into the village have greatly reduced the speed of those drivers who obey them.</p> <p>Trials of other speed-reduction interventions suggest that build-outs such as the two proposed here could reduce accidents by ~33%, although the data are very heterogenous. Given the low absolute rate of accidents in Hempton, this relative reduction would equate to a potential absolute reduction in accidents to 0.25 accidents per year (or one every 4 years). Put another way, it would take 8 years to reduce the number of accidents by one (from an expected '3 in the next 8 years' to '2 in the next 8 years').</p> <p>I don't think this represents value for money, when traffic improvements could be made elsewhere in Oxfordshire and be more effective. The "pinch point" in Hempton where the road narrows to a single lane already serves to slow traffic, and I don't believe adding two more will improve things. The pinch point is also a subject of much local discussion (and conflict, with people beeping horns and being called out to settle disputes); I'm not sure why two more of them will help.</p> <p>We should evaluate the impact of the 20 mph speed limit before installing more street furniture. Hempton is a rural village that doesn't need these additions.</p>

<p>(31) Local resident, (Hempton, The Lane)</p>	<p>Eastern end – Object South-western end – Object</p> <p>I am objecting to the build out proposals as I don't think they will be effective at stopping dangerous driving and instead they will create more traffic problems in Hempton. The eastern build out seems a duplication of the pinch point, so if there is concern about drivers speeding or not giving way here, I can't see why adding essentially another 2 pinch points is going to be better.</p> <p>I don't have concern about the speed of traffic through Hempton, both as a pedestrian with young children and as a driver. Especially so since the 20 mph limit came in, this has already calmed traffic further. I walk though the village most weeks and I drive through including the pinch point at least 1-2 times most days. I acknowledge that occasionally (approx. 4 times a year) a driver pushes through the pinch point when it isn't their right of way, but not at excessive speed and I've never felt unsafe.</p> <p>If there is evidence of excessive speed through the village, I'm not convinced the build outs will work. Any drivers going too fast are still going to go too fast, and potentially more dangerously while seeking to avoid giving way (as has been the negative of the 20mph when impatient drivers overtake). The build outs can only calm traffic during busier periods when two way traffic forces drivers to slow to give way.</p> <p>Therefore if the build outs are to be effective in calming speed, this has to mean an increase in bunched up traffic through the village. I am therefore concerned about the associated increase in emissions and noise pollution from idling and stop start traffic. I also think the build outs and their signs create unnecessary urbanisation and Hempton will lose its rural feel.</p> <p>Another concern is that the build outs make cyclists and horses more vulnerable as there is no room for them and a car if the car misjudges or doesn't see them. I see cyclists and horses most weekends and this is far more often than I see speeding cars. Any drivers coming out of St John's Way will need to contend with traffic approaching on the wrong side of the road from the eastern build out.</p> <p>I would like to query why there is no background information and analysis available as part of this consultation? The information on this link is limited to the diagram and I would have appreciated understanding the evidence and rationale behind the proposals.</p> <p>I suggest that the traffic behaviour is monitored over a year (as it does vary between winter and summer) to gain better understanding of traffic speed and flow through Hempton to inform if traffic calming is required and what impact</p>
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	<p>build outs would have. Has there been any traffic counting to assess how often traffic is coming in both directions and what build ups are likely to be created? This is likely to be more problematic in spring/summer and especially weekends in these seasons as traffic frequency picks up a lot due to cars travelling into the Cotswolds. Alternatively the recently installed build out near Deddington cemetery gives an opportunity to see how traffic builds up (this has not yet been in place over a summer).</p> <p>I am concerned that the proposals don't come with any reassurance that there will be ongoing monitoring and the opportunity to review or remove the build outs if they are not working or causing any negative effects or safety concerns. Given that those in the village who have requested speed calming in the past have been denied due to lack of funds to monitor the situation, I don't feel confident that funds will be available to monitor the traffic calming proposals, and I fear Hempton could be left in a worse state with no funds or say in making adjustments if needed.</p>
(32) Local resident, (Hempton, The Lane)	<p>Eastern end – Object South-western end – Object</p> <p>Don't think it would help to slow traffic Pinch point need a stop sign Kerb by pinch point needs railings And speed camera on chipping Norton end would help</p>
(33) Local resident, (South Newington, Moor Lane)	<p>Eastern end – Object South-western end – Object</p> <p>I object in the basis that speed limits are already reduced to 20mph and money would be more wisely spent on fixing the enormous number of potholes that damage tyres and cars.</p>
(34) Local Cllr, (Barford St Michael, Lower Street)	<p>Eastern end – Object South-western end – Partially support</p> <p>I drive through the pinch point at Hempton often. Positioning a calming block such as this will increase the danger, not lessen it. The new 20 mph signs have made a difference to the speed of the traffic and, at peak times, school buses</p>

	etc can cause tailbacks which would jam the road completely. Allow more time for the new speed limit and signs to work before taking such a drastic move.
(35) Local resident, (Deddington, Mill Close)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>I have concerns that without speed bumps next to the build out the traffic from Chippy will race to the give way line as seen in Hempton Road - similarly at the Deddington end but hopefully this will slow vehicles down sufficiently to reduce serious accidents injuries at the pinch point - noted nil for over 18 months since 20 mph limit has been in force. A smiley VAS at the Deddington build out site will be able to contribute to this.</p> <p>I also think speeding traffic through Hempton will continue and suggest speed humps should be installed out side the church</p>
(36) Local resident, (Hempton, No name road)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>I have no objection on principal to the proposals but wonder if the build outs should be further out of the village nearer the 20mph limit signs ?</p>
(37) Local resident, (Hempton, St Johns way)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>The speed that people drive through our 20mph limit is ridiculous. We have lost two cats to speeding drivers and often have huge deer killed. People overtake in the village just by StJohns way. I have had to assist in numerous R.T.A in the narrow pinch point-a nutirious accident spot</p>
(38) Local resident, (Hempton, The Lane)	<p>Eastern end – Partially support South-western end – Partially support</p>

	In spite of the costing pinch point and the 20mph speed limit, some vehicles travel at excessive speed through the village. Additional 'discouragement' has to be supported.
(39) Member of public, (Sutton Courtenay, Asquith Park)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>Whilst I do not object to traffic calming it must consider all road users. As per LTN 1/20, cycle bypasses should be provided between the build-out and the footway. If width is at a premium, this should be raised (this can also help prevent the build-up of debris). Thought needs to be given to the safety of cyclists 're-entering' the carriageway. Of course, this needs to be considered in relation to the width of the narrowed carriageway i.e. not narrowing the width to a degree that would put cyclists (going in the opposite direction that cannot use the cycle bypass) in danger of close overtakes.</p>
(40) Local resident, (Hempton, St John's way)	<p>Eastern end – Partially support South-western end – Support</p> <p>Concerned about turning left out of St John's way</p>
(41) Local resident, (Barford St John, Barford Road)	<p>Eastern end – Support South-western end – Support</p> <p>Many cars and vans fly through the village which means there is a larger issue at the pinch point because vehicles are coming through at speed. These measures would ensure a slower speed in the area.</p>
(42) Local resident, (Barford St Michael, Broad Close)	<p>Eastern end – Support South-western end – Support</p> <p>I think it's sensible to try and slow people down, although I'm not sure it will make any difference to the pinch point, where many, many people take no notice of who has right of way. Those signs and markings should really be made clearer - like overly obvious and bright and multiple types of sign/ markings/ bollards/ speedups. That's where the real</p>

	<p>problem is. I wonder if your (our taxpayers) money would be wasted with the proposed calming effects, and better spent improving the pinch point.</p>
<p>(43) Local Cllr, (Deddington, Park View, High Street)</p>	<p>Eastern end – Support South-western end – Support</p> <p>I think these two build-outs will help to slow down traffic entering Hempton from the east and west. I think the build-outs would be most effective if they conformed to the OCC Highways officer's original proposal that there should be a speed bump on the carriageway alongside the build-outs. I also think a couple of speed bumps on Main Street in the centre of the village would be very helpful, alongside the church where there is no house in the immediate vicinity and unlikely to be a noise problem.</p>
<p>(44) Local resident, (Hempton, St John's way)</p>	<p>Eastern end – Support South-western end – Support</p> <p>I live on St Johns way with my garden backing onto the main road. The speed drivers race through at is scary and often causes issues at the pinch point. These measures will force speed compliance and increase safety</p>
<p>(45) Local resident, (Hempton, B4031)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Own last house in village Chipping Norton side. 20mph speed limit is totally ineffective as not enforced and no compliance by motorised road users.. To access my property, by car I reverse in as I can at least control the speed of vehicles behind me. driving out is a lottery, Cars departing the village towards Chipping Norton increase speed significantly as soon as they see the open road.</p> <p>Cars approaching from the other direction have increase speed speed because of the long straight. I believe the proposals are the only viable means available which will force compliance</p>

<p>(46) Local resident, (Hempton, College Court)</p>	<p>Eastern end – Support South-western end – Support</p> <p>To reduce speeding traffic through the village</p>
<p>(47) Local resident, (Hempton, Deddington Road centre of village)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Shame no build out in centre of village by the Old School Room/Church We certainly need these to slow traffic down Thanks for suggesting. Anything in the centre would be welcome</p>
<p>(48) Local resident, (Hempton, Duns Tew Rd)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Cars do come through at speed and it would make the road safer.</p>
<p>(49) Local resident, (Hempton, Duns tew road)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Traffic regularly exceeds speed limits in our village. Pathways are narrow & walking with dogs/children can be quite dangerous.</p>
<p>(50) Local resident, (Hempton, Hempton)</p>	<p>Eastern end – Support South-western end – Support</p> <p>We desperately need the speed to be reduce throughout the village, I'm in support of this and hope we can add something to the middle of the village to reduce that speed.</p>

<p>(51) Local resident, (Hempton, Hempton Road)</p>	<p>Eastern end – Support South-western end – Support</p> <p>While I support the traffic calming measures, I do not believe this will be sufficient. cars tend to stop at the kerbed build outs and then speed through the village. I believe traffic light and real time speed feedback with potential cameras would need to be considered too.</p>
<p>(52) Local resident, (Hempton, Hempton Road)</p>	<p>Eastern end – Support South-western end – Support</p> <p>I support the plans because I strongly believe that something must be done as soon as possible to slow down traffic before a serious accident happens. However, I believe we still need more than these, as I'm worried the proposed actions may not completely solve the issue.</p>
<p>(53) Local resident, (Hempton, Hempton Road)</p>	<p>Eastern end – Support South-western end – Support</p> <p>It will help slow the traffic down through Hempton , although if we had a police speed camera once in a while this would also work as people never know if they are there , like in Adderbury where majority of people slow down as police are there on and off</p>
<p>(54) Local resident, (Hempton, Main road)</p>	<p>Eastern end – Support South-western end – Support</p> <p>A lot of people ignore the current speed limit signs. Build outs seem to help in other villages. If it is possible to also put the signs that tell you your current speed as you enter the village, as in Clifton, that might help in addition.</p>
<p>(55) Local resident, (Hempton, St John's Way)</p>	<p>Eastern end – Support South-western end – Support</p>

	Hempton needs a traffic calming system that will drastically reduce the speed of drivers to at least 20mph. The recent reduction in speed has no effect on passing traffic whatsoever. So the additional build outs will be a greater deterrent.
(56) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Support South-western end – Support</p> <p>Will be very pleased to have traffic calming for Hempton in place nothing has worked to date.</p>
(57) Local resident, (Hempton, St Johns way)	<p>Eastern end – Support South-western end – Support</p> <p>Traffic calming measures are needed to enforce the speed limit.</p>
(58) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Support South-western end – Support</p> <p>I am supporting the proposals because I am concerned about the speed of traffic through the village.</p>
(59) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Support South-western end – Support</p> <p>I have lived in hempton over 30 years and have witnessed multiple standoff's at the pinch point, a couple of head on accidents and nearly been run over when a car mounted the footpath. Vehicles including HGV's, Tractors and HS2 lorries tavel far too fast through Hempton and road calming is required before someone dies.</p>
(60) Local resident, (Hempton, St John's Way)	<p>Eastern end – Support South-western end – Support</p>

	The new 20mph has had little effect on slowing much of the traffic down. I would think these traffic calming measures may help the issue and make it safer for the residents
(61) Local resident, (Hempton, ST. John's Way)	<p>Eastern end – Support South-western end – Support</p> <p>Its important to reduce current traffic and speed vehicles travel through village, failing to stop and give way at pinch point</p>
(62) Local resident, (Hempton, Steepness Hill)	<p>Eastern end – Support South-western end – Support</p> <p>We hope these will significantly reduce speeding in our village which is dangerous and noisy.</p>
(63) Local resident, (Hempton, Steepness Hill)	<p>Eastern end – Support South-western end – Support</p> <p>I support these proposals as the will deliver OCC's objective of "safer roads" for Hempton and the wider county, especially as the build outs will deter non local thoroughfare HGV traffic.</p>
(64) Local resident, (Hempton, Steepness Hill)	<p>Eastern end – Support South-western end – Support</p> <p>Supporting because non-residents drive through the village at 40-50 miles an hour which is dangerously considering there are people, old and young, walking around as it is a country village. No regards for safe.</p>
(65) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p>

	I am in support because cars come into and pass through the village far too quickly, with regular incidents occurring in the 'pinch'.
(66) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>We have to run the gauntlet of speeding traffic passing through the village every day. Someone is going to get killed soon unless the speed of traffic is reduced.</p>
(67) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>The speed with which vehicles both large and small drive through this village has been a problem for the 16 years I've lived here and continues to get worse. Once cars enter the village, it is a straight road through - drivers just pick up speed as there is simply nothing to slow them down</p>
(68) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>As a resident of The Lane in Hempton, the volume and speed of traffic now passing through the village is dreadful. Something has to be done to slow the traffic down as it passes through the village, or there will be a fatality. Within the 20 mile speed limit, cars are overtaking those following the limit. Ignoring the speed limit completely. As residents, we also pass along the road as pedestrians/dog walkers . To do so is dangerous and on occasions frightening because of the speed and volume of traffic passing close by to the narrow pavements. Elderly residents with slower reactions are particularly at risk. Traffic calming measures such as build-outs would be very welcome and I think would help considerably.</p>
(69) Local resident, (Hempton, The Lane, Hempton)	<p>Eastern end – Support South-western end – Support</p>

	<p>At present traffic through Hempton is dangerous in three regards.</p> <ol style="list-style-type: none"> 1. Traffic from the East entering the pinchpoint often does not stop, resulting in either crashes or danger to vehicles and pedestrians. 2. Large trucks use the B4031 as a shortcut despite the official limits on vehicle size and weight. 3. Exiting The Lane, Hempton is often dangerous. Despite the 20 mph signs, many vehicles exceed 30 ,ph. The danger is acute from vehicles coming from Deddington because there is not enough distance to the road bend and so there are problems of visibility. <p>Anything which reduces traffic speed to 20 mph is to be welcome.</p>
(70) Local resident, (Hempton, College Court)	<p>Eastern end – Support South-western end – Support</p> <p>To reduce speeding traffic</p>
(71) Local resident, (Hempton, Duns Tew Roadl)	<p>Eastern end – Support South-western end – Support</p> <p>A lot of traffic proceeds through Hempton at speeds greater than the legal speed limit. Hopefully the build-outs will slow down the rat run from both directions.</p>
(72) Local resident, (Hempton, Hempton road)	<p>Eastern end – Support South-western end – Support</p> <p>Hempton needs a form of reducing the traffic. Speed as there are many offenders</p>
(73) Local resident, (Hempton, St John's way)	<p>Eastern end – Support South-western end – Support</p> <p>I was hoping that the ghost Island to the West of the "Pinch Point" in the middle of the village would also be widened to prevent Eastbound traffic with right of way through the pinch staying Left and being hidden from view of Westbound traffic which needs to see them to give way to them.</p>

(74) Local resident, (Hempton, St John's Way)	<p>Eastern end – Support South-western end – Support</p> <p>The type and volume of traffic currently used by HGV vehicles on this route are in excess of the anticipated numbers when this road would have been constructed. It does not have the compressive strength to sustain continual use and will therefore suffer through improper use. The solution would either be to upgrade the road specification or simply implement measures to discourage its use.</p>
(75) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>Traffic remains too fast through the village</p>
(76) Local resident, (Hempton, Saint Johns way)	<p>Eastern end – Support South-western end – Support</p> <p>I also think a crossing with lights ditto deddington windmill junction @ saint johns junctions way is DEFINITELY REQUIRED this can be filtered with minimal time disruption</p>
(77) Local resident, (Hempton, B4031 Chipping Norton Road)	<p>Eastern end – Support South-western end – Support</p> <p>having lived in Hempton for over 50 years, on the B4031, we have suffered speeding cars and accidents on numerous occasions. These suggestions, will help ease some of that</p>

Traffic movement monitoring 04/06/2025

10:30 to 17.30 @ westbound approach to Snake Hill Lane (east of proposed build-out)

Monitoring was intermittent during the day, with video footage and photos taken as vehicles approached or passed the build-out.

It was noted that the speed indicating advice east of the build-out was triggered red by every approaching vehicle but this had without exception changed to green by the time vehicles were approaching the build-out.

The flow of traffic was roughly even in both directions until about 16.00 when the flow from west to east increased. The maximum number of vehicles in convoy was 6 and there were no failures to give way at the build-out.

There was no difficulty in exiting Snake Hill Lane or St John's Way, left or right.

Only a handful of pedestrians were seen, plus one cyclist and one horse rider who waited for two oncoming cars to pass before riding past the build-out.



**10:30 to 17.30 @ Steepness Hill Hempton eastbound
approach**

(west of proposed build-out)

Monitoring was intermittent during the day, with video footage and photos taken as vehicles approached or passed the build-out.

It was noted that the speed indicating advice east of the build-out was triggered red by every approaching vehicle but this had without exception changed to green by the time vehicles were approaching the build-out.

The flow of traffic was roughly even in both directions until about 16.00 when the flow from east to west increased. The maximum number of vehicles in convoy was 5 and there were no failures to give way at the build-out.

There was no difficulty in exiting Duns Tew Road or Hempton Road (from Barford) left or right. No pedestrians, cyclists or horse riders were seen.



Notes from parish council traffic monitoring
05/06/2025

06:30 to 08:30 @ bus stop opposite St John's Way

(between proposed build-out and existing pinch point)

The time was chosen because this was the busiest period of the morning. There were a couple of periods of heavier vehicle use when people were travelling to work or taking children to public/private school. There was another phase a little later with vehicles taking children to primary schools. The school bus did stop at St John's Way and pick up 3 children this did not cause any traffic issues.

Speeds require further monitoring by CSW once permanent features are in place, but vehicles were visibly slowed down on entering the village. In the absence of Give Way road markings there were predictably a couple of instances where vehicles failed to give way, one of which was 'tailgated' past the build-out.

There were fewer HGV's than anticipated; this is significant in the light of previous concerns raised by the parish and some residents about the use of the B4031 by HGV traffic. These concerns contributed to the parish's refusal to incorporate vertical traffic calming ie cushions alongside the build-outs, because of the fear of excessive noise and vibration. Outbound vehicles have priority at the build-outs and are therefore not slowed as effectively as incoming traffic. In light of the observed reduction in HGV flows it is anticipated that the introduction of permanent build-outs will be seen as a first step, with the addition of speed cushions to be considered later.

Concerns had been raised by a resident at a DPC meeting regarding possible stacking of vehicles at the build out on the westbound approach – during the monitoring period the maximum stack was 4 vehicles. This did not impact the pinch point vehicle queue and there was no gridlock between the pinch point and the build out.

From 06:30 to around 07:00 the flow of traffic was mostly west to east and the maximum number of vehicles in convoy was 7.

The flow of traffic from the east increased at about 07:00 with the concentration of traffic thought to be dependent on the traffic lights in Deddington – again the maximum travelling in convoy was 7.

In either direction the average number of vehicles in convoy was 3 to 4 vehicles.

The positioning of any vehicle turning right into St John's Way from the East may require monitoring should the build-out be installed, but no problems were observed during this period.

At around 07:30 a school coach entered St John's way; it was able to access and exit safely and without difficulty.

There was no difficulty in exiting St John's way left or right and sight lines are good. The peak period of movement into and out of St John's way was around 08:00hrs.

There were few pedestrians during the monitoring period – 2 dog walkers, 3 adults and 3 primary school children (who waited at the corner of St John's Way for the school bus.) No cyclists or horse riders were observed.