

Purton Crosslanes Junction – Experimental Prohibition of Driving - Summary of Comments

Ref	Support/ Object	Comment	Made by	Officer response
1	Object	<p>Our local farming member has been in touch regarding the attached road closure notice.</p> <p>He is concerned that he will be blocked from accessing his farm buildings because of this closure and will have to utilise a very long diversion route (I understand of perhaps 10 mile) from the main yard to these buildings - which house livestock, grain and silage stores etc. and see a relatively large volume of farm vehicle traffic daily.</p> <p>Can you confirm that he will be able to pass through the road closure in order to access his farm buildings?</p>	1	Although it is not possible to pass through the temporary closure, if the scheme is made permanent then it may be possible to install a solution to assist with access, although this could end up being abused.
2	Object	Whilst I concede that unusual configuration of this junction and poor signage and road markings can sometimes make the priorities unclear, and, therefore, potentially dangerous I have never had any difficulty there.	2,4,10,31,109	Although a few comments indicate that a few people do not have difficulty with the junction, there are many people who do.
3	Comment	<p>Please advise as to the number of “local residents” that have expressed a view that this junction is dangerous as stated in the information provided by yourselves. Please state over what time period these views have been expressed.</p> <p>Please provide information of all road traffic accidents happening at this site over the last ten years.</p> <p>Please provide data on all injuries and fatalities arising at this location over the last ten years.</p>	3	It is not known how many local residents have expressed a view that the junction is dangerous. Purton Parish Council has requested changes to the junction continuously over many years. Many of the collisions will not be recorded as they will not be injury related.

		<p>Please provide the same information for the junction at the bottom of Lower Pavenhill and Braydon Rd, B4696.</p> <p>I believe that unless the public have access to the above information then we will be unable to provide the council with an informed viewpoint. This will therefore lead to bias in any future decisions relating to this closure.</p>		
4	Object	<p>From Cricklade, this junction represents the most direct, safest and shortest route into North Swindon to collect our provisions, to see family and friends or to visit the Cricklade Railway.</p>	4,133	<p>Hayes Knoll Road may be the most direct route but it has been requested to take on public views of the safety for consideration.</p>
5	Object	<p>I would suggest that whomsoever finds it a harrowing experience then <i>they</i> should use an alternative route or seek a re-test of their driving skills rather than seek to shut the route for majority.</p>	4	<p>Noted.</p>
6	Object	<p>As a Cricklade resident, our alternative routes would divert more traffic to pass Purton-Stoke (have their residents been consulted on this?) and negotiate the even more dangerous double bend with reverse camber near Jubilee gardens, where I have frequently found oncoming lorries cutting the apex. The other route would be the A419, requiring use of the high-speed junctions and slip roads there, before the forest of red traffic lights that is the north Swindon 'circular' road. Using either of these routes is, in my opinion, more fraught with risk, adds extra mileage and therefore extra vehicle emissions and wear and tear at a time when we should be cutting them.</p>	4,39,130	<p>Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.</p>
7	Object	<p>Following a similar correspondence with Purton Parish Council, which elicited vague responses, below is a copy of a Freedom of Information request made of that Council in early December last year. I am surprised and disappointed that in reply none of these points have been satisfactorily answered and most of them ignored. I can only assume that inadequate planning and inadequate</p>	4	<p>1. 'Atkins' are 'The Highways Experts' that carried out the study to look at options for the junction.</p> <p>2. In the 10-year period previous to June 2021 there 8 slight injury collisions</p>

	<p>diligence has been carried out on the basis that there must have been no studies and no data to release pertaining to the road closure. I would have thought this would be standard procedure, or are such decisions made by throwing dice?</p> <ol style="list-style-type: none"> 1. Who are the "Highways Experts" you mention who carried out that carried out the "precise and exacting" study of that junction, during what time period was the study conducted. I would like sight of the quantitative data they collected and conclusions they made. 2. Your response implied that serious accidents had happened at the junction. However, a member of Cricklade Fire service stated on social media that in their five year service they had never been called out to an accident at that junction. Could you therefore provide data listing all the accidents that have happened at this particular junction, since it has been changed from being a simple crossroads, and data for accidents before that particular change. 3. You suggest to me that the inconvenience of using the (almost) one mile longer route is a minor one of one minute (suggesting an unsafe speed of approx 60mph). However, broadening my view, it would surely be neglectful to suggest that this is the only inconvenience. It is a mile every time I make the trip, and a mile back again. My engine is consuming fuel and producing emissions in all of this time. Now we must consider the same for every road user, because it is not <i>just</i> me is it? We need to factor cumulative emissions in too. Please give me the results of the environmental impact study that your council will have done prior to this change, with an eye to the oh-so-delicate environment that underpins so many government taxes and recycling drives. Again – I look forward to the data. 4. Please tell me what it would cost to reinstate this junction as an adequately signed crossroads – currently as a result of 		<p>within 20 metres of the junction.</p> <ol style="list-style-type: none"> 3. The additional distance is around 1.3km for someone travelling to or from Cricklade. Queuing vehicles at the junctions are not going to help the environment either. 4. The junction is not going to be reinstated as a crossroads. Apart from the hazards involved at a crossroads, the through route is the B4553. 5. A mini roundabout is only suitable for an urban situation and would be within a street lit area. 6. Hayes Knoll Road is not suitable for high volume of traffic. I am not aware of any developer funding available for a major improvement to the junction. 7. The detour from Cricklade is 1.3km and will not include a queue at the junction.
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		<p>poor maintenance the painted signs are in such a poor state, in my opinion, that the council is negligent towards the safety of road users in that area.</p> <p>5. Please tell me the expected cost of converting the junction into an adequately signed mini roundabout. There seems certainly to be sufficient space on the existing tarmac – so a few signs and some white paint would surely suffice.</p> <p>6. If increased traffic due to north Swindon developments has been cited as a danger to the users of the junction (it really is not a very busy junction still, it seems) please outline the steps you have taken to seek funding from the developers or from Swindon Borough Council to assist with funding in making the junction safe to that all roads may be used to share the traffic burden.</p> <p>7. It is clear that the closure of this junction will have very little impact to the residents of Purton, while being massively detrimental to the residents of Cricklade. Please explain to this uneducated dolt why such a matter is in the hands of Purton Parish Council. Please also explain why the wishes of Cricklade Town Council were acted against.</p> <p>As a payer of vehicle tax, fuel duty and fuel tax (including tax on that duty) I strongly insist that my paid-for right of passage on the queen's highway be maintained as it is and not encumbered by the well-meaning but limited minds of the meddlesome few who seeks to either enhance their property value along the C70 or thieve a long established road for the enjoyment of a handful of cyclists. Quite how this idea came to the intended action from Purton Parish Council despite what should be many layers of common sense is utterly beyond me. I urge you to make sure this road stays permanently open.</p> <p>Given the negative environmental impact I can foresee (surely an</p>		
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		environmental impact study HAS to be done) it is hard to stomach or respect the use of environment taxes from our government and other similar such call to arms by government or council. It is quite easy to see why increasingly more and more people view the governance of the county and country with increasing distrust and contempt.		
8	Support	I travel this route every day, to and from work in Purton. I have had countless near misses at this junction and witnesses several incidents. This road should never be used for the volume of traffic that Tadpole has created. The closure forces cars to use the main road which was designed for this type of use. I am happy to not be risked by this junction. Please keep it closed. 1 minute extra on someone journey or a life, is no comparison. Thank you WC for taking this stance	5,49	Noted.
9	Object	Closing roads will bring more traffic to the other roads in the area, Swindon expansion will continue and the situation will worsen. A proper solution is needed.	6,125, 149,152,189	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
10	Object	Closure of this road pushing traffic down the B4553 will result in more accidents on the bends near Jubilee Gardens and at the entrance to the village - the site of a fatal motorcycle Vs tractor not that long ago.	7,149,160	Closure will increase traffic along the B4553; however, consideration can be given to the locations of concern.
11	Object	The issue with the Hayes Knoll junction was caused by the council re drawing the lines from a simple crossroads to the convoluted mess it is now where no one has clear RoW and indicating left can mean you're taking any of two roads neither option being completely obvious to an observer until you have made the change. Reinstating the crossroads or a simple roundabout would be a far	7,39,124,131	Consideration has been given alternate solutions to the junction and costs are beyond budgets available.

		better solution.		
12	Object	There are many alternative options available to make this junction safer such as installing traffic lights, installing a roundabout/ mini, diverting the road to join at a different point than the corner, reinstating the crossroads etc and suggest it would be more appropriate to request an engineer to suggest a redesign of the junction after an appropriate survey.	8,2,11,12,31,42,47, 51,56, 63,95,96,98,109, 125,137,140,142,143, 147,152,160,170,205, 226, 232	Consideration has been given alternate solutions to the junction and costs are beyond budgets available.
13	Object	This road closure will require road users to take a 2-Mile detour, pushing traffic onto other residential roads, in particular through the village of Purton Stoke. This is likely to cause a negative impact to Purton Stoke residents and the potential to increase risk to pedestrians and other road users in the village. In addition the extra journey time for road users, (in particular those coming from Cricklade towards Swindon), will increase environmental impact. Road users will also have increased costs of fuel and increased travel time.	8, 12, 88, 93, 131, 205, 232	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
14	Support	Fantastic idea, made cycling really good and gets rid of the 'shortcut' (though it never seemed to be much different than driving through Purton Stoke) from cricklade. Linking Cricklade to North Swindon like this is super beneficial to people in these and surrounding areas!	9,17,18,19,20,22, 23,24,27,184	This is part of the motivation for the experimental prohibition.
15	Object	It also happens to be a diversion route for heavier loads if they are unable to use the bender route from the Cricklade direction which has weight limits on some sections. This is not a common occurrence but needs to be taken into account particularly given the increase in building activity in the area and the presence of a preserved railway where rolling stock is delivered and	10	The B4553 does not have a weight limit and is a more suitable route for HGV's than the Hayes Knoll Road.

		removed by road.		
16	Object	The road being closed is adding more time to journeys for people living Hayes knoll side of village, for a number of farmers having to drive the extra 10 minutes to get around to fields they access is unnecessary and costly.	11,93,136,137,224	The additional distance is around 1.3km for someone travelling to or from Cricklade. It is appreciated that some of the farmers will be inconvenienced.
17	Object	Traffic has been displaced onto the B4553 main road past Purton Stoke junction. This is frankly dangerous. To pull out onto this road is already a nightmare due to a bush on a neighbours property blocking the view but now with cars driving extremely quickly and more of them it means you are stuck for quite some time and then are playing "chicken" to get out. If the reason the road closure was put in was due to accidents how was this considered with displacement? The junction for Purton Stoke for example has already had a fatality I am very sure there will be a number of "near misses" and accidents now this road has been closed.	11,149	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
18	Object	The council have agreed planning for a number of houses on the hares chase site outside of cricklade when this access road was working, how can the council say roads and infrastructure were ok for the site and then yet close the road a short time later? If accidents are taking place and cross lane why was this not considered as part of planning applications?	11	The C70 Hayes Knoll Road is not suitable for increasing traffic.
19	Object	I also believe you are shutting off potential all business for cricklade as again blocking this route will add journey time to people north of this closure. Should we not be supporting our high streets rather than dissuading people from wanting to come?	11	The additional distance is around 1.3km for someone travelling to or from Cricklade. This will not affect High Street businesses.
20	Support	We are very much in favour of the C70 Hayes Knoll Road being closed. It was a rat-run into the new development at Tadpole Garden Village to Cirencester and back and, also, into West Swindon	13,15, 16,40,54,77,89,92,118	This is part of the motivation for the experimental prohibition.

		and back.		
21	Support	The speed of the traffic was a grave danger to all the cyclists who used the road.	13,71,110,117,118, 209,212, 217, 225	This is part of the motivation for the experimental prohibition.
22	Support	All the residents we have spoken to are in full favour, for safety reasons, of the permanent closure of the C70 as there is a very adequate alternative in the B4553. The junction at Crosslanes was waiting for a catastrophe to happen.	13,105	This is part of the motivation for the experimental prohibition.
23	Object	I thought this was supposed to help the environment. Just added 14 miles to our household a day and every day.	14	Queuing vehicles at the junctions are not going to help the environment either.
24	Support	Thank you for closing this lane to 'through' motorised traffic....as a life long (I'm now 65) cyclist, the closure now turns this route into cycling Nirvana as opposed to cycling Purgatory as a safe 'escape route' to and from Swindon.	15	Noted.
25	Support	Drivers/ motorcycle riders used to use this lane as a 'let's see how fast I can go today' route with terrifying impact on cyclists/pedestrians/horse riders.....and overtaking on bends, especially blind bends, seemed to be mandatory!	15,115,126, 146,148, 175,191, 198,204	This is part of the motivation for the experimental prohibition.
26	Support	The temporary closure of the C70 has made a considerable difference to the safety of all road users in the area.	20,23,30,33, 52,53,57,58, 59, 61,70,77,86,87,89, 99,100,101,103,122, 123,134,139,140,153, 157, 161, 162, 167, 168,169,178,179,181, 182,184, 196,197, 198, 199,200,201,202,206, 207,210, 219	This is part of the motivation for the experimental prohibition.

27	Support	<p>The route will be made safer for people using cycles for pedestrians and horses. (Sustrans cycle route 45 follows the route of Hayes Knoll Rd)</p>	<p>21,22,25,26,28,29, 30, 33,37,40,52,54,58, 61,62,63,64,65,66, 68,69,70,71,72,73, 74,75,76,77,78,82, 83,85,86,87,89,90, 92,94,97,99,100,101, 102,103,104,105,108, 110,113,114,115,116, 117,118,119,120,121, 123, 126,127,128,129, 141, 144, 145, 146,155,156, 157, 158, 159,162, 165,171, 173, 175, 176,177,180, 181, 185,186,187, 188,190, 191,192,193, 194,195, 197, 203,204, 207, 208, 209, 213, 215,218,220,225, 227, 230</p>	<p>This is part of the motivation for the experimental prohibition.</p>
28	Support	<p>The additional journey time to Cricklade is negligible for car drivers.</p>	<p>22,25,26,27,31,32, 40,68,69,72,73,75,83, 94, 123,141, 145,166, 177,197, 208, 225</p>	<p>Noted.</p>
29	Support	<p>I have had many near misses both cycling and driving at that junction but the closure has made it much safer.</p> <p>The Crosslanes junction has been slowly getting more and more dangerous and the C70 must be closed to allow safe road use across this junction.</p>	<p>26,20,22,23,166,196</p>	<p>This is part of the motivation for the experimental prohibition.</p>

30	Support	The junction at the Purton end has always been confusing. I used to encounter it daily on my commute and always felt it was dangerous to all road users.	32,75,76,79,80,81,89,110,116,126,127,141,150,164,166,174,182,196,197	This is part of the motivation for the experimental prohibition.
31	Object	Exiting onto the B4553 junction from Purton Stoke is dangerous and traffic levels have doubled.	34	More traffic will inevitably be travelling along the B4553 through Purton Stoke. Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG
32	Object	Significant field / property access issues, time /disruption costs to farm businesses.	35,47	It is appreciated that some farm businesses will be disrupted. If the scheme is made permanent, then mitigation will be included if possible.
33	Object	The closure has made what was a very dangerous crossroads into a more dangerous T junction	38	It is not understood how removing one arm of the junction can make it more dangerous.
34	Object	With Hayes Knoll Road open, it allows any traffic to be spread across the two roads rather than pushing everything, often at high speed, past Purton Stoke village which is a considerable danger to all road users mentioned above.	39	More traffic will pass along the B4533 through Purton Stoke. Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
35	Object	Exiting the village of Purton Stoke, opposite Newths Lane, onto the B4533 has always been very hazardous due to the almost non-existent visibility splay. One has to pull out beyond the double white 'give-way' lines to be able to see traffic on the B4533 coming from both directions. The hazard is exacerbated by the speeding traffic on the B4533 and the quantity of HGVs using this road. There have been near misses, accidents and one fatality at the Purton Stoke/Newths Lane staggered cross-roads junction.	41,43,44,46,47,96,135,142,143,164,	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.

36	Object	The temporary closure of the C70/B4533 junction at Cross Lanes has inevitably resulted in a significant increase in the volume and speed of traffic on the B4533 at the Purton Stoke junction. This, in turn, has substantially increased the existing risk of exiting the village.	41,42,44,45,46,47, 48,137,172,180	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
37	Object	hazards have simply been transferred to another junction; Purton Stoke/B4533/Newths Lane.	41,43,46,91,98,170	The junction can be reviewed whether or not the closure becomes permanent if prioritised at the LHFIG.
38	Object	The visibility and improvement at the Purton Stoke/B4533 junction is required regardless of the Cross Lanes junction.	41,42,43,45,46, 206	The junction can be reviewed whether or not the closure becomes permanent if prioritised at the LHFIG.
39	Object	it is virtually impossible and unsafe to move animals from and to the fields along the B4553 as a result of the increased traffic.	42	It is appreciated that some of the farming community will be inconvenienced if the order is made permanent.
40	Object	Traffic calming measures or alterations to the Purton Stoke exit must be considered alongside this proposal to avoid an inevitable serious road accident or fatality.	45,41,43,170	The junction can be reviewed whether or not the closure becomes permanent if prioritised at the LHFIG.
41	Object	Traffic down Newths Lane has also increased significantly as a result of the closure. This is a very narrow single-track road. Many people including myself take dogs for walks down this road and again there is therefore a greater risk of accidents as there are two or three blind corners on this road	46,44,47,50	There is no advantage in using Newths Lane for a through route except perhaps for the farming community at the southern end of Hayes Knoll Road
42	Object	I request a speed limit is imposed on the Cricklade Road/Purton Stoke junction	48,42,91,96,180	A speed limit review can be undertaken, whether or not the closure becomes permanent, if prioritised at the LHFIG.
43	Object	When we have heavy rain and bad weather Newths lane is likely to flood, potentially cutting off access for residents of Hayes Knoll some of whom are vulnerable.	50	C70 Hayes Knoll Road is not closed. Entry and exit are prohibited at Crosslanes Junction.
44	Object	I have to turn left out of Newths Lane. In order to do this however looking right towards the road for Cricklade it is extremely hard to	50	Measures to improve visibility at the junction can be reviewed whether or

		see what is coming due to the bushes on that side.		not the closure becomes permanent if prioritised at the LHFIG.
45	Object	I have driven this road for over 20 years, using it twice daily for over 6 years. I have never seen or heard of an incident at this location	51,125,130	There are many concerns about incidents at Crosslanes Junction which is why action is requested through the LHFIG.
46	Object	With this road closure, we believe that urgent review to consider access for the emergency services to Swindon and Cricklade railway. Current access to the railway is from South Meadow Lane and Farfield Lane. During an incident we witnessed emergency services confused as how best to access the railway.	55	Access to the railway can still be from South Meadow Lane and Farfield Lane but will be from the north.
47	Support	The B4453 is more suitable for traffic compared to the C70.	60, 145,166, 225	Noted.
48	Support	We understand that planning permission has been granted to build another 3,000 homes near the C70 which in time will create double the amount of traffic along the C70.	60	The C70 is unsuitable for large volumes of traffic which is one reason for the junction closure
49	Support	The road is now so peaceful which is why we chose to live at Hayes Knoll 15 years ago.	60	Noted.
50	Support	As residents along the C70, we are prepared to drive around the B4533 to enable the road to be safe.	61	Noted.
51	Support	At the junction, nobody seems to have the slightest clue as to who should give way to who, making it dangerous to all.	61, 63,70,205	This is part of the motivation for the experimental prohibition.
52	Support	Encouraging the majority of cyclists onto Hayes Knoll would also benefit motorists as it can be difficult to overtake safely on the Purton Road.	75	Noted.
53	Support	With the road closed, I haven't seen a corresponding increase in the level of traffic on the other local roads.	77,78	Noted.

54	Support	Previously, the junction was dangerous for the substantial number of cyclists who used it.	78	Noted.
55	Object	The farmer on the corner should have compensation	81	It is appreciated that some of the farming community will be inconvenienced if the order is made permanent.
56	Support	Cars overtake approaching blind corners and do not give sufficient room for cyclists.	84,77,113,166,211	The C70 is unsuitable for large volumes of traffic which is one reason for the junction closure.
57	Object	The argument that the junction is dangerous. If the highway code is followed there should be no issue. I have not witnessed accidents at this junction. I would like to see the data from accidents at this junction for a 10-year period that proves this junction is dangerous, what are the criteria used that allows this judgement to be made.	88	The recorded collisions are only injury related. There will be many unrecorded collisions which are vehicle damage only caused by confusion and impatience from frustration of queues at the junction layout.
58	Object	How many complaints have been made about this junction? Where are these logged, how can the public access them?	88	Purton Parish Council has been concerned about the safety of Crosslanes Junction for many years. An indication of public views can be found within this summary of comments.
59	Object	What work has been undertaken to look at costs at other traffic calming measures to ensure drivers are aware of the junction.	88	An options report was produced in 2019. All options were beyond the available budget.
60	Object	The junction is busy, the closure of the Hayes Knoll Road has not stopped the junction being any less busy.	88	Noted.
61	Object	With all the building work in Wiltshire around Cricklade and the Tadpole Farm Village work why haven't the Councils assured money from the Developers to develop the junction to a roundabout like at the Washpool Junction & B4553.	88	Unknown.

62	Object	The issue it causes for the development of the Cricklade Railway.	88	C70 Hayes Knoll Road can still be accessed, but not from the southern end.
63	Object	The poor road conditions in the winter on the winding bends and hill at the Jubilees Garden Project (– I have witnessed more accidents, cars in the hedges on this stretch of the road than at the Hayes Knoll Junction), the road is always wet and treacherously icy in the winter.	88	The maintenance of the B4553 is important, regardless of whether the access to the C70 is closed or not.
64	Object	If the Order remains in place what additional maintenance is going to be undertaken to ensure that the B4553 is free of potholes, deterioration and wear and tear.	88	The B4553 will be maintained through the Countywide maintenance process.
65	Support	The closure removes the conflict point at the junction and forces drivers to use the far more suitable B4553.	89,90	Noted.
66	Object	The B4553 is noticeably busier and feels less safe at the Packhorse junction, where at times - especially with the restricted view eastwards towards Swindon - it can be difficult to tell if traffic is approaching at speed in the Cricklade direction. It is also far less pleasant to cycle along the B4553 now, and hazards must have been increased for non-motorised users of this road.	90,95	It is acknowledged that the B4553 will be busier with the C70 closed at Crosslanes Junction.
67	Comment	Perhaps you could consider trying an experimental closure of Tadpole Lane at Crosslanes, instead of Hayes Knoll? This road is used as a major rat run for drivers, especially for those continuing out through Purton (where traffic levels are very high following the expansion of north Swindon), and also towards Cricklade. Tadpole Lane carries the majority of traffic using the Crosslanes junction. With the new developments around north Swindon, in its current state it is totally unfit for the levels of traffic using it and has a detrimental impact on the surrounding local road network. Closing Tadpole Lane would allow a pleasant and safe route between	90,95	Closing the junction at Tadpole Lane is not currently what is being considered.

		north Swindon and surrounding areas for non-motorised users, with cars diverted to using more suitable roads nearby, such as Thamesdown Drive and the A419		
68	Object	<p>As a direct resident and homeowner on B4553 (9 Cricklade Road), I am absolutely disgusted by the apparent lack of consultation by my local council and Wiltshire Council to those directly affected by this decision. I am fully aware that my decision to live where I live is my own choice and I have no issue with this, what I do have issue with is where I live being inundated with increased traffic by what feels like an uninformed and unconsulted decision by people who are not even affected directly by this closure.</p> <p>Please can you provide me with the consultation programme that you have in place to rectify this, bearing in mind that not everyone has access to social media platforms. I understand that you may have met and consulted with those living on C70, but as I am sure you would agree this is a biased view. The lack of inclusion and consultation is very frustrating, disappointing and in today's society not acceptable.</p>	96	The experimental order is the consultation. Taking public views before a decision to proceed with a permanent solution.
69	Object	<p>I have two young children who are very aware of the road situation where we live, but the increased traffic has already caused issues when exiting and entering my driveway. Driver's desperate to increase their speed as quickly as possible following the exit of bends from either direction means that they are not even aware of slower vehicles. Or if vehicles are not going fast enough, vehicles then trying to overtake dangerously. On numerous occasions cars have nearly hit the back of my car (with my children in it) when I am clearly indicating to turn onto my drive and looked surprised and frustrated that I have slowed them down! I have also had to swiftly reverse back onto my drive when exiting my driveway to avoid cars that have decided to overtake other vehicles, again with my children in the car. This has significantly increased since the road closure and</p>	96	It is acknowledged that the B4553 will be busier with the C70 closed at Crosslanes Junction. Speed of traffic can be investigated if prioritised by the LHFIG.

		is not acceptable.		
70	Object	On the 4th January 2021 Councillor Ray Thomas responded to an email from a Purton Stoke resident regarding this road closure and the concerns that local residents had in relation to the other junctions that would take the impact of this road closure. His response was that drivers should drive sensibly at these junctions. If that is the case and the response from our local council then why has this logic not been considered for the Hayes Knoll junction? This is not a good enough response and therefore, as part of your consultation program, please can you provide all the statistical information and surveys that have been conducted on the surrounding junctions to Purton and Purton Stoke in relation to this road closure. I would hope that in making this decision relevant surveys have been conducted on all junctions and can be shared readily.	96	There have been concerns about incidents at Crosslanes Junction over many years which is why action is requested through the LHFIG. Incidents are caused by confusion and impatience from frustration of queues at the junction layout.
71	Object	The local freedom of information response requested by a resident of Purton Stoke provides further concern in the rationale behind this decision. Wiltshire Council have 7 records in relation to the C70 junction, with one of these records specifically mentioning "dangerous". Please can you advise what the number of records and the severity within these records is required in order to close or change a road layout? Does 7 reports constitute a road closure?	96	The recorded collisions are only injury related. There will be many unrecorded collisions which are vehicle damage only caused by confusion and impatience from frustration of queues at the junction layout.
72	Object	please can you provide the following: <ul style="list-style-type: none"> • Consultation programme for local residents. • Survey information and data on the Purton and Purton Stoke junctions pre and post road closure. • Information as to what evidence constitutes a road closure. 	96	The experimental order is the consultation. Taking public views before a decision to proceed with a permanent solution. There is no traffic data available pre and post closure at the junctions. Decision on a permanent closure will be based around sharing the consultation

				comments with the relevant Town and Parish Councils.
73	Object	It would be better to improve signposting and road markings at the junction so that drivers better understand their rights-of-way instead of using the blunt approach of just closing the road. This would have been less expensive than the current, temporary closure.	98	Previous attempts have been made to consider improvement to signing and road markings without success.
74	Support	One benefit of the closure is that there is a sharp corner and a narrow section with a hump that have caused numerous collisions and vehicles regularly crash on the corner at Hornbeam Grange / Ballickacre Farm. Traffic speed often exceeds the 50mph limit.	105	Noted.
75	Support	The layout of the former junction with Tadpole Lane and Packhorse Lane caused confusion and was difficult to negotiate when exiting from Hayes Knoll Road, particularly if traffic was queuing to exit Tadpole Lane.	105,154	This is part of the motivation for the experimental prohibition.
76	Object	Hayes Knoll Road is an important part of the road network for Mr Marklove and other farmers operating in the locality. By closing this road, there are a number of burdens placed on these agricultural businesses putting further pressure on already diminishing farming incomes.	111	It is appreciated that some of the farming community will be inconvenienced if the order is made permanent.
77	Object	Since the closure there have been numerous accidents and vehicles forced off the road due to confusion at the junction. Even a police officer told me incidents have escalated since the road closure and active members of the fire department have commented on social media that prior to closure they never attended the scene of any accident at this junction but since the closure issues have been on the increase.	125	It is difficult to understand how incidents have increased since the access to the C70 was removed as this has simplified the junction.
78	Support	The Hayes Knoll Road is a significant part of National Cycle route	126	Noted.

		from Swindon to Cricklade where there is a 50 mph limit and dangerous traffic.		
79	Support	As part of the push to “carbon zero”, more safe routes are needed for active travel. It is the responsibility of local authorities and regional government, as well as central government, to act now.	128	Noted.
80	Object	My understanding is that the original agreement was that the developer in tadpole garden village would place a roundabout at this junction	132	Unknown.
81	Object	The closure leaves no alternative route when road works are being carried out on the main purton road	132, 150	If road works require the B4553 to be closed, then a longer diversion route will be necessary.
82	Object	At least make the road one way towards Cricklade until the junction can be modified.	147	A one-way solution would leave the junction open to abuse and would require regular enforcement.
83	Support	We still have motorcycles and mopeds regularly using the road, ignoring the signs, again from around 6am and up to 11pm, clearly the same people commuting to and from work.	148	Targeted enforcement will be the only way to try and deter motorcycles.
84	Object	This road does need a weight limit and a stop sign at the Crosslanes junction.	150	A weight limit is likely to be abused and would require enforcement. The visibility does not meet the criteria for a ‘stop’ sign.
85	Support	Hayes Knoll Road is a narrow winding country lane unsuitable for heavy vehicles. It reduces the risk of collisions at both ends. Poor road surface.	151, 210	Noted.
86	Object	There does not seem to be a lot of evidence to prove that this junction is any more dangerous than any other junction in our area.	152	Continuous concern from Purton Parish Council over many years has led to the experimental order.
87	Object	I am of the opinion that the local Parish Council and adjoining Town Council along with the relevant highways officer	170	An options report to remodel the junction was produced in 2019.

		<p>assigned to the northern area Cat-g group have not fully explored all options in relation to both the section of the C70 from its intersection to that of the B4553 at “Chelworth crossroads” junction to that of its juncture with the B4553 at “Hayes Knoll crossroads”</p> <p>I would urge both the Parish Council and adjoining Town council along with yourselves to look again at this issue with a view to both traffic calming measures on the C70 and a further review on how the Hayes Knoll junction could be re-modelled.</p>		All options were beyond the available budget.
88	Object	Due to Tadpole village there is yet more traffic travelling towards Cricklade. Councils should be looking at putting in more roads or access not closing ones already there.	172	C70 Hayes Knoll Road is not suitable for a high volume of traffic.
89	Object	The junction can be made safe without banning motor traffic.	183	The junction can be made safe without banning motor traffic but not within the available budget.
90	Object	The closure of Haynes Knoll Rd would appear to have increased the number of accidents on the B4553. It would seem you have redistributed a problem rather than solving one.	216	If the experimental order becomes permanent, then issues along the B4553 can be investigated if prioritised by the LHFIG.
91	Object	<p>I am a landowner of Agricultural land that is accessed from South Meadow Lane and Farfield Lane, both of which adjoin Hayes Knoll Road (SN6 6HZ). I also have agricultural land near Highworth (SN6 7PP). I live in Castle Eaton (SN26 7AW).</p> <p>The closure of Hayes Knoll Road forces me to take much longer routes via other roadways to access my agricultural land at SN6 6HZ. This is in direct conflict with the current push for lower emissions from all vehicles.</p>	222	It is appreciated that some of the farming community will be inconvenienced if the order is made permanent.

		<p>The closure of Hayes Knoll Road means that I have no option but to take an increased number of my agricultural vehicles on the A419/A417 Dual Carriage Way which is particularly unsafe given the high-speed nature of this roadway.</p> <p>As a regular user of Hayes Knoll Road and a landowner directly affected by this closure, I would very much encourage the installation of a roundabout, or similar, at the junction where the experimental road closure has taken place.</p> <p>I can see no benefit to the restriction of vehicle movements via Hayes Knoll Road.</p>		
92	Object	A 30/40 mph speed zone and only allowing cars would make the road safer and less of a cut through for Cricklade/Purton traffic to Swindon	224	Only allowing cars would leave the junction open to abuse and would require regular enforcement.
93	Object	The increased amount of traffic travelling along the B4553 has created additional dangerous situations at both the Purton Stoke Junction and also the Cricklade Road/Bentham junction	226	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
94	Object	There has already been a death along the B4553 in recent years and as there have already been accidents during the 6-month period at Cricklade Rd/ Bentham junction, it will only be a matter of time before there is a more serious accident.	226	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.
95	Object	Access to fields along the C70 – for both ourselves and farming neighbours – has been hampered, resulting in additional time and fuel costs to our farming practice as well as additional impact on the environment. The additional impact of vehicles travelling extra miles will also have poor environmental impact.	226	It is appreciated that some of the farming community will be inconvenienced if the order is made permanent.

96	Object	Our farming business has suffered as we need additional people to help move cattle across the B4553/Cricklade Road junction, whereas before the C70 road closure it only needed one or two people, depending on the time of day. Turning farm traffic in and out of the farm entrance has become increasingly dangerous and it will only be a matter of time before a vehicle drives into a tractor/trailer.	226	It is appreciated that some of the farming community will be inconvenienced if the order is made permanent.
97	Object	The traffic volume has definitely increased and there is a clear link with an increase in traffic volume and an increase in the number of near miss/accidents. The excessive traffic is now using the B4553.	231	Consideration can be given to the issues along the B4553 including the Purton Stoke Junction whether or not the closure becomes permanent if prioritised at the LHFIG.