

APPENDIX D

No.	Comments received
1	<p>The proposed plan is a huge inconvenience for individuals who live in and around Sydney road, victor road and pinner view road.</p> <p>Based on the proposed, I cannot not turn right on to Headstone garden from Harrow view as this is my only route home from work. Furthermore i have no easy access to harrow town centre by car as i cannot turn right to from Headstone gardens on to Harrow view. This will not only increase travel time for people who leave in a round my area. I highly appose this proposal.</p>
2	<p>I OBJECT PROHIBITING THE CURRENT RIGHT TURN FROM HARROW VIEW INTO HEADSTONE GARDENS. MY X CHILDREN STUDY AT PINNER PARK PRIMRY SCHOOL AND THIS IS THE ROUTE WE HAVE TO TAKE TO GET HOME AS OUR CAR 7-SEATER CANNOT GET THROUGH THE 6X6-7 ROAD RESTRICTION OUTSIDE THAT SCHOOL WITHOUT DAMAGING THE TRYES AND RIMS DUE TO THE AKWARD CROOKED DESIGN OF THAT RESTRICTION. ALSO REDUCING THE LANE TO HARROW VIEW FROM HARROW ON THE HILL TO HATCH END WILL CAUSE MORE HAVOC THEN THAT WE ALREADY FACE ON A DAILY BASIS.</p>
3	<p>The Proposed plan is huge problem for me as leave near Victor & Sydney road to Downing close. The road leading to Downing Close is already one way. From Harrow View we can not turn into Downing close, closing the Right turn into Headstone will cost me more fuel and look more alternative to turn to enter, leads to more time spending looking for a road that leads into my address. Closing the headstone right turn towards harrow is also impractical, again will have to use inside road creating traffic</p>
4	<p>1 I can understand there is less traffic from Headstone gardens to harrow view right turn – but this traffic will still turn right at the junction of Pinner view and Headstone gardens – already a dangerous junction</p> <p>2 I notice you do not mention the high volume of traffic that in fact DOES turn right from Harrow view to Headstone gardens towards North Harrow – this traffic will most likely turn right further up Harrow view and then present at the junction of Pinner view and Headstone Gardens – a</p>
5	<p>Please explain how I am going to drive from the Courtenay Road Bridge to my home, X houses from the Headstone Garden junction in Pinner View near Brook Drive. I await your reply</p>
6	<p>What consideration has been given to the, already chaotic, traffic which builds up from the Goodwill Junction, often banking up to the Long Elmes roundabout? The restriction of a right turn will send cars down Pinner Park Avenue. During the school run periods there are examples of road rage on a daily basis. This has led to damage to parked cars, including my own and grass verges being churned up. I urge you to look at this situation now, which will worsen considerably under these proposals.</p>
7	<p>The impact of the proposed new right-turn bans on Brook Drive will be major because the alternative routes are long and difficult. Adjacent roads are already heavily congested with two-sided parking and no passing bays, many roads are made more difficult with existing road humps. The typical extra distance I estimate for each diversion for a daily minimum of four trips (i.e. two trips, out and back) using Headstone Gardens eastwards and Harrow View southwards is of the order of at least 2 miles.</p>
8	<p>Reject the plans. Already access is blocked to Albert rd and Edward road after Victor road has been blocked off to apparently stop a rat race of cars which we still see (more like the council make money from it with vehicles constantly monitoring and sending out fines for cash).</p> <p>Have a no right turn on harrow view towards harrow is ridiculous. This would increase residents car journey incredibly.</p> <p>If an "access only" no entry was put up either side of Victor rd this would remedy the issue</p>

9	I think the right turn bans are ridiculous, you will effectively cut us off from Hatch End, as there will be no way of getting to our houses unless we use VERY minor roads which are already overcrowded such as Headstone Lane and Priory Way. There will be large number of vehicles crossing into Harrow View (harrow bound) and then trying to turn around to turn left into Headstone Gardens, and a similar number trying to turn right out of headstone Drive to get to Harrow. In addition no account is...
10	Do not like the no right turns on harrow view. As residents in Albert and Edward roads it is blocked access due to Victor road now having a no entry. Cars still come by the other side. It's just as dangerous and a rat race. All the council have come is made the goodwill junction worse due to this. If they let residents access Victor road then I may consider the proposal. Putting no rights on harrow view and headstone gardens will make cars driver further and increase pollution and cut throughs.
11	The Victor Road was made one way last year. Now coming from Harrow View we have to turn right at the traffic light towards Headstone Gardens to reach home. With the proposed changes this will be prohibited and all the residents of victor road and adjoining streets will be affected.
12	I have been concerned about this junction ever since Goodstone Court was built. That was the chance to make this junction more workable but the building is right up to the boundary making no contribution to traffic improvement. It was obvious what would happen to Kodak - and that no through traffic would be allowed, pushing 100's new vehicles to the junction. The proposals are the best of a bad job, I feel its likely the junction will serve commuters very badly pushing vehicles to side roads.
13	you need to change a no right turn from harrow view into headstone gardens, as it is right now you cannot turn into victor road from harrow view from either direction so anyone who lives on victor road or any road off that which I do, cannot get to there homes without having to go around the houses to do so!. I think that a proper pedestrian crossing at that junction is long over due, but more thought also needs to giving for the residents that live around that area.
14	The proposed plan would benefit the local businesses with having loading bays reinstated as many consumers currently park on single yellows averaging 20 mins
15	As regular users of the junction and have seen few accidents over the last few years and with increased residential developments at both East and West Harrow View Kodak sites. We fully support the proposed junction improvements.
16	I strongly oppose the right turn ban from Harrow View southbound on to Headstone Gardens. The traffic on Harrow view southbound has doubled since the introduction of the right turn ban onto Victor Road. All the people who come from Watford/M1/A41 to Harrow use this road. There will be more traffic on Headstone Lane, which already has a lot of traffic from Pinner Park School, Hatch End High School and Nower Hill High.
17	There should be no right turn ban from Harrow View southbound to Headstone Gardens. It will cause even more traffic on Harrow view southbound and all the school traffic/people from Watford/A41/M1 will have to travel down Headstone Lane which is already busy with traffic as it, especially during rush hour. The new bus stop position will also cause traffic at the junction, it should remain as it is.
18	As a resident on Victor Rd I strongly oppose both Right turns ban on Headstone Gardens eastbound on to Harrow View and especially on Harrow View southbound to Headstone Gardens because this will make accessing our area extremely difficult as the proposed plan offers no alternatives whatsoever!!!! We already can not turn right into Victor Rd on Harrow View southbound and we were using the Right turn on to Headstone Gardens as our only alternative, and now you suggest dangerous u-turns on road!!!!
19	How will the proposed amendments improve the increased traffic flows that will be in the area which already has traffic build up at peak times and is unsafe to cross. What modelling has been undertaken, will these measures improve journey times or safety only. When are these works proposed to commence and how long will they take to complete. If cars travelling from Headstone Gardens cannot turn right, how do you propose motorist access Harrow town centre? Where are you relocating bus stops to?

20	It is a bad idea to stop people turning right. It will jam up the back roads. How are peoe coming down Harrow view going to get unto Victor Road? Yes we can have lights but maybe to cross one road, a bit like Alexandre Avenue and Eastcote Lane junction.
21	Right turn ban will make it more difficult to get to my property. There is already a right turn ban Newley introduced before the junction on Harrow view. If you can complete this plan but keep the right turn from Harrow view I would support it.
22	I am opposed to the new no right hand turns that are proposed. The effect that this will have on the side roads. Bolton rd, hide rd & pinner view particular will be very disparing. PV is already used as a cut through & this will just add to no. of cars. Side turning off HV will be used as a cut through. A crossing improvement at the lights is needed surely can be done without prohibiting right hand turns. Crossing would not need to occur in ever cycle just when button pressed.
23	My concern is that restricting right hand turns will impact residential roads such as Bolton Road, Hide Tosd & Harrow view. Also, if I'm reading the proposal correctly the local businesses will suffer.
24	I object to both the proposed right turn bans at the traffic lights. These proposals will cause extra traffic to come down Bolton Road as this is the first through road after the traffic lights. Cars will use this as a rat run to get on to Harrow View from North Harrow (via Pinner View) and to get to North Harrow from Harrow View southbound they will use our road as it is the nearest through road. Bolton road already has enough traffic, it will be an unexeptable safety hazard to all.
25	Banning Right Turn from Headstone Gardens eastbound on to Harrow View is fine as there are plenty of alternative routes available. Although, banning Right Turns from Harrow View southbound would be devastating for motorists especially when right turn from Harrow View southbound to Victoria Road is already been blocked. Right turning from Harrow View to Headstone Garden leads further towards North Harrow station and to Rayners Lane. Motorist frequently travels from Harrow towards Rayners Lane.
26	Objection to :BOTH new Right turn bans proposed Headstone Gdns eastbound on to H. View1 -it will cause cars to use the residential roads before and after the junction to cut through instead of using the main road to get to Central Harrow. If the cars are directed straight into Headstone Drive, onto Wealdstone it will increase traffic congestion in an already crowded/ cramped part of Harrow and result in increased pollution as journey times will be increased. H. View onto H. Gdns 2adds to above
27	I live at XX Sidney Road. I drive down Harrow View each night from work. I cannot get home by turning right into Victor Road as you have blocked that entrace so the only way I can get home is by turning right at the traffic lights from Harrow View onto Headstone Gardens and then right into Sidney Road - which you are now proposing to block too - how do you propose I get home every evening? Or are you intending on building a new road alongside the new flats???
28	I seriously object to these plans! I have been a resident in Harrow for over 30 years and these plans will very much affect the local residents. By putting in the two planned no right turns it will force the traffic off the main road and onto the smaller roads. It will add a longer drive time for a large amount of traffic which will cause more pollution to the local area and more traffic on the roads. It will cause unnecessary longer journeys for thousands of people.
29	Right turn from Harrow View on to Headstone Gardens should not be prohibited. This will result in yet more congestion on Harrow View, as well as forcing people to use residential streets such as Hide Road/Pinner View to continue journies. The prevention of right turns on to Victor Road has already been a disaster, creating long delays on Harrow View. This would compound the issue.
30	I object to this as it will substantially increase the time needed to get through traffic in order to get to Goodstone court. It will cause congestion on Sydney and victor road and will add an additional 5 minutes minimum as residents coming along headstone gardens will have to travel along Sydney road, down victor road and back on to headstone drive in order to get to goodstone court. The stretch of road from the roundabout past the flats to the lights is already heavily congested.

31	I strongly disagree with this proposal. By attempting to reduce traffic direction it will provide a severe increase in congestion, with slower moving traffic, which leads to inconsiderate driving as motorists become impatient. This will also result in quieter side roads becoming less safe due to a high volume in traffic it would not be able to handle. Having used these crossings for 6 years, there is no danger if people observe the rules of crossing a road so just leave it as it is
32	no traffic will be able to turn towards wealdstone. Where does all the traffic go that wants to head that way? The onky option I see are the roads harley and walton roads. Are these residential roads expected to carry the weight of this major crossroads? These side roads are not suitable. They cannot take 2 way traffic as residential parking exists. Cars already have to go up on the pavement. It causes congestion and damage to pavements. This is NOT acceptable. I want a public meeting
33	These amendments will cause serious congestion on all side roads off harrow view. There will be no way for vehicles to travel towards north harrow from hatch end, and vehicles will be forced to make u turns on harrow view. This will not only be highly inconvenient but it seems obvious that vehicles performing turns in the road will be dangerous for all road users.
34	Object as traffic diverted on to residential side roads
35	How are residents allowed to access their homes on victor road , Sydney road , Albert road , Edward road?
36	object to the right turn bands to Headstone Garden and Harrow View. This will encourage heavier traffic at Bolton Road, drivers are likely to use Bolton Road to turn right which makes a residential road very busy . Making it more dangerous for children and elderly to cross the roads, walk to and from school etc.
37	Whilst I appreciate the proposal is for the safety of pedestrians, I have serious concerns about the impact of these changes on existing side streets. Right turn bans at the main junction will result in heavier traffic on the side streets. The road on which I live, Pinner Park Avenue, already provides a cut-through between two main roads. The ban will increase the flow of traffic on this already narrow street. Please consider alternatives for safer pedestrian crossings, not right turn bans.
38	The no right hand turn from Harrow View southbound on to Headstone Gardens will push all North Harrow based traffic towards. Entrap Harrow and force cars to use residential side roads as ray runs to get to the destination. This will cause major disruption and a very heavy impact on side roads. This proposal for a prohibited right hand turn has not been considered carefully in terms of the impact on the surrounding residential streets and must not be banned.
39	The proposal looks sensible overall, although implementing a no right turn from Harrow View southbound on to Headstone Gardens may be problematic for some residents - especially given the recent introduction of a no right turn into Victor Road.
40	No right turns would force the traffic onto already congested residential roads (Pinner View, Hide, Bolton, Walton) also noting the height restriction further along the road. The relocated bus stop would stop the flow of the traffic through the junction thus causing more delays to the traffic. The buses do not have a problem exiting the lay by. Pedestrian safety would be at risk by not allowing them to seek refuge on the the reduced island if unable to cross in the allocated time Accidents are rare
41	I seriously reject the following:- Right turn bans - this will increase the general traffic in an already impossible situation. Bus stop cage - this again will stop the flow of already heavy traffic and cause problems turning from harrow view onto headstone gardens. Lastly I would like to take this opportunity to ask you to seriously consider the replacement of the harrow view generation right turn into Sidney road as this is causing impossible traffic and the added delays on London transport
42	We do not want the these proposed "straight ahead only" lanes and omitting right turns as this will cause a lot of traffic which is not needed and will cause alot of disruption and issues.

43	Very unhappy & serious concerns re the consequences to Bolton Rd. With the new no right turn bans, this will surely increase the traffic flow in both directions, which cannot be handled given the width of the road & parking on both sides. The no right turn from Headstone Gdns to Harrow View will increase the traffic flow on Bolton Rd from Pinner View and the no right turn from Harrow View to Headstone Gdns will increase the traffic flow from Harrow View. What are the proposed solutions for this?
44	I currently oppose to the proposed right turn bans. Whilst the proposed changes will hopefully improve the awful traffic at this junction, this will simply move the problem onto other roads, with Bolton Rd being affected the most as a result of the right turn bans, given that it is the first road that connects Pinner View and Harrow View. The right turn bans will undoubtedly increase the traffic in both directions on Bolton Rd which it could not sustain given the width and the number parked cars
45	I wish to register my objections to this proposal. However your comments field is far too short to say anything sensible so I will be sending my comments separately. By the way this is not a questionnaire as there are no questions.
46	I have concerns about the potential for substantially increased traffic down Walton Road as a result of banning both the right turn from Headstone Gardens into Harrow View in particular but even as a result of banning a right turn from Harrow View into Headstone Gardens. Walton Road would seem to be the most obvious alternative for traffic wishing to go into Harrow from Headstone Gardens and it is a residential road which is not designed for high volumes of traffic.
47	1 Banning the right hand turn coming from Harrow Weald direction, will send all traffic wishing to access North Harrow and County Roads into the surrounding residential roads which will be detrimental to the area 2 Banning the right hand turn coming from the North Harrow direction will increase the traffic on Pinner View and surrounding residential roads. 3 There will be no access to Headstone Manor and adjacent residential roads, from Harrow Weald direction. Keep traffic on main roads!
48	The proposal to stop the existing right turns onto Harrow View is NOT helpful for those requiring access to central Harrow or Bushey, Watford. There are no good alternatives on this route. Access through Walton Road is possible for Central Harrow but difficult as Walton Drive is a narrower road and is used by School children attending Marlborough School. Access through Pinner View for Bushey, Watford, M1, M25 is also poor because of the size of the roads and the congestion it will cause.
49	This proposal will really affect our day to day commute for my kids to school , my self to work and our general access to harrow view. Also this would also mean that the traffic will now use Victor Road to access Harrow adding addition traffic on Edward Road. So I am totally against the proposal to remove the existing right turns i.e. from Headstone garden to Harrow View and Harrow View to Headstone Garden
50	This is a ridiculous proposition as there will be no access to the flats or houses that are currently off of victor road, which is where I live! Victor road is blocked off so the only access to my house is now going to the lights and turning right and then entering through Sidney road, if these road Changes go ahead then I will not be able to access my home at all! This is not fair or acceptable!! This will mean U turns will happen and they are dangerous!!
51	Since the closure of Victor Road to traffic from Harrow View, traffic on Harrow View has become a nightmare. You are now considering a no right turn at the lights from Harrow View towards North Harrow. Have you forgotten about the residents who live on Victor Road, Sidney Road, Atherton Place, Edward Road and Albert Road? We have to access our properties too! I have to drive as this is a requirement of my job. Why should we be penalised for this and living where we do! Please think again!!!!!!!
52	I note that you have advanced stop lines for cyclists on the plan, but at the moment all traffic ignore these boxes. They must be more visible for the drivers. Cycle lanes on the junction area and along the adjoining roads should be marked to encourage cyclists to use the junction safely and confidently.

53	I do not agree with the EXISTING RIGHT TURN TO BE PROHIBITED from HEADSTONE GARDEN to HARROW VIEW so what are the provisions for the cars that want to turn right on harrow view? As it is there are plenty of cars that use WALTON ROAD/DRIVE AND HARLEY ROAD to go on to Headstone drive as there is not right turn on harrow view causing traffic chaos if the existing right turn will be prohibited the cars will go straight and turn right on to WALTON ROAD to go on to HARROW VIEW causing more chaos.
54	Unnecessarily banning right turns N Harrow into Harrow View forces more traffic onto side roads. Pinner View. Cunningham Pk, Longley, Bolton, Hide, Kingsfield Ave & crescent. This will become my obvious clear option until you ban elements of this of course No right turn from Harrow View into Hdstone Gdns to make Harrow View EVER MORE BUSY.
55	The proposed no right turn from Headstone Drive onto Harrow View is not credible, traffic coming from Wealdstone will not be able to get to Headstone, Hatch End or Watford with out a long detour. This is a main junction and should remain accessible!!!
56	Alternative routes re right turn bans? Proposals? Harrow View southbound onto Headstone Gardens - how do you propose to provide access to Brook Drive, Pinner View, Moat Drive and North Harrow? Bolton Road, Hide Road, Longley Road and Cunningham Park are already at capacity with parked cars reducing the roads to single file traffic. Headstone Gardens eastbound onto Harrow View - the obvious alternative is for traffic to use Pinner View but that junction is already dangerous re parked vehicles!
57	Concerned that most traffic use the side streets ie Bolton road to obtain access to headstone gardens if the right turn bans are imposed. I understand these bans will reduce traffic which is good but I do feel that traffic will increase in the side streets to gain access to those streets ie harrow view and headstone gardens.
58	I am strongly against a proposed right turn ban from Harrow View southbound on to Headstone Gardens. It would make it very difficult for me to reach my home destination.
59	1. I support the schemes objectives to provide better ped facilities - but I need more evidence to be convinced that this is the right option to deliver this objective without causing more disruption elsewhere in the borough 2.How many vehicles makes these banned movements now? There is no traffic modelling information explaining what the impact is/isn't on smaller roads that traffic will be displaced onto. Esp roads between Pinner View and Harrow View. What are you proposing to mitigate this?
60	Although I live in North Harrow I frequently drive through this junction. I am IN FAVOUR of introducing traffic light phase(s) for pedestrians, but NOT banning the right turns, which would force traffic movements through nearby side roads. It would be better to ban a LEFT turn from Headstone Drive into Harrow View, because less vehicles do that anyway and alternative routes are available from Wealdstone. I have more to say but this box does no allow room.
61	Feel that the right hand ban on Harrow View, going toward Harrow will cause more traffic on nearby residential roads. How will the residents who live on Sidney, Albert and Edward Road access their homes. We will spend more time in traffic.
62	Best solution for to prohibit right turn & also make provision for Bus Lane towards Harrow On the Hill to encourage people to use public transport.
63	A roundabout and zebra crossings will fix the no right turn issue
64	I cross at that junction every morning on the way to work (and on my way back in the afternoon) and I've always thought there should be pedestrian controlled green men there as I am always unsure about when it is safe to cross (and the location of Goodstone Court blocks the road so I can't see if there are any cars turning towards Headstone Drive). I would be very happy to see these changes implemented as I would feel safer crossing the road.
65	I object to this proposal. What a crap idea. i think the person that thought of this had his brain switched off. This person needs to travel down this road during rush hour to realise that there is nothing in here that will make the traffic flow faster down harrow view towards Harrow Town Centre. A better option would be to re phase the traffic lights at this junction so

	that more cars are able to turn right. Also, putting a no right turn means that drivers will simply be doing u turns more.
66	The junction is extremely crowded and as the Kodak centre redevelopment progress it will get worse and worse. There is already a long queue during rush hours and the Kodak development is just started!!! Consideration should be given to have traffic light free junction, possibly a short bridge or under passage for cars.
67	Our road will be much busier then it already is.
68	A ludicrous idea, you will be potentially blocking direct access to my property therefore devaluing it. You will also be putting more strain on the heavily oversubscribed Harrow View, which will only get worse with the continuing building works. As we would potentially have to sit in this traffic jam until someway towards Harrow then exit right into one of the side streets to come down Pinner View, to get back to Victor Road. This idea was Madness and a total waste of Harrow funds.
69	Useless, going to cause more traffic
70	I would like to ask that you do not abolish right turns at the junction.. I will not be a le to easily get to my home which is just if this junction.. I would have to turn down the side roads like Bolton road into pinner view a d around. Its complete madness dangerous to residents in these tiads with massive increased traffic and very environmentally unfriendly.. also no right turns up to harrow view is equally difficult when we want to go to st Georges.. its totally Ill thought out..
71	Strongly opposed to your proposed traffic changes. Unless you have another road going through the Kodak site coming out near the old Kodak theatre opposite the Carl Thomas Clinic you will destroy the quality of life for so many Harrow residents.
72	"The Quadrant "has needed pedestrian lights/crossing facility for years, so that is the best idea. But diverting all the traffic will just force it down narrower roads , already congested with people making short cuts.
73	A ridiculous plan. Creating longer journeys with more pollution. Also open up Victor Road as this is currently having an adverse impact on traffic congestion and air quality.
74	There is already extra traffic due to new no right turn from Harrow View into Victor Road - all the extra restrictions is only going increase traffic. There are traffic lights at the junction in question and no pedestrian is ever without means to be able to cross safely. There seems no real justification in this proposal other than to create more delays for drivers. Where would the route be diverted to?
75	I object to this proposal. I live in Victor Road, the recent introduction of No Right Turn into Victor Road has added an extra 10 minutes to my journey. If this proposal is implemented this will add another three miles to my journey. I feel this proposed change will cause an increase in to what is already a very congested traffic situation.
76	I think the proposal will help improve the traffic flow, however I have concerns that as vehicles will not be able to turn right into Headstone Gardens, they will instead use Pinner Park Avenue if heading towards North Harrow. Victor Road has recently had a restriction put in to stop right turns. Pinner Park Avenue already has traffic issues during the School run times and I have contacted the Council/Police in the past regarding this.
77	How do you propose that Parkside way direction is accessed when heading from Courtenay Av direction, especially now that you have made Victor road 1 way. This decision will increase journey distance and congestion on the surrounding smaller road. Surely is is better to use main routes by retaining the Right Turn option from Harrow View into Headstone Gardens

78	<p>Impact of right turn ban at the Junction</p> <p>Banning of right turn as part of this proposed work will cause significant increase in traffic in Bolton Road.</p> <p>Bolton Road happens to be the first parallel road to Headstone Drive, where the motorists can take required right turns after this ban.</p> <p>This will affect the residents of Bolton Road and would request you to kindly reconsider banning of the right turns in your proposed plans.</p>
79	<p>I consider it very important that thought is given to making the pedestrian crossings easier for blind people, e.g. sound alerts and patterned footway.</p>
80	<p>On the whole, the provision of better pedestrian crossings and cycle boxes is to be applauded. However, the absence of any dedicated cycle lanes is not.</p> <p>I think the increasing the number of no right turns is a little short sighted.</p> <p>As it is, the existing no right turn forces drivers to use Harley Crescent, Harley Road or Walton Drive to travel to Wealdstone.</p> <p>More restrictions will force more traffic along Pinner View and Sidney Road.</p>
81	<p>(1) heading south on Harrow View, wanting to go to N Harrow, a right turn prohibition would mean drivers go down Bolton, Hide, or Longley Road - none of which suited to increased traffic. There is room for one car only and few passing points. (2) heading east on Headstone Gardens and wanting to go to Harrow, right turn prohibition means drivers will go down (a) Walton Road/Harley Road, single car only, minimal passing points OR (b) Pinner View which is already dangerous with increased traffic</p>
82	<p>Why wasn't the infrastructure considered before planning permission was given. It is inconvenient for some residents who will not be able to go to Harrow or return from Hatchend by a direct route. This may increase pollution and disturb residents of other side roads who will have increased traffic flow. Pinner View and Priory Way are already very busy</p> <p>It may have an effect on Harrow, as it becomes more difficult to go directly to Harrow, why not go to Watford a larger and better shopping centre.</p>
83	<p>We do not agree with the proposed plans to this junction. As we live in Wooster Mews, we have already been inconvenienced by the recent change of being unable to turn right onto Victor Road from Harrow View. This has led us to have to turn right at the junction, sitting in higher traffic than before the change. Now with the proposed 'no right turn' at the traffic light junction, how would you suggest we get to our road? This will just lead to congested smaller residential roads.</p>
84	<p>I am strongly opposing this proposal because the new bus shelter coming right opposite to my business. The customers can't see my shop from the road and new shelter will cover my shop front my shop will be less visible</p>
85	<p>I object to the proposals put forward. This will significantly impact on the residents of the surrounding roads. If travelling from Hatch End in the direction of Harrow town centre you will no longer be able to turn right to access those roads. Everyone will go straight ahead and turn right into the side roads which are narrow and have cars parked either side. This will cause a backlog of vehicles that are unable to pass and cause congestion, severely impacting all road users and residents.</p>
86	<p>I have insisted for months, sent petitions, corresponded with rude council staff who have told me to shut up. Met with Harrow Cllrs and sent numerous emails, demanding that this junction be safe for families. It has taken over 6 years and now Harrow Council are taking full credit for something I've fought for for years. I was promised these changes would take effect by spring of 2019 and alas, here we are again discussing this matter. I'm disgusted by this farse.</p>
87	<p>I'm concerned that the no right turn will increase traffic via side roads of Harrow view on to Pinner view, also along Kingsfield Avenue, as people will cut through to access Headstone Gardens. There's already a lot of congestion through these county roads as they are so narrow! Further a lot more people will turn right from Harrow view on roads such as Cunningham Road etc and will create more traffic after the traffic lights which could back log up to the traffic lights.</p>
88	<p>There are already considerable delays at this junction all day long. You need to speed up traffic, there has never been any problems crossing. I used to work at Kodak and never had a problem. Stop wasting yet more ratepayers' money.</p>

89	Restricting turning right onto headstone gardens wouldn't work as bo other option because side road before the traffic light has a no entry sign on it would mean making illegal turns in the road or driving further to come back on yourself
90	I am strongly against restricting the right turns as this would mean no easy access to my road as Victor road has also been made a no entry from Harrow View. This will inconvenience all residents of Victor, Albert, Edward and Sydney road (And Brook drive, pinner view) and cause congestion on surrounding roads as cars will be performing u turns on harrow view and Headstone drive to get home.
91	Supportive of the scheme as long as it protects pedestrians and buses. Scheme designs reflect these. Anymore improvement for bus priority is welcomed
92	I think this plan will result in further increased traffic on Pinner View from Headstone Gardens. Drivers will be forced to turn right on Piner View as they cannot take the right on the signal junction. Pinner View is already crowded & traffic jams occur regularly as there is parking on both sides. This traffic will then flow on to smaller roads like Hide, Bolton, Longley, Cunningham etc. further increasing traffic. I am therefore opposed to this proposal.
93	This will be a disaster for Bolton Road. There will be a significant increase in traffic along this road, huge increase in congestion on an already 'road rage' road, massive increase in air and noise pollution. This is an extremely badly thought out 'system'. Residents are already discussing how to stop these 'right turn' proposals. DO NOT ALLOW THIS TO HAPPEN.. We will fight these proposals.
94	Restricting a right turn from Harrow View for traffic coming from Hatch End would cut off access to North Harrow and all the roads between. Roads further down such as Bolton Road could not absorb the traffic as they are too narrow and completely parked.
95	I think the council's recent strategy of reducing the width of roads is proving to be most dangerous, not the lack of pedestrian crossings. Yes there may be s necessity for making this pedestrian friendly BUT the traffic created in the morning here is even more dangerous, for all. One example of this senseless planning strategy is the reduction of road and removal of parking spaces in the parade on Greenhill way (Taste of China, restaurant parade). Please reconsider how parking spaces r created
96	I support the proposal in principle but have two concerns: 1) Will the changes lead to rat-running in Walton Road for traffic unable to turn right from Headstone Gardens into Harrow View. Alternatively, will traffic be encouraged to make a 'jug-handle turn' via Pinner View and Victor Road? 2) The gap between the bus stop in Headstone Drive and the two traffic lanes in the westbound direction looks very narrow. Is there a danger of eastbound traffic being blocked by a bus at the stop?
97	This will force traffic onto surrounding roads to avoid queueing at traffic lights. Please look at traffic calming measures for Pinner View and surrounding areas so that they don't become a cut through
98	I regularly use this junction by car, both travelling eastwards to Wealdstone or turning up northwards past the Kodak site or southwards towards Harrow - and returning in the opposite directions. The proposals will materially and adversely affect such journeys and diversions will increase petrol consumption with proportionate harm to air quality and the environment more generally. What environmental impact assessment ahs been executed, and with what conclusion?
99	I understand the need to improve this junction especially when the development will be complete. However what planning/road signage is being considered so that traffic that currently turns right knows where how to go to their destination. The recent No Entry on Victor Road from Harrow View has dramatically increased the queue of vehicles turning right at this junction. with frequent long tailbacks. How and where will this traffic be able to make a right turn.
100	As a pedestrian I would appreciate crossings at the junction as it is tricky crossing without a pedestrian green light. I think the bus should continue to have an off-road section where it pulls in as I don't think it delays the service because most motorists allow it to exit if its indicator lights are showing. If it stops without pulling off the road, I think it will hold up the traffic

	<p>more. I think that not allowing traffic to turn right, etc. at the junction will cause confusion.</p>
101	<p>The traffic going into is bad now, queues of cars waiting at the traffic lights, the road is too narrow for cars or buses going straight ahead and cars turning round, this needs to be addressed as with all the flats going up on the Kodak site it will be a go slow area</p>
102	<p>I strongly and vehemently object and oppose to the closure of 3 right lane turns.</p>
103	<p>I disagree with you banning of right hand turns. Even now people are going straight ahead and then doing U-turns in order to use the road they want i.e. do a left hand turn, a quick U-turn then straight ahead. I cannot tell you how many times I have seen this. You will be directing traffic down residential roads with cars parked on both sides and I dread to think the amount of accidents this will cause. The green man crossing is a good idea. This area has been overbuilt without the necessary inf</p>
104	<p>How if you come from hatch end are you supposed to get to north harrow? You have already stopped the right hand turn into victor road causing ridiculous traffic and now you want to stop the right hand turn at the traffic lights!! Stupidest thing ever! I agree with a pedestrian crossing but all the other plans are just going to cause even more traffic! Use the money for something useful instead of all these pointless roadworks! You've already messed up north harrow high street!!!!</p>
105	<p>I agree with the addition of Pelican crossings at the traffic lights for the pedestrians. However, I do not agree with the "NO RIGHT TURNS" as this would inconvenience drivers. A better idea would be to have a roundabout at the junction with zebra crossings on all roads, reducing the pavements in size plus the loading bays which would help in the process. This would reduce costs to the council in traffic light management, a benefit to council tax payers. A proper consultation would benefit.</p>
106	<p>I disagree with the prohibition of the right turn from harrow view to headstone gardens as this will result in road users having to use through roads to get to headstone gardens. The no entry at Victor road further up harrow view has already exacerbated the traffic during peak times and this prohibition will only result in further tail backs and arguably less safety for pedestrians if other residential through roads are used instead to circumvent the no right turn.</p>
107	<p>Honestly, there will be huge problems if you restrict right turns and send cars along the side roads. They will be rushing to get back on track. I use that junction every day, and have never seen an accident in 47 years, (that's not to say that there has never been one) This can be easily managed with serious thought.</p>
108	<p>Should leave things as they are and reopen Victor road for two way traffic and not oneway</p>
109	<p>It needs to happen as it is extremely dangerous for pedestrians. My children and I have almost been hit by cars on a number of occasions and my daughter was involved in a collision there.</p>
110	<p>I think pedestrianising the area is a good move particularly with the increase in homes that are currently being developed there. I am however concerned about the growing issues for drivers in Harrow. The yellow box added to the Morrison's roundabout and changing an exit from the town centre to only buses has already added congestion to that area. My fear is that banning the right turns will only do the same to this new proposal.</p>
111	<p>Why can't you do similar to junction at Alexandra Avenue and Eastcote Lane, where there is special crossing for pedestrian and all vehicle traffic lights are RED. By depriving no right turn you are going to increase traffic on other side residential roads. Don't think the plan has been well thought about.</p>

112	To cut more right turns from this junction is a ridiculous suggestion. The junction needs improvements to ease the flow of traffic, not pedestrians. I am beyond frustrated with Harrow Council and your continual profiteering. You continue to build more and more homes for an already bulging population. Harrow View East or West should not exist. You should be making way for more roads to accommodate traffic, creating a roundabout at said junction. Not providing an unhelpful solution such as this.
113	I strongly urge you to reconsider proposal to prohibit right turn frm headstone into Harrow View as wld create unreasonably high volume of traffic into already busy surrounding small roads by drivers using as a cut through to avoid traffic on the main Goodwill thoroughfare. Vehicles would need to seek alternative ways to get to Harrow the most obvious route wld be down Walton Rd to Harley Rd and Harley Cres. As a resident I can confirm these tightly packed parked roads wld not be able to cope
114	This must be one of the worst proposals ever. It shows complete lack of understanding and the impact that the development will have. I agree there needs to be pedestrian lights but I strongly oppose the removal of right hand turns. It will cause significant increase in traffic in minor roads and spread the hazard rather than control it. Roads like Pinner View will become major significantly busier as people try to avoid the intersection.
115	Pointless exercise. Why change something that isn't broken? Looks like an excuse to spend money without a real need!
116	Ridiculous
117	Two lanes of traffic racing away from the lights and converging into one lane on the other side? How will this make the junction safer?
118	If you ban the right turn from Harrow View into Headstone Gardens you must do something to stop vehicles turning right into Victor Drive. This is banned but without a camera there I have seen a number of vehicles carry out this manoeuvre. If the right turn into Headstone Gardens is banned this action will increase considerably and is dangerous. You may have to close the Victor Rd/Harrow View exit to cycles only.
119	Congestion at this junction at peak times is already very bad.I cannot see how reducing traffic lanes and banning right hand turns is going to improve matters.
120	I strongly object to the proposed cancellation of the right turn from Harrow View on to Headstone Gardens. This is because the right turn from Harrow View on to Victor Road has been closed and this proposed cancellation will cause traffic problems for people wanting to go toward North Harrow. In the case of existing and the other proposed cancellation, there is a roundabout further down the road for people to go around and then take a left on to the road that they want to go to.
121	I do not agree with banning turning right at these lights. I often travel to North Harrow and Ruislip and returning turning right onto Harrow View. By stopping this you will force traffic to turn right at Pinner View and then cut through either Longley or Cunningham Roads and the turning right onto Harrow View so you are sending traffic down roads which are already congested with parked cars and usually traffic is single file. Look at lights on Station Road by Tesco's this the solution.
122	I think that it's great that pedestrians have finally be considered, it's a dangerous crossing at present but with these changes pedestrians will be able to cross safely
123	I think there should not be any no right turns, I think that traffic should be able to turn right, left or go straight from each direction, the traffic lights would have to be phased accordingly
124	Pedestrians will be better off as it will be so much more safer to cross at this junction
125	I am not opposed to the general idea of improvements to this junction but am strongly opposed to the proposed right turn ban from Harrow View into Headstone Gardens. This is a route I regularly use returning home from the M1 or Stanmore and I am not aware of a convenient alternative route.
126	What alternative options will be signposted for the right hand turns which will no longer operate. Will residential streets be turned into "rat runs" for traffic so diverted?
127	What is the alternative route southbound Harrow View onto Headstone Gardens? Would this cause significant extra traffic due to traffic coming from Watford / Stanmore through North Harrow?

128	<p>By restricting the right turns in this manner, you inevitably create traffic using the residential street. Currently there is no right turn from Harrow View onto Headstone Drive. Car users use Hayley Road and Walton Drive to gain access to Headstone Drive.</p> <p>You will be creating more traffic in the residential streets with this restriction and also end up with more congestion in central Harrow.</p>
129	<p>I understand the concerns about the junction, but banning right turns really does leave no safe alternative routes for the traffic heading south down Courtenay Avenue and turning right into Parkside way towards North Harrow. There's no viable alternative route other than encouraging drivers to use rat-runs through incredibly busy narrow residential roads off Harrow View that already suffer badly from congestion at all times & esp commuter times No right turn into Parkside Way is a bad idea</p>
130	<p>The proposal is too heavy-handed, and unnecessarily restricts choice of direction for motorists, resulting in unreasonably circuitous journeys. Close Headstone Drive turn into Harrow View means going to North Harrow to turn right!! Also routes unsuitably heavy traffic into residential side roads. Use main roads for their proper purpose, i.e. to clear through traffic. What next? Ban all right turns in the Borough?</p> <p>Just build safe pedestrian crossings, central refuges and sensible light phasing</p>
131	<p>Banning the right turn into Harrow View means traffic will be forced instead to try to cut across using residential roads like Cunningham Park. These small roads are already "chicken runs" with difficulties because of parked cars. I choose to use the main road right turn into Harrow View because it has a right turn filter and avoids these small road gridlocks. The proposal to ban the right turn from Harrow View is equally shortsighted and deeply flawed. Small roads cant cope with extra traffic.</p>
132	<p>Improving pedestrian safety is good but banning right turns makes no sense as it will increase congestion and reduce safety on neighbouring streets</p>
133	<p>I agree with the proposed plans, at present traffic is building up at peak times so I welcome the changes. I see that you're also addressing the pedestrian crossing issue as well.</p>
134	<p>I do hope there will be some extra cctv added as part of the scheme. Harrow needs it</p>
135	<p>I strongly disagree with the proposal to remove the right turn from Harrow View onto Headstone Gardens. I would question any traffic survey that states there is minimal turning traffic. The council chose to make Victor Rd one way which has caused major delays along Harrow View upto the junction. Hence if Victor Road was made a two way road as previously this would alleviate congestion on Harrow view and potentially accommodate traffic traveling in direction of North Harrow.</p>
136	<p>I am concerned that the no right turns are going to mean increased traffic on the already congested Pinner View.</p> <p>Perhaps Victor Road should be reopen to right turning traffic from upper Harrow View or another road open through the new Kodak development to replace Victor Road, to prevent congestion at the turning of Bolton Road and along Bolton Road for the traffic that wants to turn from upper Harrow View onto Headstone Gardens. This would also reduce the amount of traffic at the crossroads.</p>
137	<p>The traffic is so bad down Harrow view, both ways especially coming from Watford and Stanmore, the pedestrian crossing no right turns will contribute to making this worse. All these vehicles at standstill on a regular basis will cause a lot of air pollution</p>
138	<p>Restricting right turn into Headstone Lane will result in Headstone Lane being used as route to North Harrow. already congested at lights at George V Avenue with traffic backing up past Priory Way.</p> <p>Pinner Park Avenue, Manor Way & Priory Way uses as cut throughs will increase.</p>
139	<p>I do agree with this proposal. I use this junction regularly as a driver, yes it does need to be improve however I do use the right turn from Headstone Road into Harrow View, if this right turn was taken away it would mean having to go towards the crown court and then using back roads, I'm sure this turn could still take place, even if motorists had to wait a little bit longer at the lights so pedestrians can also cross.</p>

140	<p>I welcome the introduction of pedestrian crossing lights but strongly disagree with prohibiting right turns. Why can't it be set up like the Alexandra Avenue/Tithe Farm junction. Each set of lights changes so 4 way lights, with all direction turns and then a traffic amnesty, all red lights, for pedestrians?</p> <p>Pedestrians and motorists can both be able to use the junction without restricting directions and forcing traffic onto smaller residential streets to circumnavigate the restrictions.</p>
141	<p>I have no objection to introducing a pedestrian phase or to other highway works, however I am concerned about where traffic which would turn right from Headstone Drive north west onto Harrow View would go if this turn movement is restricted? For traffic heading north west up to Uxbridge Road, the alternative is to use Cecil Rd/Tudor Rd/Hampden Rd or Carmelite Rd which are heavily parked residential roads and as such would cause additional traffic and queuing and impact on these residents.</p>
142	<p>Please repave Headstone Drive from the Crown Court to the Goodwill Junction as it is one of the most potholed roads in Harrow!</p>
143	<p>The no right turn will make only a small difference to the congestion. The sensible scheme would have been a road widening scheme along side Kodak before planning permission. Is it possible to use some of the wide pavement area at the Quadrant to widen the road? The pedestrian crossing will make it safer for pedestrians but will add to congestion. moving the bus lay-bys will make things worse. I can see little benefit to the scheme and a lot of inconvenience for residents</p>
144	<p>Would you please explain how, when coming from the north, myself and all the other local residents can get to their homes. The obvious would be to use Harley Road or Bolton Road as cut throughs which will inevitably turn them into rat runs thus causing even more problems.</p>
145	<p>I do not agree with this proposal they will have to turn right somewhere and will therefore do so at the side roads. Cunningham park is a very busy road as it is and doesn't need any more traffic being forced to use it .</p>
146	<p>This proposal will create even longer tail backs and be unsafe for pedestrians as drivers will use through roads</p>
147	<p>I wholeheartedly support the proposal for a pedestrian crossing at the Goodwill Junction. There is an increasing amount of traffic, which will get much worse when building is complete on the Kodak site.</p>
148	<p>The no right turn proposal from both Wealdstone and North Harrow will make it difficult for me to access the house of my son who has Downs Syndrome</p>
149	<p>I am concerned that by restricting right hand turns at all the junctions, more traffic will be diverted to neighbouring roads. At present, I commute from Hide Road and have to turn right into Harley road to get to Colindale, because there's no right turn at the Goodwill junction lights. Traffic can be heavy and unpassable on Harley road in rush hour; cars are forced onto the pavement. This will get worse unless parked cars are restricted.</p>
150	<p>This is going to cause an awful lot of traffic on smaller roads which cannot cope, traffic jams will be horrendous on already very busy roads</p>
151	<p>I DO NOT agree with the right turn bans from headstone gardens eastbound on to Harrow view reasons being all the traffic will use Walton Road and Walton Drive to go on Harrow view Walton Drive is already busy because of right turn bans to headstone Drive.</p> <p>There should be a pedestrian crossing at the junction and wider lanes.</p> <p>I DO NOT Understand why right turn ban from Harrow View to Victor Road which builds lots of traffic at the junction.</p>
152	<p>I DO NOT agree with the right turn bans from headstone gardens eastbound on to Harrow view reasons being all the traffic will use Walton Road and Walton Drive to go on Harrow view Walton Drive is already busy because of right turn bans to headstone Drive.</p> <p>There should be a pedestrian crossing at the junction and wider lanes.</p> <p>I DO NOT Understand why right turn ban from Harrow View to Victor Road which builds lots of traffic at the junction.</p>
153	<p>I do not agree, as drivers will use the side roads and this is also a safety issue.</p>

154	This is a major road junction. Traffic banned from turning right will cause congestion, pollution and problems in nearby residential roads. A pelican pedestrian crossing system should be installed for pedestrians but set back from the junction itself. Instead of using traffic lights at the junction a roundabout should be at least trialled enabling motor vehicles and cyclists to turn onto whatever road they want without having to use residential roads and without causing disruption to flow.
155	We welcome the proposal to finally make the junction pedestrian-friendlier. Many junctions and roads are still completely car focused with pedestrians frequently not even having dedicated lights. If we expect people to walk or cycle, roads need to be safer and more attractive for them. Pedestrianise more streets, increase bus, pedestrian and bicycle priority and limit speed to 20.
156	To put it bluntly - Another dumb idea by the council Already stopped right turn to Victor Road causing so much traffic.. Will make surrounding residential roads more dangerous for kids.. Well done!!!!!! How about better lights/signs or just leave it as it is, you'll still get paid for your job!!!
157	Objecting to the prohibition of right turn from Harrow View into Headstone Gardens. I believe this is detrimental to drivers who want to go towards North Harrow and beyond if they can not turn right from Harrow View southbound. The right turn in Victoria Road from Harrow View was taken away and there is always long delays when travelling from Courtenay Ave down to Headstone Drive. What is the solution for drivers wanting to go North Harrow and beyond from Harrow View southbound?
158	The existing bus stop on Headstone Drive that is to be maintained is in a very poor location. When a bus stops there, it prevents any cars from passing around it. Why is the bus stop not being moved further down Headstone Drive rather than being a hazard at the main junction. Secondly, why is the Harrow View road (on the Kodak side) not being widened to be two lanes wide on each side considering the scale and obtrusiveness of the Kodak development.
159	Has there been a study of how the changes will affect traffic flow in the local area? I am concerned that preventing right turns will encourage traffic to use the surrounding residential roads and cause congestion. Also, if no right turn is permitted from Harrow View onto Headstone Gardens, there is no obvious alternative route and the possible actual alternative routes are already congested. I strongly support adding the pedestrian crossings. The junction is dangerous to cross for young people
160	I wish to object to the introduction of a right turn ban from Headstone Gardens into Harrow View. Your comment at the base of page two that use of this manoeuvre is 'comparatively low' is inaccurate. Your opening picture on page one shows at least three vehicles carrying out this manoeuvre.
161	I do not support the introduction of the 2 new No Right Turns as these are key transport routes that allow cars to avoid the heavy traffic in Harrow Town centre. Blocking the right turns will only send the cars down the residential streets before the traffic lights so they can still travel in that direction. A better solution would be to widen the lanes at the junction to allow the traffic to sit in the right lane without blocking cars from going straight across the junction or turning left.
162	Regularly use this junction and have not seen "large numbers" of pedestrians. Do you have figures to prove me wrong. Only accident I have seen at that junction involved cars only, not pedestrians. Are there figures for pedestrian injuries in the last 2yrs?
163	As a driver who uses this junction on a daily basis to go to and from my workplace I believe there are serious inadequacies with your proposals. I do agree that this junction is very busy, though the proposals would only cause more congestion. This needs to be readdressed as the right turns you propose to restrict are essential. By creating these restrictions it would cause us to take a much longer journey and therefore cause further congestion at other busy road junctions. Please consider this.

164	<p>This will not work. It'll cause u turns all over the place and push traffic down residential roads.</p> <p>People have to be able to get from the Kodak area to North Harrow...this is just common sense. Who is making these decisions? Are they even local enough to have an idea of the area?</p>
165	<p>I understand the reasons for the change.</p> <p>My usual return route from the Council Recycling Centre to my home in Hatch End involves a right turn from Headstone Gardens into Harrow View - this will now not be possible, so I will have to go home via Wealdstone.</p> <p>However I could (I think) go straight over the Goodwill junction, then take the first turning on the right, then right again, and then left onto Harrow View. This would increase traffic on a residential road - will you restrict this?</p>
166	<p>I object the plans. You are cutting off access to headstone gardens and Parkside way and also from these two roads towards harrow shopping centre. You are going to increase congestion in already congested roads such as Pinner view, Pinner park gardens, Cunningham park, and other surrounding roads. increasing pollution going past schools and nurseries (pinner park, little acorns, hatch end high). count down clock where all traffic stops for a few minutes. currently doesn't take long to Cross.</p>
167	<p>Keep the right turn lane from Harrow View onto Headstone Gardens, otherwise Bolton Road and Hide Road will be overwhelmed with motorists. Drop the idea of merging the Northbound lanes on the Southern section of Harrow View into 1 lane (bad idea - traffic build up will be terrible!). Instead retain 2 lanes by dropping the idea for an additional lane for Southbound traffic. New Loading Bays are a good idea. I have no issues with what else is proposed for Headstone Gardens and Headstone Drive.</p>
168	<p>Please do not take away this right turn otherwise the traffic will become more of a nightmare on residential side roads as you've already turned Victor road into a 1 way system which has lead to much more traffic on Headstone Lane. Why should the residents who have lived here for years on these roads have to suffer cause building new houses/flats in a area already congested.</p>
169	<p>Great idea and will make the area safer for all</p>
170	<p>I object to the prospect change to road users who require to turning right from Harrow View into Headstone Gardens. I work as a teacher at Shaftesbury High school and regularly use this route to pick up and drop off my autistic 5 year old son from his maternal grandparents who live at 113 Parkside Way, HA26DB. In addition, I regularly use the shops at this junction and will now find it more difficult to park before visiting as I currently park in my in laws drive.</p>
171	<p>This plan increases more pollution and is a hinderence to drivers</p>
172	<p>Having a no right junction, is going to cause even more built up traffic around the area. The traffic has increased incredibly since the no entry road has been in place off of Harrow view onto Victor road.</p> <p>You will find there will be more traffic, more accidents and more people doing 'u-turns' in the middle of the roads following Harrow view.</p> <p>Keep the junction how it is at the moment as there is no issue with it.</p>
173	<p>Ridiculous plan! We are already experiencing huge build up of traffic along Harrow View and curtailments of movement travelling to North Harrow (removal of right turn into Victor Road). To remove the right turn will mean using Headstone Lane where the traffic lanes at the lights there are so poorly designed that turning left to North Harrow usually takes 3 light changes. Travelling through Wealdstone traffic bound We deserve a properly designed roundabout signal controlled for pedestrians.</p>
174	<p>Whilst in general the plans look good, I object to the restriction of right turns from Headstone Gardens onto Harrow View. This will have the impact on causing drivers from North Harrow to have to cut through Pinner View and the adjoining roads a) increasing traffic on these roads which are heavily populated (increased danger to pedestrians) and b) causing drivers to make a more hazardous right turn onto Harrow View from Bolton Rd, Hide Rd, etc (increased danger to drivers)</p>
175	<p>Harrow View needs to be widened to allow 2 cars all the way from new round about. Apart from introducing pedestrian lights all other changes are waste of money and does not solve the traffic problem. Council needs to think of better traffic flow and</p>

	pedestrian safety as priority
176	This proposed traffic scheme is adversely affecting residents of the Headstone Manor end of Pinner View, plus those residents in Sidney Rd, Edward Rd and Albert Rd
177	The introduction of pedestrian crossing lights at all four points of this junction is an important and much overdue development. That in itself should avoid the likelihood of any serious accident anticipated, correctly, by the council. The abandonment of two of the three filters at the junction seems totally ill-judged, with inadequate consideration given to the effects on the immediate, surrounding area.
178	Right turn from Harrow view to Headstone Gardens if banned it is very likely to substantially increase traffic in residential areas. I use the crossing most days on my way to and from local stations and I see many cars taking this turn. They will be forced to turn earlier on Harrow view through quieter residential areas to reach where they need to along Headstone gardens. I think banning right turns as you propose will divert traffic to quieter and smaller residential streets. Please reconsider!
179	I oppose Right turn ban proposed on: Headstone Garden eastbound on to Harrow View. Reason Daily car journey from Pinner to Harley Road via Headstone Garden and Harrow View. Please let me know the alternative route.
180	I am in favour of traffic calming measures, however I am NOT in favour of closing 3 right turns. Traffic is already appalling since no right turn into Victor Road, This will get worse once full Kodak development is ready. How are people who live in Sidney Road and Atherton Place meant to access their road? It would cause an even bigger rise in traffic, and an unfair increase in petrol costs. I wholly and vehemently object to this.
181	I object to the following: Right turn ban from Harrow view to headstone gdns. The council have already introduced a no right turn into victor road (for what reason no one knows). The only way for me to get home from Harrow view would be to use Bolton road, hide road or longley road. These 3 roads are already congested with cars parked on both sides. Introducing this right turn ban (and the other one from headstone gdns to Harrow view) will only increase traffic in the roads around the junction
182	About time that this has been taken seriously. It is a really dangerous place to cross. Shame the council had to wait for money from Kodak development.
183	There does not appear to be a plan, to replace the H14 bus stop for travelling into Harrow, from the Junction. Previously it was close to the once 'The Goodwill Pub To All' This bus stop (until it was closed for building work) was always in use, more so than the other bus stops at the junction. It is important that travelling into Harrow town centre, from the junction is possible and straightforward.
184	New location of bus stop in Headstone gardens will block all traffic in the road when a bus is stopped this will cause a tailback of traffic across the crossroads junction causing gridlock Stopping traffic turning right on to Headstone Gardens travelling south on Harrow View will push this traffic on to Headstone Lane which already gets congested or on to the surrounding side streets if you wish to travel to North Harrow Station Alternative is to push traffic into hatch end to travel on George V
185	I strongly object the decision of banning both of the right turns. This will make traffic much worse than it already is! The decision of making victor road a no right turn has not benefitted anyone! It has created more traffic & congestion so making the other right turn bans is going to make it even more difficult for residents to access their roads & create more traffic! My Grandad who was BLIND walked around this area on a daily basis for many years and managed to cross the junctions safely.
186	Pinner view will turn into a race track. Very simple.

187	The proposed removal of the right turn option from Headstone Drive onto Harrow View will cause untold problems for the residents of Walton Road and Walton Drive whose roads will now be used as a replacement for this right turn. Traffic on these roads is bad enough at school times and rush hour as it is. Turning out of one's drive is practically impossible at some times of day and if the proposed changes go ahead, the situation will become intolerable. I urge the council to rethink this proposal.
188	There is no mention of the traffic light sequence. Going North on Harrow View seems to be restricted to one lane. Wouldn't this increase a rush hour tailback? The 2 lanes on Headstone Drive and going South on Harrow View merge into one lane at the other side of the traffic lights. Wouldn't this cause more congestion? There is no mention of the alternative routes for the newly banned right turns. I think the air quality should be monitored on Harrow View (northbound) and westbound Headstone Drive.
189	On the whole the scheme appears to improve existing pedestrian crossing, however a proper study of traffic patterns needs to be undertaken as harrow view is always congested, often traffic stretching back past the mini roundabout. It should be noted this is the main main approach to harrow from North/M1 and therefore these improvements needs to ensure the traffic flow is better than it is currently is and needs to be able to accommodate further increase in traffic from the new developments.
190	What alternative routes will be signed for traffic that currently relies on making the right turns at the junction that are proposed to be banned? Have the council considered five traffic light phases; pedestrians only, then one for each of the approach roads in turn? Similar arrangements seem to work well with rush-hour traffic on other junctions and would allow right turns to be retained.
191	This proposal will increase traffic on narrow residential roads around the area that are already crowded due to the number of cars parked. It is remarkable how the right turn into Harrow View that leads to the Kodak development is still being retained. Why isn't this right turn being banned too? A good set of traffic lights with proper pedestrian crossings would avoid the need for banning all the right turns
192	I strongly opposed to the plan for banning right turn at this traffic junction. At the moment, signal runs 2 times - one for left and straight & then right turn open. Instead of this, you can run one signal which allow to go left, straight and right turns all together. This will introduce lots of traffic to other residential roads to go on right direction road.
193	When I made a request for the installation of speed bumps on my road, I was told by the council that as there have not been any reported accidents on the road, they won't consider my suggestion. I hope the same applies to the proposed measures at the junction at Harrow View.
194	Object to this scheme. 1. It is admitted that these changes may result in alternative routes being used. The displaced traffic will use residential streets which are not suitable for additional traffic, and will make these roads less safe for residents including children. Hence the safety issues have also been displaced. This cannot be the correct outcome. 2. Proposal is safety led. Does nothing to reduce existing/future increased traffic congestion. Need an integrated scheme.
195	It would be preferable if all right hand turns were to remain, but carry out the remainder of the consultation
196	1 Pedestrian phase badly needed. 2 Right turn ban proposal on Harrow View southbound onto Headstone gardens - Motorist wanting to go to North Harrow and residents of Pinner View, Brooke Drive and Woodbury Avenue will turn right into Bolton Road or Hide Road to get to their destinations. This may hold up traffic on Harrow View as they wait to turn right and cause further congestion on Bolton Road and Hide Road.
197	Insufficient space will reply
198	I agree that pedestrian traffic lights are needed at this junction, but disagree with the right turns being stopped. If this does go ahead it will just push the congestion forward and endanger people in the side roads. e.g Harrow view towards Harrow is single file traffic , so someone who needs to go towards North Harrow will have to turn right onto one of the side roads and then onto Pinner view . This is short sighted and I do not agree that this is going to make the area safer .

199	Got concerns with adding right turn ban from Harrow view Headstone Gardens. I travel towards Bushey everyday and the right turn ban would mean going around over three miles to get home. Sine recently added No entry on Victor Road from Harrow view an eight minute delay added at this junction. With proposed changes & Kodak development this is going to worsen significantly. Please consider this change carefully & avoid knee jerk reactions. consider people crossing on user demand basis.
200	The improvement to the crossing is welcome, but is the minimum that is being done to reflect on the amount of congestion the redevelopment scheme will produce. A great opportunity was missed to extend the end of the Bakerloo line into the heart of the redevelopment and avoid the creation of overcrowding of the surrounding road and to Harrow & Wealdstone station that the extra population will. As usual, building has gone ahead will little improvement to the actual community infrastructure.
201	When travelling from North Harrow towards Wealdstone your proposing to stop people turning right into Harrow View towards Harrow. What people will then do is to turn right into Walton Road, carry on into Walton Drive then back out onto Harrow View towards Harrow. This will increase traffic along these roads which will increase the risk of accidents especially near the Marlborough School ally ways thru into Walton Drive and onto Harley Crescent which get very busy with children at certain times.
202	Do not agree with this proposal, we are already seeing have traffic on our street due to the developments at Kodak site and victor road also becoming a single way, so now motorists cut through Pinner park avenue to get to headstone lane, no action so far has been taken about this and this new proposal will cause more people cutting through Pinner park avenue to get to north harrow, this sometimes causes complete grid lock, but no action from council on this, plus no action on speeding drivers.
203	Don't think this should go ahead because it will make the roads and surrounding roads mayhem.
204	How many vehicles make these banned movements now? No model detailing impact on displaced traffic into surrounding narrow residential roads. What will you do to mitigate that traffic? Will queues be longer/shorter to junction as time is taken out for the pedestrian phase? No modelling on bus journey times, will overall journey will be longer/shorter? No modelling on pedestrian crossing/waiting times. How do these changes encourage cycling with all additional homes being built on Harrow View?
205	Inadequate detail on the effects of the proposed changes: where will the displaced traffic go from the no right turn bans especially between Harrow View and Pinner View? All of these roads are narrow residential roads and will not cope with the additional two way flow of traffic trying to access them. Is this not the same reason you removed the no right turn from Harrow View onto Victor Road? Pedestrian crossings need improvements but again no detail on waiting/crossing times?
206	Why isn't there a kerb realignment on Harrow View heading towards Harrow; the current space is shorter than the other 3 traffic directions and barley fits 2 cars in it? I do not agree with the no right turn bans as the displaced traffic will flood the surrounding narrow residential roads increasing pollution and creating risks to residents and pedestrians particularly children. Right turns should be allowed at junction in all directions with pauses in between for pedestrian crossings.
207	Right turns should be allowed at junction from all 4 directions with staggered lights for each direction which would keep traffic flowing. Pedestrian crossing after each staggered traffic flow. Where are the cycle lanes? Why aren't these being introduced to encourage cycling with all additional housing being built? No data included on any metric e.g. no of cars using junction, pedestrian waiting times, bus journey times. Insufficient proposal.
208	While I welcome improvements to pedestrian safety at the junction I have some concerns regarding the restriction of traffic flow. Experience has shown that when traffic is prevented from turning right into Harrow View they have tended to use side roads, narrow residential streets with parked cars not fit for the increase in traffic. . Furthermore,if you restrict traffic turning right towards N. Harrow the alternative will mean passing up to 4 School! Does the safety of pedestrians elsewhere in

209	<p>Experience has shown that when traffic is prevented from turning right into Harrow View they have tended to use side roads, narrow residential streets with parked cars not fit for the increase in traffic. .</p> <p>Furthermore,if you restrict traffic turning right towards N. Harrow the alternative will mean passing up to 4 Schools!</p> <p>Less important?</p> <p>Please look again at this plan. Just because developers money is paying for it should not mean the risks should be moved to elsewhere in the borough.</p>
210	<p>After reviewing the proposed changes to the junction, I am strongly against the new junction design as it removes two significant right turns which most residents require to get to north harrow or harrow-on-the-hill. By removing these turns, a majority of traffic will redirect into the smaller roads behind the junction and therefore create a busier environment for lots of households within an otherwise quieter residential area. The new islands and cycle stops look fine but the right turns do not</p>
211	<p>After reviewing the proposed changes to the junction, I am strongly against the new junction design as it removes two significant right turns which most residents require to get to north harrow or harrow-on-the-hill. By removing these turns, a majority of traffic will redirect into the smaller roads behind the junction and therefore create a busier environment for lots of households within an otherwise quieter residential area. The new islands and cycle stops look fine but the right turns do not</p>
212	<p>Ridiculous idea!! In past tried roundabout. Reduced queues flowing traffic in all directions. Stopping turns will force traffic into side roads to make "U" turns. DANGEROUS. Proof traffic from Harrow going North at present cant turn right so first turn right is Pinner Park Gardens a quiet cul-de-sac where they turn in then reverse out to travel south to turn left a ATS. Answer reduce pavement North side Headstone View giving two lanes up to ATS. You closed the "Rat run" in Victor Road.</p>
213	<p>The proposed no right turn from Harrow View into Headstone Gardens will create significant problems elsewhere. To get to North Harrow from Harrow View will mean diverting either along Pinner Park Avenue, already congested, past the Pinner Park schools, through the width restriction in Headstone Lane and then left at the traffic lights onto George V Ave which already has major tailbacks, or go straight on and go left to wiggle through the small residential roads. Bolton, Hyde, Longley etc. Awful</p>
214	<p>This proposal will divert traffic down residential roads causing just as dangerous circumstances for pedestrians this is particularly true by banning the right turn between Headstone Gardens and Harrow View. Already cars use Roads such as Harley Road because they cant turn right at Harrow View / Headstone Drive and this will get worse in reverse. There is no reason why pedestrian crossing facilities can't be introduced without the banning of right turns.</p>
215	<p>Primacy is being given to traffic flow, which is pointless if nothing is being done to ease major congestion at the traffic lights and roundabouts around St George's shopping centre and Morrisons. Traffic will back up in either direction and people will pile down the side roads to cut down or up Pinner View. We need a strategy to protect people on residential roads from increasing pollution from commuter and trade traffic, not a one-off solution for one junction, please.</p>
216	<p>The restriction of right turn from southbound on Harrow View to Headstone Gdns will shift traffic problems to Bolton Rd, Hide Rd and Longley Rd. There is no traffic survey data included, but currently a number of people head down Harrow View turn right to Headstone Gdns and onto Pinner View. Those would have to continue southbound and then turn right at the above mentioned residential streets. Would a roundabout with pedestrian crossings beforehand not work better?</p>
217	<p>Near no.220-208 Headstone Dri & no.206.</p> <p>(1) Any intention to allow parking for local shops for say 30mins so guests/drivers can visit?</p> <p>(2) Any options on increasing pedestrian footpath at the pinch near 208 (chip shop) & no.206 and the small drive way?</p> <p>(3) Same point above how will the railings and telecoms boxes be changed to making walking in this area easy. Where will cycle hoops go & how many?</p> <p>(4) What extent to repave along Headstone Dri (4i) Opposite (4ii) near & around the Kodak site?</p>

218	If you make a no right turn from Harrow View into Headstone Gardens, the roads to the right thereafter such as Bolton Road, Hide Road, Longley Road and Cunningham Park will become severely congested. Bearing in mind there are often parked cars down both sides of the road I suggest that every other road is perhaps one way only to allow the traffic to flow into and out of Pinner View
219	How do you expect residents to get to their home if there is no right turn? This will cause problems and time delay. I therefore strongly oppose the right turn bans the proposal has not been thought through and consideration has not been given to residents that need to have right turn access to get to and from home. What is needed is a mini roundabout with a pedestrian crossing. This would allow residents like myself to access to and from our homes without any delays.
220	With the removal of right turns, this will mean side streets such as Hide Road, Longley Road, Pinner View and others will receive significantly increased through traffic due to motorists finding other means to join the main roads. The side streets are already receiving very large through traffic which makes them dangerous for children and elderly as visibility between parked cars is low and negatively impacts the sound and air pollution. This needs to be addressed (one way system, blocking exits)
221	Prohibiting the right turn from Headstone Gdns to Harrow View will simply drive traffic down Pinner View & Bolton Rd or Hide Rd as people simply divert to get onto Harrow View. These roads are already congested and even with speed bumps and restrictions, non-locals drive at speed. They are also residential roads and the additional traffic provide a risk to pedestrians. A similar problems exists with banning the right turn from Harrow View to Headstone Gardens.
222	I drive down Harrow View each night from work and live in Sidney Road. You have blocked the entrance into Victor Road - how do you propose I get home if I can't turn right into Headstone Gardens?
223	Removing the ability to turn right at the junction is a terrible idea. Traffic flow down Harrow View is appalling since Victor Road was made a one way system. If right turns are banned then you are cutting off half of Harrow from the other. Journey times will take twice as long (if not longer) - an environmental impact study should take increased emissions into account, as people will be on the roads longer. People are already using side roads as cut throughs, this will dramatically increase.
224	Consideration needs to be given for what alternative route traffic that currently turns right from Harrow View onto Headstone Gardens will take. I suspect that Drivers will take the next right, Bolton Road. This is a residential road and can not cope with the additional traffic. There are cars parked both sides and it is already a struggle to get down it, without the additional traffic the changes will bring. This needs to be rethought out.
225	The proposal to stop right hand turn into headstone gardens will cause gridlock. Where will all the traffic go. It cannot go down Bolton road and Pinner view, A very bad proposal
226	can you provide the proposed right turn from harrow view to headstone gardens and headstone gardens to harrow view
227	My Parents live on victor road- By creating a no right turn from harrow view how do we get into victor road? The access into any of the roads around victor road will be severely affected . It just does not make sense and is already a struggle getting there Pls think of the residents that already live in that area. Why are we getting punished
228	I believe the proposal should not go ahead. The restrictions on right turns will either force traffic past pinner park infant school, which already has severe congestion, and had necessitated traffic control measures, or the other proposed no right turn will force traffic onto residential roads such as hill view.

229	Concerned that the removal of the right turn heading south on Harrow View to the junction will increase traffic coming through Bolton Road and Hide Road. Also the merging of the straight ahead and left turn heading north to the junction on Harrow View will increase traffic congestion. I also note the island near the junction heading south on Harrow View is to be removed. This helps prevent some drivers who proceed north on Harrow View and then do a u turn to make left turn along Headstone Drive
230	I think the improved pedestrian routes are good but I'm concerned about the right turn bans. Travelling from Watford to North Harrow this in the main route and I'm unsure how people will be able to get round this. This will just lead to more traffic on local minor roads which is surely not a good thing. Also I'm concerned that the traffic on Harrow view north out of Harrow will be down to one lane. This is already an area with significant traffic at peak times and surely this will make it worse.
231	Don't want increase flow of traffic on hide road and surrounding roads because on no right hand turns proposed.
232	Because you are proposing a right turn ban on Harrow View southbound on to Headstone Gardens, I believe it will be useful to introduce right turn bans on Moat Drive, Bolton Road, Hide Road, Longley Road and Cunningham Park as drivers will still try to get to North Harrow.
233	Whilst pedestrian controlled lights will be very good for the health and safety of pedestrians I feel the proposed no right turns are a nightmare. There is already constant major traffic build up in Harrow View West since the closure of access to Victor Road. These new traffic proposals will cause mayhem in Walton Road, Bolton, Hide and Longley Roads. These roads are already heavily congested! These changes will have adverse effects on residents accessing their homes.
234	I oppose this improvement plan- poorly designed to reduce the traffic lanes (by the removal of a right or left turn lane) approaching the cross roads in any direction will increase the traffic queues. the removal of bus lanes will increase traffic queuing there was space to widen the road if the council had not permitted the housing developers to build right up to the edge of the pavement there are no special services at this junction eg no post office/bank there have been few accidents
235	I own a small business that depends on local clientele. Targeting the north harrow area when it was already hit by the closure of victor road seems to seek to isolate the whole of headstone gardens. This will mean an easy access from harrow view to headstone gardens, and from headstone gardens to harrow view. This will redirect traffic for people towards headstone lane, which an already congested area because of school in the morning and its normal heavy traffic during rush hour in the afternoon
236	a 5 minutes journey to will become a 30 minute one. The junction is so essential to connect major parts of Harrow and you are seeking to really make the residents of headstone gardens area an avoidable nightmare. Victor road was made a one way system, now we are looking at making other roads which are already congested (headstone lane) more so. The traffic will be diverted and the small businesses in the area will suffer because of it. I am against this proposal, it seems a waste of resources.
237	The banning of right turns will increase traffic on all side roads. please reject this plan. Residents on side roads will experience more traffic issues. These plans need a major rethink and public meeting. Our children travelling to school will experience major problems.
238	Whilst the proposal is good I have the following comments. The traffic lights should be replaced with a slightly larger roundabout and zebra crossings on all points and no restrictions to right turns. This would save the council money in traffic light maintenance. The Saturday and Sunday loading restrictions should be deleted to allow shoppers support local businesses. New loading bays are good but moving the bus stop on Headstone Gdns will actually create more traffic!

239	I think the no right turn ban is ridiculous. There is already immense traffic caused just by restricting the turning from Harrow View onto Victor Road. It's absolutely crazy. I don't understand why that was done when clearly new homes are built where zoom leisure centre was and building work is underway for Kodak plot. Restricting the right turns to whichever road is just going to cause more traffic build up, more vehicle accidents as people speed through to get through a green light.
240	This could be a disaster for Bolton Road and the surrounding roads. The right turns proposals will exacerbate an already dire situation with significantly increased traffic, noise and air pollution, road rage, traffic jams. Please do not introduce those right turns. DISASTER.
241	No Right Turns would create danger for pedestrians, noise, pollution and inconvenience in side roads (eg Bolton Road) as cars, vans and trucks will use them to reach North Harrow. Also congestion at the Headstone Road/Greenhill Way Junction. Better to reduce the size of the pavements and introduce a roundabout. Failing that, put in pedestrian crossings but keep the existing right turns. This will increase the queues of traffic and delay buses but will make walking and cycling slightly safer.
242	Coming from North Harrow I take the right turn from Headstone Gardens into Harrow View in order to get to Marlborough Hill. Restricting this right turn would force me to use Pinner View or Kingsfield Avenue and one of the narrow roads such as Longley Road or Cunningham Park to get onto Harrow View. This would entail the use of narrow residential roads and a hazardous right turn on a blind hill when joining Harrow View further down.
243	Whilst pedestrian crossings are welcome, restricting no right turns particularly from Harrow View towards N Harrow will significantly increase traffic in local residential roads, already heavily parked and difficult to negotiate, including Pinner View. Traffic turning right down eg Bolton Road is likely to hold up buses towards Harrow. The increase in traffic is surely inevitable given the over development of the Kodak site. <u>These changes are not the solution and will make things worse</u>
244	You want to stop drivers turning right from Harrow View to Headstone Gardens. Are you crazy? You will push drivers to turn at Cunningham Park - or near by. Like that's going to be safer for anyone. Do you clowns actually review what you propose? Sorry that was rude of me. I object as I think this will cause more harm than good.
245	I am against the right turn bans i.e. Headstone Gardens to Harrow View and Harrow View to Headstone Gardens. It will cause a problem for us to get home as you have also introduced right turn ban into Victor Road. This was unnecessary approach. I am supporting the development at Kodak but this is unnecessary approach of closing the turns. I am hoping you would redesign and revert back before making any changes.
246	Thank you, the junction needs work! There will be more traffic to the residential side roads (Pinner View, Bolton, Hide, Longley) when the existing right turns are no longer permitted. The current light phasing is all wrong. Often, approaching from Harrow View south only 2 or 3 cars get through taking 5-10 minutes to get through the lights from the junction of Hide Road. Finally, cars often wait to turn right into Goodstone Court blocking Harrow View completely so this needs to be looked at.
247	I am against this proposal. I often travel between Harrow Weald and North Harrow by turning right from Harrow View on to Headstone Gardens. If this goes ahead I will not be able to do this. The right turn from Harrow View on to Victor Road has also been stopped therefore I can't get to North Harrow without heading straight up to Harrow-on-the-Hill where traffic is already a nightmare. This will increase my journey time and also affect residents in the surrounding roads of Harrow View

248	<p>Whilst I am in complete favour of a dedicated pedestrian control facility at this junction, I object to the right turn bans proposed on: Headstone Gardens eastbound onto Harrow View and Harrow view southbound onto Headstone Gardens.</p> <p>The reason for this is that my road, Bolton Road, will become a cut through for all the traffic coming from both of these directions. Victor Road was made a 'no entry' because it had become a 'rat run', words used by Harrow Council on your own website.</p>
249	<p>I strongly appose the banning the right turn on Headstone Gardens eastbound on to Harrow View. Harrow View &Headstone Garden Roads are two major roads. No right turn ban will divert all the cars to the nearby residential roads especially to Bolton Road where I live which would be extremely unsafe especially to our children. There are traffic queue every morning to Courtney Avenue. The proposal does not have any solution to any future heavy traffic flow problem resulted from Kodak development.</p>
250	<p>The bus stops, loading bays and pedestrian controlled lights are not an issue. The proposed no right turns will exacerbate the problem of traffic along Cunningham Park which is a rat run to and from Harrow View, is already too busy at peak times and often jams, is not a 20mph zone and has no barrier at the exit from the Recreation Ground. Unable to turn right, additional drivers will use Bolton, Hide or Longley Roads and Cunningham Park to and from North Harrow.</p>
253	<p>I believe that the proposal to introduce a Right turn ban for southbound traffic on Harrow View on to Headstone Gardens should be re-examined. Enforcing such a ban would push more traffic through the residential roads: Bolton Rd, Hide Rd & Longley Rd. These roads have cars parked on both sides of the roads and excess traffic during rush hours will cause local disruption/hold ups. By just removing the filter light enough time should be gained to allow for a Pedestrian phase. It is not a busy area</p>
254	<p>Are you serious?... Have you lost your minds??? Someone out there hasn't thought this through very well!!!! What about a road being put in on the Kodak site to join Courtney Avenue where the new roundabout is???that may solve 1 issue! This should have been thought through before a million properties being agreed on!!!!</p>
255	<p>This will put traffic on all the side roads, as drivers navigate around the increased turning restrictions</p>
256	<p>I am against the proposal - it will cause significant congestion down Bolton road. It is already congested at all times of the day and this will make the situation worse. The road is already narrow and dangerous to drive down.</p>
257	<p>The junction improvements are short sighted. No right turns from harrow view onto headstone gardens will force traffic to use Bolton and Hyde Roads,in order to access pinner view or to join Headstone Gardens. No rt turn from headstone gardens onto harrow view will push traffic onto Pinner View and the surrounding residential streets. No rt turn onto harrow view from headstone drive will force traffic onto Sydney, Edward or Albert road. How do these "improvements" benefit local residents?</p>
258	<p>Objection to the proposed traffic light changes</p>
259	<p>I agree with the proposal</p>
260	<p>The introduction of two new 'No right turns' means drivers will look for alternate routes to get to their destinations. Kingsfield Avenue will be an alternate route and there will be an increase in traffic along this road. The 'pads' installed to reduce the speed of the existing large volume of rush-hour' traffic have failed. What new traffic calming, speed reducing measures will be installed in Kingsfield Avenue to safeguard residents and pedestrians, including large numbers of school child?</p>
261	<p>The introduction of two new 'No right turns' means drivers will look for alternate routes to get to their destinations. Kingsfield Avenue will be an alternate route and there will be an increase in traffic along this road. The 'pads' installed to reduce the speed of the existing large volume of rush-hour' traffic have failed. What new traffic calming, speed reducing measures will be installed in Kingsfield Avenue to safeguard residents and</p>

	pedestrians, including large numbers of school child?
262	<p>If traffic heading south cannot turn right into Headstone Gardens (and cannot turn right into Victor Road) it's inevitable that additional traffic will be pushed into Bolton Road, Hide Road, Longley Road and Cunningham Park.</p> <p>What measures are proposed to avoid additional noise and air pollution in these four roads?</p> <p>I would propose making these four roads no right turn. This will avoid the inevitable queues behind vehicles waiting for a gap in oncoming traffic before turning into these roads.</p>
263	<p>Proposals are not thought out and are very poor from the planners. Cars approaching the junction from Long Elms/Harrow Vw who want to get 2 Headstone Manor & roads nearby eg. Victor Rd will have to go straight on & go down a quiet residential Rd (Bolton) turn right into Pinner Vw & cause congestion at Pinner Vw/Parkside Wy/Headstone Gdns junction, which is already difficult to get out from. This will also be made worse by cars approaching from North Harrow who want to get 2 places such as Marlborough Hill.</p>
264	<p>Continued (as 500 characters is not long enough). Cars approaching the junction from Headstone Gdns who want to get 2 places like Marlborough Hill (school) & Hinder Rd will now cut up Pinner Vw (due to no right turn) at lights which will cause major problems to Pinner View, Bolton Rd, Hide Rd, Longley Rd..</p> <p>To ease traffic in the area a Rd needs to be built at the back of the new development (a continuation of Hailsham Drive) which comes out where they have constructed the new roundabout in Harrow Vw</p>
265	<p>Delighted to support the officers' proposal for urgently needed pedestrian light-controlled crossings at this life-threatening junction - which I understand will include a seconds-countdown. The excellent, Ofsted-rated Bright Start Nursery is nearby and the children/carers deserve the safest possible means of crossing. Appalled that improvements haven't been made sooner, as I note some local councillors have held executive posts on the council for several years.</p>
266	<p>Good idea to have a pedestrian phase but a terrible idea to cancel right turns. No right turns will mean long delays for us getting home from Hatch End.</p>
267	<p>When returning from Morrison's in Hatch End or Homebase & Waitrose in Harrow Weald, naturally I use Harrow View. Where on earth am I supposed to drive to under these new "proposals" to reach my destination in Atherton Place without increasing my mileage and Carbon Footprint?</p> <p>These "proposals" are badly thought out and should never come into use at all. As for moving the Number 9 bus stop back onto the main road - this is utter lunacy! Where it is sited now is ideal.</p>
268	<p>It is ridiculous to not allow a right turn into Harrow from North Harrow direction. This will increase traffic on side roads and pollution.</p>
269	<p>This proposal is seriously flawed, the Council was informed prior to any site plans being submitted.</p> <p>This junction was already a serious problem with regards to overuse before any developments started.</p> <p>You were warned by local residents and TFL that this was a serious oversight, but you still went ahead anyway.</p> <p>The proposed plan if implemented has no purpose. Solving this issue that is of your own creation is the only option, to satisfy local residents.</p>
270	<p>With these two right hand turns banned, how will traffic turn right? You will make the side streets into rat runs.</p> <p>If you do so it would be very useful to make some of these rat runs one way streets otherwise it would be a nightmare.</p>
271	<p>I think it's a good idea</p>

272	<p>Removing right turn Headstone Gardens eastbound to Harrow Vw will increase the traffic turning right onto Walton Rd and connecting roads to Harrow Vw. These currently take a lot of the traffic in the opposite direction as there's already no right turn northbound from Harrow Vw at junction. It will also increase traffic southbound on Pinner Vw. Removing right turn southbound and 2 lanes into 1 south of junction will cause congestion on Bolton Hide & Longley Rds - likely back to junction</p>
273	<p>OBJECTION TO PROPOSED RIGHT TURN BAN FROM HARROW VIEW SOUTHBOUND TO HEADSTONE GARDENS.</p> <p>I object to this proposal because, since there is currently a right turn ban into Victor Road from Harrow View, it will be impossible for residents, living in Victor Road or any of the roads leading off it, to access their homes without a significant detour via North Harrow. This also includes residents living immediately right of the junction in Headstone Gardens and Parkside Way.</p>
274	<p>I agree a need for safer pedestrian crossings but do not agree with the proposed right hand turn to be banned from Harrow View to Headstone Gardens & Headstone Gardens to Harrow View. What alternate routes will cars be using. There is already a no right turn to Victor Road. I believe people will use Bolton Road, Hide Road & Pinner View. These roads are already congested, especially with parked cars & not much space to pull in to let cars by so with more traffic will be a nightmare.</p>
275	<p>We do not want the right turn to be blocked. This will create too much traffic trail in addition motorists won't have choice but to use Bolton road to turn right to go the north Harrow , Harrow museum and roads around there</p>
276	<p>It will be a disaster to close the right turn. As it is there is long trail of cars and if this right turn will be closed , it will have drastic effect in Bolton roads traffic , where we have already noticed traffic rage . This will have too much pressure on our road. .this proposal to close the right turning is unnecessary and inconsiderate . There is no need to close the right turn.</p>
277	<p>I am against these proposals as they offer no solution as to how i would access my home address if they were to be implemented</p> <p>Secondly this would have a negative impact on air quality in the area as it would cause a increase of jorney time in the area from residents cars having to find suitable routes back to home address.</p> <p>In short it seems rather short sighted much like the push to promote diesel cars years ago. Only to find out years later that the overall air quality is reduced</p>
278	<p>I am against these proposals as they offer no solution as to how i would access my home address if they were to be implemented</p> <p>Secondly this would have a negative impact on air quality in the area as it would cause a increase of journey time in the area from residents cars having to find suitable routes back to home address.</p> <p>In short it seems rather short sighted much like the push to promote diesel cars years ago. Only to find out years later that the overall air quality is reduced.</p>
279	<p>Dedicated pedestrian crossing facilities at the Goodwill junction are much needed and long overdue.</p> <p>The proposed right turn bans are going to impact hugely on the traffic load for Pinner view , Bolton road, Hide road and Longley road. Cunningham park is already almost impassable morning and evening.</p>
280	<p>I agree that pedestrian safety at this junction needs improving. However, this could be achieved by changing the central reservations and having different phased crossings (as at many other Harrow intersections). This proposal will affect many other routes in Harrow but it looks like it has been drawn up in isolation. It will push traffic onto side roads, will increase journey times (adding to pollution) & cause congestion at other places. Buses stopping on the carriageway will clog traffic.</p>

281	<p>No 209 Harrow View no longer exists; it is now an access road to a considerable number of dwellings at the back of the odd numbered houses from 207 and beyond southwards. Repercussions for traffic travelling both north and south.</p> <p>Will the bus stop north of Goodstone Court be retained? Currently no footpath there and temporary bus stop is a considerable walk northwards and involves twice crossing the busy road.</p> <p>According to the plan,our right turn from Headstone Drive to travel south to Get ho</p>
282	<p>No 209 Harrow View no longer exists; now an access road to a considerable number of dwellings. Repercussions for traffic travelling both north and south.</p> <p>Will the bus stop north of Goodstone Court be retained? Currently no footpath,temporary bus stop involves lengthy walk;twice crossing the busy road.</p> <p>Prohibiting right turn from H. Gardens to our home: alternative route involves extra mileage and use of quiet ,narrow side roads;huge effect on residents and safety.</p>
283	<p>I agree this is s good idea. The junction is super busy and hard to use on foot. I have a child in Bright Start nursery and the crossing are dangerous with young children.</p>
284	<p>If you remove the right turn from Harrow View onto Headstone Gardens the next available road on the right will be awful for people to get down and for people to park. The previous right hand turn has been blocked off recently and now is a one way. It will cause unnecessary congestion, danger to pedestrians and more traffic delays. That's my opinion anyway!</p>
285	<p>As the manager of this Nursery whose staff and children use this crossing frequently going to and from Nursery and to the local park and also a mum that regularly walks her child home from Nursery, I feel that something desperately needs done with this junction as it is very dangerous and unsafe to cross. You have to wait a long time and its very unclear as to when you should cross.</p>
286	<p>consideration has not been given to the impact of changes to right turns on road congestion in the area. After the right turn into Victor Rd was stopped traffic at these lights has increased and regularly backs up to the Kodak estate. This will worsen as more house built. If Harrow view to headstone gardens right turn is stopped even more cars will turn into Pinner pk av (already a dangerous junction + rat run) and cause more congestion on headstone lane. Think a more radical redesign needed</p>
287	<p>Please keep pedestrian signal/crossing in this junction as it is very difficult to cross with kid and old age people.</p>
288	<p>I am against the use of the Kodak site Section 106 money for this purpose. Kodak was a large employer of people who lived throughout the borough and any such money should be used for borough wide benefit to the community at large. eg Increase tree planting throughout borough and provide more street and park seating. I recall the section 106 planning gain from the former Safeway site at North Harrow was used in Pinner and one of the central Harrow parks. The North Harrow and Ridgeway lights are</p>
289	<p>As resident of Bolton road, I feel that this proposal will have a massively disruptive impact on quiet residential street, turning it into a rat run, which pose massive safety risks, and a negative impact in terms of raising pollution.</p> <p>Why can't the traffic be sequenced at the traffic lights, it seems this change is deemed to make life easier for cars, when surely we should be thinking more about the air we are breathing in.</p> <p>If this is a case of making the crossing safer, I absolutely agree an</p>
290	<p>If the right turn is not allowed in the Harrow town centre direction, motorists will use the small roads such as Longley Road and Cunningham Park even more than at present. These roads are aklready heavily used and congested.</p>
291	<p>We feel that the proposed no right turn from Harrow View onto Headstone Gardens and the proposed no right turn from Headstone Gardens onto Harrow View will significantly increase the amount of traffic on the surrounding residential roads, namely, Hide Road, Longley Road, Bolton Road, Pinner View and Cunningham Park as we suspect that drivers will use these roads to continue their journeys in their intended direction.</p>

292	I strongly support the recently expressed policy of the Cabinet to make pedestrian safety a number one priority. For this reason I support the urgent need for there to be a proper pedestrian signals at the Goodwill to All Junction and have been campaigning for nearly fourteen years. As I understand it this junction is the most dangerous in Harrow and it is a pity this is not highlighted in your report. I know from personal experience the difficulty in crossing the junction having to judge
293	We already have noticed a significant increase in traffic coming down our road. The proposal suggests that traffic will not be able to turn right onto Harrow View from Headstone Gardens. This will significantly increase the traffic coming down our residential road. I am therefore not in favour of your proposal in this respect. To avoid excess traffic coming down our road the only option would be to make it a no entry access at the bottom end of Pinner Road where it joins onto Headstone Garden
294	See attached
295	Albro operating from this property for six years having moved from Palmerston Rd, Wealdstone, established 34 years. Loss of business. Congestion along side roads, Albert Rd, Edward Rd, small part of Pinner Rd since closing turning into Victor Rd. Deliveries/customers only needed to enter & leave at start of road. Cause greater back-up along Harrow View at traffic lights as transport looks to find right turnings along side roads not constructed for heavy traffic use, breaking up, parking both sides
296	I am in full agreement with the implementation of a pedestrian phase as crossing this junction is often a 'dice with death' as it is not possible to see what is coming from around the corners, due to bushes etc. Also many drivers fail to indicate. This is especially true when crossing on the north side of the junction at Headstone Drive . Also would it be possible to ban the use of E.S.V sirens from 11:30 to 0700 as the noise level is unacceptable and frequently disturbs ones sleep.
297	The junction revisions will slow traffic through the junction and create congestion (and therefore higher emissions and poorer air quality). It will have a detrimental effect on the reliability and journey times of the H14 bus route, as traffic will tail back across the junction every time a bus stops travelling towards North Harrow at the revised bus stop location.
298	I oppose this proposal Because it will negatively impact the residents of Victor Rd Sidney Rd Edward Rd Albert Rd and Pinner View. Also this will impact the residents of Manor Way Priory Way Headstone Lane Pinner Park Ave Walton Rd Harley Cres Harley Rd Walton Dr Longley Rd Hide Rd Bolton Rd Brook Dr and Pinner View South of Headstone Gdns by turning these roads into rat runs and increasing the dangers to these residents. Controlled crossings and a roundabout are a more effective solution.
299	This is a really awful idea for those living near Victor Road. Recently, we cannot access it at all and this overpopulation with the new housing - driving will be impossible here. It makes me want to move out of Harrow. All this will do is cause more congestion and we did not sign up for this!!!!
300	While agreeing that this junction needs to be made safer I cannot see why there is to be no right turn from Harrow View into Headstone Gardens, this will mean a longer journey for people approaching from this area with no direct access to our road, I also feel that this is for the benefit of the new estate that's been inflicted on us with not much thought for people who had lived here & paid their council tax for years.
301	The impact will be immense please rethink your suggestion
302	The council proposal of not having right turn will only increase traffic ahead on cuningham avenue as drivers will try turn right on the Bolton road, cuningham Avenue which already has traffic. Due to narrow road on Harrow view with 2 to 3 cars it will cause a backlog of traffic that the new junction was proposing to improve. Note that drivers will not be able to turn right until the side road is clear creating a bottle neck.
303	I am extremely concerned about where the traffic will go that cannot turn right on the proposed new No Right Turn junction. They will use other use other routes which will include Kingsfield Avenue an already busy road during rush hours and school times. the increased traffic flow will have a detrimental effect on the children and will no doubt lead to more accidents.

304	As a resident of Cunningham Park I oppose this plan strongly. I know it will increase traffic volume, noise and pollution on our congested road. With no access southwest from Harrow View to North Harrow, Rayners Lane and beyond and NO alternative routes, traffic will be forced along residential streets, especially Cunningham Park which struggles already with traffic and parking. Plans should be to alleviate it not make it worse. This issue should have been considered during Kodak site planning.
305	The need to address lack of timed pedestrian crossings is self-evident. The first impact of the proposal is mainly on southbound traffic down Harrow View wishing to go to local streets or to continue to North Harrow. With no alternative, vehicles will either use local roads south of the junction down Harrow View to cut through to Headstone Gardens/Parkside Way or will turn left at the traffic lights and attempt a U turn soon thereafter. The second impact is on those wishing to make a right turn
306	Re banning the right turn form harrow view intro Headstone Gdns -south bound. This will increase traffic into Hide Rd, Bolton Rd, Longley Rd and Pinner View. Some of these improvements are fundamentally flawed.
307	Yes I want a zebra crossing becuase its hard to pass the street andl will be having a baby.
308	Although good for pedestrians, this will push a lot of traffic onto the small side roads. Consider a roundabout with pedestrian crossing a little bit further down the road. I suspect the decision has already been made anyway....
309	Totally disagree with this proposal, given no regards to the residents living on Victor road and how are we supposed to get home. Some drivers disregard the "No entry" sign at the top of Victor Road and will only increase the problem, putting our lives at risk. Drivers taking a shortcut from North Harrow area still have no regards to the 20 Mile speed limit and prefer to race down at high speed. THIS PROPOSAL MUST NOT BE GIVEN THE APPROVAL. TOTALLY DISAGREE.
310	The relocation of the bus stop on Headstone Gardens (south side) may cause problems and seems unnecessary. Large lorries use this junction (eg from nearby Waverley Industrial Estate) and may be impeded by a bus stopped at the relocated bus stop, blocking traffic flow along Headstone Gardens and potentially blocking the junction itself. If the pedestrian walkway across Headstone Gardens was moved slightly the bay for the bus stop could be retained, avoiding the blockage.
311	We understand the reasons behind the consultation however we are very concerned about the proposed right hand bans on the junction primarily the impact of traffic onto the side roads whcih will include Bolton Road, please please reconsider we are very concerned with the volumn of traffic, noise, pollution etc which we are very worried about.
312	<ol style="list-style-type: none"> 1. The turning onto Victor Road from Harrow View has already been blocked. 2. The "Barn" at Headstone Recreation will be busy during the summer and winter months with weddings if you are banning two right turns then this will create alot of chaos for all roads surrounding the area. 3. Alot of traffic and noise will be created, with two right turns in the inner roads which are narrow. Pollution will rise as longer routes will need to be taken. 4. The controlled crossing is much needed. 5. All pavements need to be redone to encourage people to walk. 6. All houses on the main roads should be held resposible for trimming their hedges as they seem to reduce the pavements which are for pedestrians. 7. If i travel from Hatch End towards Victor Road, and as it is no right turn from Harrow View is banned, and if you ban no right turn from the traffic lights which route do I take? 8. I am not prepared to take a long winded route. 9. Why does the council waste tax payers money? 10. The proposal is not well thought.
313	This over rules my onlien submission which has inadequate space for comments.Please see the attached.

314	After walking the length of Hide Rd to Harrow View I have to go up a steep incline to be able to cross the road safely. By the time the bus arrives it is often packed to capacity and although I am in my 90's often cannot get a seat and have had 2 falls on the bus which has not helped. In general I find buses are over crowded and very uncomfortable and the addition of prams and getting larger is getting a problem aswel.
315	I strongly object to the closure of the right hand exit from Headstone Gardens into Harrow View. Drivers will use side roads either side of Harrow View to avoid the roundabout in Hatch End or worse still the two roundabouts at the top of Harrow View.
316	Harrow Council Service Manager Can I ask that Bus H14 from Hatch End to Northwick Park hospital at bus stop in Harrow View West outside Kodak Factory?
317	1. The proposed changes are unnecessary. 2. Two no right turns will cause traffic to use side residential roads. 3. Currently traffic queues are not causing problems and only 3/4 car deep most of the day. 4. Traffic signalling changes could be turned to prevent the structural changes which are a coor to the residents council tax. 5. Use the money elsewhere! Eg. uneven pavements/potholes. 6. Wait and see what happens when the Kodak site is developed + residents move in + begin to use them. Postpone plans.
318	With all the extra traffic what is happening to the clean air policy? Are people who walk with a stick or are disabled going to manage getting up and down the kerbs.
319	My major concern is that the proposal is going to force cars to use the local side streets as a cut through if this plan goes ahead. What about the local business owners. The beauticians will be unable to access their business as they live in Watford and any customers who live in Hatch end stanmore etc will be deterred from the area. Bolton Road will be majorly effected as will Pinner View, Hide Road, Longley Road and Cunningham Park. I beg the planers to rethink this proposal and keep the junction as it is in respect to the right hand turns
320	I like the idea of having parking bays and widening the road with the kerb alignment but disagree with the right turns being banned. In my opinion a roundabout would be better. Where's the bus stop at Harrow View (North of Headstone Gardens)? You talk about helping the pedestrians, why has this bus stop disappeared? We need a bus stop here! By taking the right hand turns away all the traffic will re-direct to smaller roads, like Pinner View for example. A roundabout would solve all problems and pedestrian crossings.
321	I agree with the proposals, safe crossing at this junction is long over due. You will need ot ensure vehicles do not stop on the road and make sure the 24 Hour waiting /loading restrictions are enforced as at present parked vehicles case many hold ups.
322	I can see no benefit whatso ever in these proposals. My daily right turn int Harrow View would not be allowed and my commute would take me into Pinner View which is already congested and difficult navigate due to parked cars. My journey from Harrow View when travelling from Hatch End would take me into Bolton Road then Pinner View. I feel banning these right turns would have little or no impact on this junction.
323	The proposals are ludicrous to expect no right turn is going to back uip traffic for those waiting to turn right-how will they do it? we already have a hugh pollution and with the rest of traffic from the flats and congestion thisis very poor planning!
324	Whilst I agree with pedestrianising the junction at Harrow View/Headstone Gardens - I object very strongly to imposing no right turn bans on Headstone Gardens eastbound onto Harrow View and Harrow View Southbound onto Headstone Gardens. My reasons for this are that Bolton Road will become a "Rat run" for traffic going both to and from North Harrow. You made Victor Road "No Entry" at the junction with Harrow View in order to relieve congestion and stop rat running traffic. This quote has been taken from your website and all you are doing is transferring the problem from one road to another. There are alot of young children living in Bolton Road who frequently cycle up and down and from a health and safety view point this is an accident waiting to happen if you proceed with your plans. All the other residents I have spoken with are in complete agreement and no doubt, you will be hearing from many of them.
325	I believe this to be an awful idea due to the fact that more cars will do down smaller roads to gain access towards North Harrow instead of taking the bigger main road of

	headstone gardens/parkside way.
326	Proposal doesn't consider the impact on other roads. Alternative routes that will be used to avoid the no right turn proposed will lead to much more traffic on smaller roads that are not suitable for such traffic!!
327	This proposal will not solve anything. In fact it will only cause more problems. It is ill conceived and thoughtless Drivers will have to turn down side roads already clogged with parked cars causing traffic jams and blockages. Headstone Gardens/ Parkside Way is a major throughfare, closing the entry to this road by taking away the right turn would be a disaster. Why were the residents effected by this proposal not contacted via a mail drop? This smacks of a cover up. Politicians are once again not listening to the electorate
328	The proposed changes will increase traffic flow and provide safe crossings for pedestrians. However I regularly visit the area as my fiancé lives on Downing Close. The proposed right turn bans would make no sense for residents of the area. It would actually increase journey times for the majority and restrict access. For residents of Downing Close and the surrounding roads, there are already restrictions in place for drivers who want to turn onto Victor Road. Having a no right turn from Harrow View onto Headstone Gardens would mean that residents and visitors who are approaching from Hatch End would have to turn left on Headstone Drive, go down to Harrow Crown come back around the roundabout and back to the junction. How is that improving the junction for all users? Also banning right turns from Headstone Gardens onto Harrow View will restrict access to Harrow Town Centre. Drivers would have to turn left onto Harrow View, go up to the roundabout and comeback down to the junction to go straight into Harrow. This would surely cause more congestion and cause inconvenience to most drivers. The proposals would basically make the lives of residents and drivers more unbearable than it already is!!!
329	The proposals will drive traffic onto surrounding residential roads. Due to the existing restrictions at the junction IE no right turn from Harrow view into Headstone Gardens my road is a rat run. This will happen to the other nearby residential roads as drivers will find alternative routes to the restrictions. They will still want to turn right they will still want to reach their destinations. The project will cause mayhem in surrounding roads. Lorries and cars on the side roads. Noise, pollution, blockages,arguments and ill will not only from drivers but local residents and home owners. I think the proposal will cause chaos.
330	I strongly object to this proposal. This will create lot of congestion, inconvenience and longer queues. I have been living here for 40 years and Harrow council has made this town worse than better with too many developments without thinking and planning properly. You need to increase the time limit on traffic lights from north harrow view towards south (Harrow on the Hill) harrow view. So more vehicles can go straight and turn right. After little while all traffic lights should go red so the pedestrians can cross. Please try to make life better for the locals rather than worse.
331	The effect of the two right-turn bans will be a major increase in traffic - including trucks- on the following residential roads: Bolton Rd, Hide Road, Longley Road and Cunningham Park as well as Pinner View; as traffic finds a shortcut to Harrow centre. These roads are single lane roads and the result will be congestion and pollution increases which will affect residents' health considerably. How would you keep to current pollution levels? Why not trial the proposed right-turn bans for a few months before deciding? If the Harrow View southbound right-turn ban is kept, then the council must also ban Harrow View southbound turn onto Bolton, Hide & Longley Roads and Cunningham Park.

Having both lived to and crossed the Quadrant junction, using all four directions, and over some thirty-five years we totally appreciate any improvements to this junction. However, for the same reasons we contest the argument for the banning of the two right turns on following grounds:

We totally disagree with your paragraph "The proportion of right turning traffic from Headstone Gardens onto Harrow View is comparatively low. Currently the signalised junction operates over its capacity. Hence it is inevitable to restrict two right turn movements to gain essential signal cycle time that can be allocated to the proposed pedestrian phase". We disagree with the suggestion that these turns are underutilised. We witness that every right turn phase is occupied and working to its capacity.

1. The first proposed ban - If the right turn from Headstone Gardens is banned then traffic requiring access to either central Harrow or the surrounding estates, namely Walton/Harley/Marlborough + Hide/Bolton/Longley will be forced to seek alternative routes wither via Pinner View and the Hide/Bolton/Longley options all of which are single carriageways because of residential parking and where traffic meeting head on in these roads is already a problem, OR: Via Walton/Harley/Marlborough roads - residential roads of which you have already designated these as requiring humps + 20 mph zones to effect the safety of school children so causing additional traffic into these roads defies logic. Traffic into these roads is already increased by "shortcutting" as result of the existing right turn ban towards Wealdstone.

2. The second prposed ban - If the right turn into Headstone Gardens (westbound) is banned this will mean that for traffic approaching from the north there is no access to any of the existing estates on the western side of Harrow View/Courtenay Avenue extending from the junction of Pinner Park Avenue through to Bolton Road - further enhanced by the current ban on turning into Victor Road. These factors will create "shortcutting" either down Pinner Park Avenue straight into Headstone Lane (more traffic by the school) or into Hide/Bolton/Longley roads!

We believe that the current five phase situations could be improved as follows:

Phase one: All westbound traffic - left, right + straight ahead - goes at same time. Do not move bus stop into main carriageway and in front of houses where it create a blockage and stop flow of traffic across junction hence causing congestion.

Phase Two: All eastbound traffic - left, right + straight ahead - goes at same time.

Move bus stop a short distance into current Kodak entrance to clear carriageway and avoid congestion that occurs now.

Phase Three: All southbound traffic - left, right and straight ahead - goes at same time.

On plan, you do not make it clear if it is possible to create loading bays - if this cannot be achieved you have to enforce current parking restrictions to allow clear traffic flow.

Phase Four: All northbound traffic - left, right and straight ahead - goes at same time.

Phase Five: Pedestrian phase.

Improvements to the physical environment of the single carriageway aspects of the junction will allow for a faster flow of traffic on each phase meaning that each vehicle phase can be reduced sufficiently to achieve the fifth phase for pedestrians without the need for banning tight turns and may allow pavement widths to be increased. By creating four full flow phases any existing tailbacks caused by carriageway restrictions will be negated. We also believe the time has come to revolutionise pedestrian crossing at this junction by adopting the same approach as appears t have worked at the Oxford Street/ Regent Street junction in London and encourage diagonal crossing. This benefits the pedestrian by reducing the time required to cross. Please use the "countdown notification" and the "red/green" man positioned in line of vision for those crossing and then the human mind knows if it has to hurry up or not - it works - even for those engrossed in their mobile phones! We believe that the exisiting corners would only require "amending" and drivers will be deterred from performing u-turns in Kodak entrance and local roads to effect their right turns.

You do not mention if there are roads being created in the new estates than can be used for "shortcutting". Finally to reinforce these objections can you please consider the added confusion that will be caused by the use of Sat-navs. These devices will on finding a driver has failed to make a banned right turn seek to direct the driver down the next available turn by adding to the traffic flows in these already congested diversionary routes. Any attempt to implement further right turn bans will directly impact on surrounding residenital streets. Your plan appears to resolve only issues for

the new developments at the expense of existing residential areas.

333

I am writing to object to the right turn bans on both Headstone Gardens eastbound onto Harrow View and Harrow View southbound onto Headstone Gardens. I am in favour of a pedestrian phase at the junction of Harrow View and Headstone Gardens traffic lights, However, the proposed right turn bans will mean that Bolton Road will become a cut through and rat race for traffic trying to get to and from North Harrow. As Bolton Road is the first available road to turn right into, if you make the lights a no right turn from Harrow View southbound onto Headstone Gardens, it is obvious that this is what all the traffic will do. Additionally, the traffic coming from North Harrow will divert up Pinner View and into Bolton Road to get back onto Harrow View if you make Headstone Gardens eastbound onto Harrow View a no right turn. Harrow Council, according to your website. Made Victor Road a no entry from Harrow View "In order to relieve congestion and stop rat running traffic." By going ahead with your proposals, you will be transferring this problem to Bolton Road. We have a lot of children on our road who enjoy cyclin and playing games as it is currently a relatively quiet road - This will make it extremely dangerous for them and make Bolton Road a noisy, congested rat run. I have discussed this proposal with many of my neighbours who are all in complete agreement and I am sure you will be hearing from them separately. There must be an alternative way of introducing a pedestrian phase at the trafic lights whilst maintaining our human rights to a safe, peaceful environment. If this is truly a "consultation" I trust that Harrow Council will listen to my views and those of my neighbours and find an alterntive solution. Additionally, we are a very narrow road with problems parking as it is - There are hardly any places to pull in if a car is coming the other way with a huge increase in traffic, this is going to cause chaos and bottle - necking.

334	<p>Re: - Proposed right turn ban Harrow View southbound on to Headstone Gardens. As vehicles are already prohibited from turning right from Harrow View onto Victor Road before the Goodwill to all junctions is reached, and if a right turn onto Headstone Gardens is also no longer allowed, then all traffic will continue south across the junction and will take the first turning on the right off Harrow View - i.e. Bolton Road, which is a narrow street unsuited to an increased volume of traffic due to heavy parking on both sides of the street with few passing places.</p>
335	<p>It is argued that the proposed change will benefit pedestrians crossing the road at this junction. I frequently cross at this junction and have no problems, there are islands in the middle of the road on all four sides making crossing easy and safe, I have never seen others having problems crossing. The argument that these changes are necessary to help pedestrians is therefore a false one.</p> <p>In reality the changes are designed to facilitate the flow of vehicular straight across the junction. There are often long queues at this junction, particularly for north-south traffic along Harrow View. The proposed changes are designed to reduce this problem with the trade-off that significantly more traffic will be diverted onto local streets. For vehicle traffic going south on Harrow View heading for North Harrow the removal of the right turn will mean the simplest route becomes to use local streets, for example Cunningham Park and Kingsfield Avenue. For traffic going north on Harrow View heading for Wealdstone there is in theory the option to travel up to the roundabout at the old Kodak sports field, make a U turn, come back south then turn left onto Headstone Drive, however unless Walton Road/Walton Drive is blocked that latter will become a favoured route.</p> <p>It is not acceptable to address a vehicular traffic problem by forcing some of the traffic onto local residential streets. This proposal is a bad one for Harrow and particularly for the residents of the streets around this junction.</p>
336	<p>I don't think there should be changes to this junction. The side roads are busy enough with cars parked on the road. What is the issue? Flow of traffic? Would a round about work here?</p> <p>Pedestrian safety? Cross walks?</p>
337	<ol style="list-style-type: none"> 1. I can understand there is less traffic from Headstone Gardens to Harrow View right turn - but this traffic will still turn right at the junction of Pinner View and Headstone Gardens - already a dangerous and overused junction. 2. I notice you do not mention the high volume of traffic that in fact DOES turn right from Harrow View to Headstone Gardens towards North Harrow - this traffic will most likely turn right further up Harrow View and then present at the junction of Pinner View and Headstone Gardens - again a very heavy usage and difficult junction will become much more congested as an entry and exit point I would have thought. The traffic blocked from turning right toward North Harrow from the Quadrant must go somewhere - what do you propose this heavy traffic does? 3. The proposed bus stop relocation - fine is the Traffic behind a stopped bus can get around - if not I would have thought it would cause considerable delay to westbound traffic. 4. Why do you need to introduce this 'extra time?' Other junctions that have full left and right turns seem to manage to have a pedestrian control element without the need to introduce these sorts of no right turn restrictions. 5. In summary I am in favour of adding a pedestrian control - but think that the introduction of no right turns is not sensible - especially the Harrow View to Headstone Gardens ban as this could cause considerable problems for the smaller residential roads around, and the junction of Pinner View and Headstone Gardens would be particularly hard hit. This is already an overused and dangerous junction to negotiate.
338	<p>Your plans fail to show the bus stop (H14 Bus) in Harrow View - travelling towards Harrow central.</p> <p>I can only envisage traffic chaos in the sideroads brought about by the introduction of the two new prohibited right turns at the junction.</p> <p>The existing right turn is often ignored, mainly by two wheeled vehicles and smaller commercial vans.</p> <p>A new development affects (at the rear of 209 Harrow View) will be introducing additional vehicles entering/leaving Harrow View too close to an already cluttered part of the road, and affecting traffic passing traffic lights.</p>

339	<p>Dedicated pedestrian crossing facility is needed urgently. My concern is the implementation of the 2 new right turn bans. As a resident of Brook Drive I will be affected significantly. Won't the inevitable increased traffic in Moat Drive, Bolton Road, Pinner View, Cunningham Park be unsustainable? I thought you were trying to make the side roads quieter and safer for pedestrians?</p>
340	<p>The proposed changes to this junction fills me with dread. As a resident of Pinner View over the last 14 years I have noticed a big increase of traffic down our road due to a number of reasons. Local road works have often used Pinner View as a diversion route and as a result people now use our residential road as a cut through instead of using Harrow view or the Pinner Road. Also, we have had our own share of developments on our road most notably the new development on St Georges field. Concurrently, there is also two doctors surgeries, a church, a busy childrens nursery and the Lyonian playing fields. The changes that you suggest will cause a massive increase in people cutting down the side roads (Hide/ Bolton etc) onto Pinner View to access the roads such as Edward/ albert etc. As a mother of 2 young children I have major concerns over the increase in air pollution and the effect it will have on their young lungs. Alongside the danger of speeding cars.</p> <p>Surely with the new developments of Harrow View West and the Kodak factory other alternatives need to be found. The backlog that has been created since Victor Road has been closed to vehicles turning right from Hatch End causes long delays at the lights already.</p> <p>As a harrow teacher I have already seen the impact of traffic to the school community that I teach in and how difficult these new developments will have on the local roads. I ask from the bottom of my heart that you find a more desirable outcome than the one you the council propose or I can see the professional families leaving this once desirable area.</p>
341	<p>I have had to submit this letter as your on line consultation response box is woefully limited 500 characters is less than a paragraph and does not allow residents to put all their points across.</p> <p>This proposed traffic scheme is adversely affecting residents of the Headstone Manor end of Pinner View, plus those residents in Sidney Rd, Edward Rd and Albert Rd. The council had already created a no entry into Victor Rd so those of us approaching this junction from the Watford end could no longer turn into our roads and thus avoid a further build-up of traffic at the Harrow View Junction. You are now proposing a no right turn into Headstone Gardens - how are residents of those roads expected to get to their homes if coming in from the Watford direction?</p> <p>As you may already know the build-up in traffic that direction is considerable both morning and evening and the subsequent traffic which might arise for the housing developments will cause even more traffic flow problems as the road is simply not wide enough.</p> <p>Introducing the no right turn into Harrow View from Headstone Gardens also has a negative impact on residents. This will create problems for lower Pinner View as people will turn right into that road in order to get to Harrow Centre and the Pinner Rd coming in from North Harrow at the Pinner View/Headstone Gardens Junction. I suspect there is already a high incidence of accidents at that junction as we have witnessed many over the past few years this will increase as the early morning and evening traffic is fairly heavy and there is not enough room on a single carriage way for people to undertake at that junction so the frustrations of drivers will be notable. Above all I would like to know how residents as I said will get to our roads coming in from the Watford end of Harrow View. I also feel that having no right turn at the junction into Harrow View is limiting access to Harrow Town Centre for residents as lower Pinner View has many speed bumps (totally ignored) and many of us do not like to use the road to access Harrow due to the speed bumps.</p> <p>I welcome the pedestrian crossing as that junction is a nightmare for people to cross at currently but am afraid yet again planners have not considered the impact of their changes on residents. As a major junction for access from outlying boroughs I think this proposal is contradictory to what you wish to achieve and will cause significant traffic problems. I hope this activity is not just a 'box ticking' exercise as I suspect all of this had to be submitted at the time of the proposed Kodak site redevelopment. I have also passed this to my local councillors for their response.</p>

Yours faithfully
Mrs Carole Tobin

342

I approve of the proposed dedicated pedestrian crossing facility - much needed. But - the proposed right turn bans may well cause a lot of inconvenience

a) to drivers that use the right turns regularly, and I am one of them as is my partner. (his car is in the photograph!)

b) I do not know the results of your review of these proposed bans but the streets between Harrow View and Pinner View were built in the 1920's and 1930's if not before and are narrow. It is a residential area and heavily parked by residents their visitors and trades people/deliveries. Without the present right hand turns these streets could easily become congested rat-runs causing pollution, overcrowding and bad tempers accidents and other complications.

A simple journey home from Hatch End or out of Harrow could become a complicated nightmare. Please consider retaining these right hand turns even if it takes longer because of the pedestrian phases.

Thank you.

I read your proposals with astonishment and disbelief. You have already massively inconvenienced the residents of Victor Road, Sidney Road, Downing Close, Edward Road, Albert Road, Fairfield Drive, Wooster Mews and Pinner View at its Headstone Manor end with the point no entry at Victor Road. By removing the right turning from Harrow View into Headstone Gardens you have removed any access for traffic approaching the estates from Harrow View/Courtenay Avenue. I'd be interested to know what directions you would give a coach party wishing to visit the Heritage site at Harrow Museum approaching the M1. Presumably the council still wants to raise revenue by hiring out the facility for functions.

I agree the junction desperately needs a sensible pedestrian solution, but this proposal does not appear to be it. You say: Alternative routes are easily accessible and, although other roads will get busier, traffic should be more evenly distributed I do not agree with either of these statements, both in terms of access for residents of and visitors to the roads named above, and the fact that most of the alternatives are small residential side streets. I believe there will be a knock-on impact on small residential streets further from the junction as drivers look for alternatives to the no right turns, thereby increasing rat-running, inappropriate use of small streets, additional congestion in for example Headstone Lane.

In My Harrow News you say: The Council wants to put the brakes on the chances of a serious road accident. It seems to me you are increasing the chances as drivers either ignore the no-right turns to prevent long detours or make potentially dangerous manoeuvres in long lines of traffic. And can you give details of any serious road accidents there have been in the last 5 years?

Harrow Council has known for years that the former Kodak site would be available for development, so there are no excuses for not having had some sensible forward planning in place for what was clearly going to be a congested junction, given the increased volume of traffic likely to occur. The council has allowed so many additional dwellings to be built without considering the wellbeing of the existing residents.

The council lost an opportunity to improve access to the junction from Harrow View firstly when they allowed Goodstone Court to be built on the site of the Goodwill To All pub, and secondly when they accepted the planning proposals for the Harrow View East site without considering (or insisting on) keeping a strip of land to enable this whole section of the road to be widened. The new buildings are ridiculously close to the roadway, and I fear for the future of the trees lining the site currently. It used to be much safer for pedestrians to cross the north half of Headstone Drive as you could actually see cars approaching the junction intending to turn left.

I don't understand why you wish to change the current configuration. I totally get that pedestrian safety needs to be improved - I am fortunate to be fit, alert and know the current configuration, but there are definitely issues for those less mobile or less aware of where the traffic might be coming from.

You wish to ban the right turn from Headstone Gardens into Harrow View, merge the left turning traffic from Harrow View into Headstone Gardens with that going straight on, add two straight on lanes from Headstone Drive to Headstone Gardens, remove the bus layby on Parkside Way.

Why move the bus layby on Parkside Way? All this does is push the bus stop into the traffic stream. You are proposing that 2 lanes of traffic from Headstone Drive will potentially merge into one at this point; adding a bus stop to the equation surely slows the flow of traffic, which I presume is not your intention. You propose an additional westbound exit lane but that will have little effect as it will be very short and traffic in it will either be stuck waiting for buses to move on or for other traffic to allow them to join the flow.

If you wish to improve pedestrian safety, why not introduce green man push buttons without all the additional changes to the configuration? If, as in your proposal, you add green man push buttons as well as re-phasing the light/access configuration, this will create more stop/starts for the traffic, thereby reducing efficient traffic flow. Instead of removing the right turns, simply add a right turn only filter at the of each phase of lights. You already have this at the turning from Harrow View into Headstone Gardens; you could keep this and do the same for the right turns from Headstone Gardens into Harrow View and from Headstone Drive into Harrow View.

Have you actually carried out surveys of the traffic flows in all directions at different

	<p>times of day? I'd be interested to know the numbers. I'd say fewer vehicles turn left from Headstone Drive into Harrow View than turn right from Headstone Gardens into Harrow View. This ban also removes access to various</p>
344	<p>I very much welcome the proposed signalised pedestrian crossings. This is long overdue. The provision for cyclists is also welcome.</p> <p>Regarding the proposed introduction of no right turns, I am very concerned about the impact on surrounding roads. For example, southbound traffic on Harrow View wishing to turn right into Headstone Gardens will turn right into the residential roads of Bolton Road, Hide Road, etc. This will be met by traffic that previously would have turned right from Headstone Gardens southbound into Harrow View towards central Harrow, but now turning into Pinner View and then into side streets such as Bolton Road.</p> <p>Please would you clarify and confirm what action will be taken to mitigate the impact on residential roads already used as rat-runs.</p>
345	<p>I'm disappointed that the plan provides no provision for cyclists apart from ASLs. This development should provide segregated cycle lanes particularly on the East-West route. To encourage more active transport by bicycle, cyclists should be able to make right turns from any of the approach roads.</p> <p>There is a danger that these proposals will encourage rat-running on surrounding residential roads. Measures should be put in place to create low-traffic neighbourhoods.</p>
346	<p>This intersection was a major concern when we decided to purchase a home in Harrow, we are glad the council is actively introducing pedestrian crossing to increase safety especially with children around.</p>

347	<p>Whilst I welcome the improvements for pedestrians I am very concerned at the proposed bans on right turns from Headstone Gardens into Harrow View and from Harrow View into Headstone Gardens. There may not be enough demand for dedicated right turn lanes or filter lights but to prohibit all right turns would have the effect of moving traffic from main roads (Harrow View and Headstone Gardens) onto minor roads that are already subject to traffic calming measures (e.g. Pinner View, Bolton Road), causing congestion and inconvenience to residents.</p> <p>Additionally, it would adversely affect residents of Headstone Gardens and nearby roads, who would either need to make significant detours or use minor roads with speed humps when travelling to central Harrow or returning from Harrow Weald/Hatch End.</p> <p>Surely in the 21st century it should be possible to make improvements for pedestrians and new residents without it being to the detriment of current residents?</p>
348	<p>The proposal to prohibit a right turn from Harrow View into Headstone Gardens (that currently is allowed) will result in traffic turning right into Bolton Road, Hide Road and other residential roads, using these as 'rat runs'. Because the current right turn route is the only main road leading to North Harrow, Pinner and Rayners Lane until the main road and roundabout at the top of Harrow View in the centre of Harrow, it is inevitable that drivers will use these residential side roads. This will massively increase traffic in these currently quiet residential streets, with the resultant noise, pollution, congestion and potential accidents.</p> <p>These streets have residential parking on both sides and an increase in traffic will cause delays, congestion and irritation to residents. The impact of this proposal will be significantly detrimental to the health and well-being of residents in these roads, bringing heavy traffic where none currently exists. With the London focus on attempting to decrease air pollution, this seems to be a retrograde proposal. There will also be added dangers to pedestrians attempting to cross the road and to children playing.</p> <p>I bought a house on Hide Road 25 years ago because of its quiet residential character and it has not changed in this time. This proposal, if implemented, will significantly change the character and safety of Hide Road and its neighbouring roads.</p> <p>The current main roads are the conduits to other parts of Harrow and are well-used routes. Changing the right turn access will not mean that traffic no longer uses these routes but will inevitably result in the sacrificing of residential side streets to heavy traffic.</p>
349	<p>Disagree with the proposed plans for the goodwill junction, this will be very problematic for surrounding roads which will become a rat run, especially hide Rd, longley Rd and Cunningham park where it is already impossible to pass due to parked cars.</p>
350	<p>support better pedestrians facility. However There seems to be no benefits for cyclists. A scheme some years ago put a cycle lane between the straight on and left turn lanes on Headstone gdns going north. which would help cyclists to get to advance cycle section.</p>
351	<p>The proposed right turn ban from Harrow View into Headstone Gardens is not feasible. There are always cars making this turn. I have checked this many times visiting the shops at this junction. I presume this has been monitored by the Council over several periods?</p> <p>Where are these cars supposed to make a right turn if this is implemented? Unless new arrangements are being made cars will turn right into Hide Road or Bolton Road which are both narrow and unable to accommodate two way traffic. Why was this not included in the Kodak Site redevelopment proposal?</p>

352	<p>When travelling from North to South along Harrow View the removal of the right turn into Headstone Gardens will make it very difficult for local residents in Albert Road, Edward Road, Sidney Road, Atherton Place, Victor Road, Fairfield Drive, Pinner View, Headstone Gardens, Brook Drive, Moat Drive, Parkside Way, Woodberry Avenue, Churchfield Close & Hillfield Close to access their homes. (800+ houses and flats) A high volume of traffic currently turns right at this junction as other routes are not easily available.</p> <p>Traffic requiring access to these roads will have to continue straight ahead at this junction and then turn right into Bolton Road or Hide Road. These are very congested road with cars parked almost bumper to bumper on both sides for much of the day and with no room for vehicles to pass one another. Vehicles will the have to turn right into Pinner View to access other roads and residents of Headstone Gardens and all the roads to the north of Headstone Gardens will have to turn back across the main road at the Pinner View / Headstone Gardens junction where vision is not very good for traffic approaching from the left.</p> <p>To avoid this route vehicles can use Headstone Lane, Priory Way and Parkside Way to reach their homes. Headstone Lane is narrow with a sharp bend by Headstone Lane Station and also has a width restriction with young school children crossing by the park. Priory Way is fairly narrow and is unsuitable for busy traffic.</p> <p>Another alternative route would be to turn left at the Goodwill junction, continue to the roundabout by the Crown Court and then return on the opposite side of the road. This is some distance so will increase journey times especially at busy periods. It will also increase the volume of traffic both ways on Headstone Drive.</p> <p>Many people living in these roads are elderly or less able and cannot use public transport and the removal of this right turn could make many roads gridlocked for much of the day.</p>
353	<p>This proposal makes no new provision for cycling facilities across this very important junction. The experience of LCN+ shows that it is essential to tackle the junctions if people are to be encouraged to cycle. I support the pedestrian phases, but if you are going to inconvenience motorists by banning right turns you need to make it more attractive to cycle instead. The Council tells cyclists that there is no money for new cycle provision, but then when there is Section 106 money, it isn't proposing to use it for cycling! This does not make sense. There should be a two-way segregated cycle lane along Headstone Drive and Headstone Gardens which will encourage people using Harrow & Wealdstone Station (among others) to cycle to and from home, rather than driving or being collected by car. It will also allow children and parents to cycle to the many local schools instead of travelling by car. The school run by car is a major cause of congestion in the borough and must be tackled. It will only get worse, with new housing developments, if constructive action to enable cycling is not taken. The junction should be redesigned to include safe segregated cycle facilities in order to provide a realistic alternative to motoring, including permitted right turns for Cycles. The design should allow people on adapted cycles to use the facilities. Side roads should also have filtered permeability to ensure that they are not used as ratruns.</p>
354	<p>Having read the TARSAP committee report dated 26th June 2018, I have to conclude this is nothing but an ill thought out scheme designed to increase the flow of traffic at this junction. There is no consideration given to where the traffic turning right will be displaced to.</p> <p>The officers are deliberately trying to spin this as a safety measure, and trying to mislead the residents of three wards. If safety was paramount, then proper modelling would been done, showing the effect of the displaced traffic in the surrounding residential roads and the safety implications as a result of it.</p> <p>I can foresee this is going to be another U Turn along the lines of Roxborough bridge bus lane scheme, because it will cause traffic gridlock in a wide area.</p>

355	<p>You need to reinstate the right turn onto Victor Road to allow traffic travelling south down Harrow view to move more freely and enable residents that live to the west of the goodwill junction a route home.</p> <p>The traffic increased significantly when you prohibited this right turn, without any consultation to my knowledge.</p> <p>This new proposal will only add to the problems already created.</p> <p>Anyone who used to turn right at Victor Road or onto Headstone Gardens will now have no option other than to go straight on, forcing two lanes of traffic into one heading down Harrow View towards Harrow, this in itself will create a queue of traffic. Then vehicles will have to wait to turn right into one of the small residential streets (Bolton, Hide, Longley) that do not have enough room for two-way traffic currently let alone with additional flow.</p> <p>Removing the right turn bans, DOES NOT actually improve the traffic flow as people wanting to turn right will simply cause a queue further up the road as they wait to turn right and use one of the aforementioned residential roads to continue their journey west.</p> <p>These side roads will be grid locked.</p> <p>Your proposal will increase pollution and noise by forcing longer routes home. The residents will have their quality of living severely compromised not to mention the risk of serious accidents with increased traffic on these side roads.</p> <p>Additionally, by prohibiting the right turn towards Harrow from Headstone Gardens you are forcing traffic along Pinner View which is an already busy residential side road.</p> <p>I note that you are removing the Bus Stop bay on Headstone Gardens which will mean buses stopping in a traffic lane, holding up the flow of traffic from east to west, why remove the bay?</p> <p>Please can you quantify your figures regarding the hundreds of pedestrians that utilise this junction and provide statistics on the number of accidents?</p> <p>IF the main reason for the changes to the junction are to include a Pedestrian Phase, is it not possible to change the phasing of the lights to 4 way, so that traffic is only moving from one direction at any one time.</p> <p>The positive outcomes of the proposed changes are hugely outweighed by negatives and I think there has been very little/no thought given to the impact these changes will have on local residents to the west of the junction.</p> <p>It seems the council's main concern is to portray an image of free-flowing safe traffic and pedestrian crossing at the main junction but turn a blind eye to the chaos, pollution, danger and impact it has on the bigger picture.</p>
356	<p>Positive aspects: New pedestrian crossing facilities, which are badly needed already, without the increased foot traffic from the new developments Needs more thought: Banning right turns will increase rat running through the minor roads in Headstone South particularly, and around Marlborough road. This will make it even more important that the vast majority of these roads become no-through roads as part of a low traffic neighbourhood. I would also urge you to reconsider cycling facilities through the junction (not just ASL which are widely ignored by motorists), in particular to facilitate right turns by cyclists.</p>

357	<p>I would like to strongly object to these new proposals. Little consideration has been given to surrounding areas. The changes suggested would make a rat run through Harley road and Walton drive into Walton road, clogging these roads with traffic avoiding the proposed new turning restrictions. Heaven knows it's bad enough at school times now, without extra traffic diverted down our already twisting and cramped street. I reject these proposals as bad for residents and our environment</p>
358	<p>Having seen the consultation document about the Goodwill To All junction, I am IN FAVOUR of most of the proposal, but AGAINST the ban on right turns on several grounds – disruption to/safety of local residents, environmental, pollution, traffic disruption.</p> <p>The improvement for pedestrians are very good, especially making the changes before the huge new developments on the ex-Kodak sites are completed.</p> <p>Headstone Gardens eastbound on to Harrow View; - To get around this no right turn, people will go straight, and then turn right into Walton Road, (an obvious increase in journey time and cost). When you do come out on Harrow View you will have longer to get out, as there will now be more traffic, which was unable to turn right at the Goodwill To All junction!</p> <p>For those unsure of the side roads, they will continue into Wealdstone, and then have to work out how to get back to Harrow. Increase in mileage, fuel, pollution, times the result. For unwitting double deck buses and high sided vehicles, there is the increased risk of striking the low railway bridge in Headstone Drive.</p> <p>Harrow View southbound on to Headstone Gardens;- A journey from the Goodwill To All junction to North Harrow will now involve continuing into central Harrow, and out via Pinner Road. This will now increase the distance from about 0.8 miles to 1.7 miles! You could shorten this by cutting through residential roads. Victor Road has been made No Entry from Harrow View, so you need to go across Headstone Gardens and then turn right into one of the side roads.</p> <p>So you will still be turning right, and going through residential areas. Or stay on the main road; use extra fuel, going uphill, more pollution, into the Harrow traffic, and round the Pinner Road/Greenhill Way roundabout. Depending on the time of the day, this could add quite some time to the journey.</p> <p>There is no indication on the lengthy bus stop marked on the plan on Harrow View northbound, before the junction as to its fate, moved/stay/removed?</p> <p>The proposed two new loading bays on Harrow View are a good idea, and will benefit local businesses (which need all the help they can get).</p> <p>If this scheme goes ahead as proposed, then the junction will become a lot safer for pedestrians and vehicles, which is what we all want. But I'm sure it then be a lot less safe for pedestrians and vehicles on nearby residential roads, making some more of a "rat run" than they are now.</p>
359	<p>Harrow on the hill is our main shopping area. Proposed prohibition of right turn from headstone gardens towards Harrow on the hill will causes problems and have to find longer alternative route or stop going to Harrow on the hill and find another shopping town.</p> <p>We help our daughter who lives in Watford with baby sitting by bringing the child home. We already find no right turn from Harrow view into victor road has prolonged our journey time and increased traffic on Harrow view. The proposed no right turn Harrow view into headstone gardens will create additional problems. You should suggest alternate routes for us to take. This also going to buildup traffic around Hatchend and Pinner park schools.</p> <p>Recent development in our area has caused parking difficulties down our road and motorists taking our road to access Harrow view avoiding the traffic lights. In my opinion your proposed changes at the traffic lights is going to cause more problems than solving the issues.</p>

	<p>Residents of Sidney Road, Edward Road and Victor Road are the people most affected by your proposal.</p>
360	<p>IF these new right turn bans are to be put in place, you need to reinstate the right turn onto Victor Road from Harrow View to allow traffic travelling south down Harrow view towards Harrow to move more freely and enable residents that live to the west of the goodwill a route home.</p> <p>The traffic has increased significantly since you prohibited this right turn, without any consultation to my knowledge. What was the reason for this change in the first place? To stop traffic using side residential roads?</p> <p>This new proposal will only add to the problems this has already created.</p> <p>Anyone who used to turn right at Victor Road or onto Headstone Gardens will now have no option other than to go straight on, forcing two lanes of traffic into one heading along Harrow View towards Harrow, this in itself will create a queue of traffic. Vehicles will then have to wait to turn right down one of the small side residential streets (Bolton, Hide, Longley), that currently do not have enough room for two way traffic, let alone with additional flow.</p> <p>Removing the right turn bans, DOES NOT actually improve the traffic flow as people wanting to turn right will simply cause a queue further up the road as they wait to turn right and use one of the aforementioned residential roads to continue their journey west.</p> <p>These side roads will become grid locked!</p> <p>Your proposal will also increase pollution and noise by forcing longer routes home. The residents will have their quality of living severely compromised not to mention the risk of serious accidents with increased traffic on these smaller roads.</p> <p>Additionally, by prohibiting the right turn towards Harrow from Headstone Gardens you are forcing traffic down Pinner View which is an already busy residential side road creating more 'rat-runs'!</p> <p>I note that you are removing the Bus Stop bay on Headstone Gardens which will mean buses stopping in a traffic lane, holding up the flow of traffic from east to west, why remove the bay?</p> <p>Please can you quantify your figures regarding the hundreds of pedestrians that utilise this junction and provide statistics on the number of accidents?</p> <p>IF the main reason for the changes to the junction are to include a Pedestrian Phase, is it not possible to change the phasing of the lights to 4 way, so that traffic is only moving from one direction at any one time. This will enable pedestrians to cross the road safely when the traffic isn't flowing along their route.</p> <p>The positive outcomes of the proposed changes are hugely outweighed by negatives and I think there has been very little/no thought given to the impact these changes will</p>

	<p>have on local residents to the west of the junction.</p> <p>It seems the councils main concern is to portray an image of free flowing safe traffic at the main junction but turn a blind eye to the chaos, pollution, danger and impact it has on the bigger picture. I urge you to seriously reconsider the proposed plans.</p>
361	<p>I am a car driver, cyclist, and pedestrian that uses this junction on a regular basis. My main concerns are:</p> <ol style="list-style-type: none"> 1. There are no new improved facilities for cycling. For example provision of Toucan crossing rather than pelican crossing. Also provision of dedicated cycle slips to take cyclists to the Toucan crossings. 2. The cycle advanced stop lines are most welcome, but it would be great to inform drivers with simple signage that entering the ASL region while waiting at the traffic lights is a traffic offence. 3. The right turn ban from Headstone View to Headstone Gardens will push traffic to take alternative routes through side streets to gain access to Headstone Gardens in order to travel west to North Harrow.
362	<ol style="list-style-type: none"> 1. The changes must recognise the significantly increased car traffic from the 2 new residential Kodak sites. Banning 2 extra no right turns will exacerbate traffic congestion and increase use of 'rat runs' to avoid the Goodwill junction. 2. Cars southbound on Harrow View currently able to turn right onto Headstone Gardens will travel either via Pinner Park Avenue/Headstone Lane, or by rat runs after the junction via Bolton Road/Hide Road/Longley Road and Pinner View, all residential side roads. 3. Cars travelling east along Headstone Gardens will turn right using either Pinner View before the junction, or Walton Road after the junction, thus putting more through traffic along residential side roads. 4. Cars using these routes will then enter Harrow central via Pinner Road, adding to the traffic jam already there.

363 | As a bus user I cannot support the proposal.

The present situation:

In 2018 utility works closed Harrow View to southbound buses on route H14 for several weeks. There were also closures in 2016 and 2017. Later this year, LBH propose to close Headstone Road for a week to perform resurfacing work.

In 2018, utility works closed Pinner Road to southbound buses on routes 183 and H19 for one week, as well as two other closures of a few days' duration each.

That pattern seems typical year on year and can reasonably be foreseen to arise again in the future. In both cases, diversions via the Goodwill to All junction permitted an effective level of service to continue on all routes.

The proposed scheme:

How will buses on route H14 be diverted when there are roadworks on Harrow View or Headstone Road? They cannot turn left through Wealdstone because of the low bridge on Headstone Drive. They will not be able to turn right into Headstone Gardens because of the proposed turn prohibition.

How will buses on routes 183 and H19 be diverted when there are roadworks on Pinner Road? They will not be able to come along Parkside Way from North Harrow and turn right from Headstone Gardens into Harrow View because of the proposed no turn prohibition.

In such circumstances the H14 will be unable to serve any stops between Long Elmes and the St. George's Centre. The 183 and H19 will have to make a detour via Rayners Lane all the way to South Harrow and then resume their routes at the St. George's Centre.

Bus diversions present no direct cost to LBH. But there is a time cost to Harrow residents who use the buses, as well as a cost to TfL who pay RATP to operate the routes.

The future:

With this scheme, LBH are buying an asset with a design life of ~30 years. Local experience has shown that reconfiguring traffic signal schemes part way through their life is so costly in time and money as to be prohibitive for all but minor changes.

The stated aim of LBH and TfL is to encourage modal shift away from private motor transport and towards sustainable modes, including cycling and public transport. If successful, it follows that in coming years more and more people will be travelling by bike or bus. There may be new, as yet unplanned, routes as a result, particularly with the council's ambitious plans for residential intensification - of which the adjacent Kodak site is but a part.

The two proposed right turn bans are indiscriminate in application as to mode, prohibiting public transport and cyclists. LBH and TfL should be particularly careful in exercising their road network management responsibilities to see that the network remains flexible for continued use by public transport during times of network disruption such as roadworks, and can accommodate new routes as the need arises.

It might be that LBH can compel statutory undertakers to always provide two-way access during roadworks. But I doubt they can, or they would have done so in previous years. It might be that in the next ~30 years no schemes will come forward for new bus routes which will need to make these right turns. But none of us can say for certain.

The present scheme costs are being met in large part by s106 monies. These funds will not be available should either LBH or TfL wish to alter the configuration of the

	<p>signals at a future date for sustainable transport enhancements. Once installed, we shall all be stuck with the signalised cycles and traffic patterns until the infrastructure falls due for replacement in the 2050s.</p> <p>A request: Therefore, I ask LBH and TfL to deliver a scheme which retains sufficient flexibility to permit local buses to continue to make these two right turns, for use during road network disruption and leaving adequate flexibility for future bus network development.</p>
364	<p>Walton Road already suffers from significant through traffic caused by the existing banned right turn from Harrow View into Headstone Drive and rat-running traffic from Wealdstone avoiding the left turn at the same junction. The proposed further banned right turn from Headstone Gardens into Harrow View will double through traffic. This will be disruptive for residents and increase the risk to the many children who use Walton Road and Walton Drive to walk to and from Marlborough Primary School.</p> <p>The right turn referred to above is also used by bus route 183 when Pinner Road is closed. If it is unavailable, a longer diversion will be necessary, worsening reliability on this heavily used route.</p> <p>While I agree that a pedestrian phasing is needed, the proposed banned right turn should be axed. Perhaps one longer pedestrian phasing that allows people to cross diagonally such as on Oxford Street while all traffic waits for 30 seconds would work well as it would reduce the overall time needed for phasing.</p>
365	<p>The proposed changes are going to bring in lots of traffic on Bolton road there by making the side road dangerous for residents and children, increased levels of air and noise pollution. I understand the need for pedestrians signal at junction but I would definitely object on the proposed changes of blocking right turns and pushing the bus stop out on the road. The proposed changes have no consideration for the trouble the residents will have to bear and go through.</p>

366	<p>I believe that the existing right turns onto Headstone Gardens and Harrow View should be maintained. There is concern in my household about the changes will amount to a large volume of traffic being funnelled down Walton Road and onto Walton Drive and into the side roads off Harrow View, some of which, such as Longley Road and Cunningham Park, are already very congested due to the numbers of cars parked on either side of the road.</p>
367	<p>We would express our deep concerns and objections to the introduction of a No Right Turn at the junction of Harrow View and Headstone Gardens.</p> <p>As the landlord of a commercial business interest at 2-6 Victor Road HA2 6PU, we already missed the opportunity of objecting to the access being prohibited from Harrow View as a result of not being advised by our current business tenants of the application being sought. This has resulted in severe inconvenience on a current and ongoing situation. It should be noted at this point that existing planning consent allows our company, as a local coach operator of 70+ years, to park up-to 4 full-size coaches at the Victor Road site. The existing tenant, Albro Windows who operates a double glazing business currently has to access the site with their commercial vans and drop-side lorries via side-streets off Headstone Gardens. At the end of the tenant's agreement, should we wish to utilise our current consent for coach access and parking, the inconvenience to us, and no doubt the residents of these access roads will be substantial. In reality, the closure at the end of Victor Road should never have been allowed.</p> <p>The proposals within the new plans will only serve to exacerbate the situation. In relation to how the proposals will affect us as a coach operator within this area, all our journeys originate through Watford and Harrow Weald. Journeys from Watford are via Oxhey Lane (A4008), Courtney Avenue and Harrow View. Journeys from Harrow Weald are via Uxbridge Road (A410), Courtney Avenue and Harrow View. Having due regard for the width restriction in Headstone Lane, journeys from Watford would need to be re-routed to Uxbridge Road (A410), St Thomas Drive/George V Avenue (B404), Pinner Road, Canterbury Road, Parkside Way and Headstone Gardens. This is a considerable detour and takes in the busy shopping areas of Hatch End and North Harrow. Equally, journeys from Harrow Weald could use the High Street (A409) and Headstone Drive but this would involve passing through the busy shopping areas of Harrow Weald and Wealdstone and negotiating a low bridge under which, the vast majority of our coach fleet will not pass and is, furthermore, a known flood area in heavy rainfall.</p> <p>At a time when society is being encouraged to reduce harmful exhaust emissions, the proposals would take little recognition of these recommendations.</p> <p>It would be reasonable to assume that should the proposals be passed, Bolton Road and Walton Road with their access to Harrow View would experience a significant proportion of the through traffic and with the ever-present problem of parked cars, this would prove to be a considerable logistical and safety problem for the residents who live there.</p> <p>In conclusion, by virtue of our reasons outlined above, we would voice a strong objection to the proposal.</p>

368	<p>The proposed new scheme will have a very negative impact on us and residents as Harrow View and Headstone Drive are the main arteries to Harrow and Harrow Wealdstone and Harrow on the Hill.</p> <p>Our main concern is the prohibition of right turn on Headstone Gardens into Harrow View.</p> <p>This would mean the vehicles going straight and then turning right into Walton Road and then going wither via Walton Drive or Harley Road onto Harrow View.</p> <p>The Harrow council with great amount of expenditure and for the safety of the school children and residents have made Walton Road , Walton Drive and Harley Road a 20 MPH zone with road bumps many years ago.</p> <p>We had partitioned for double yellow lines to be placed on the junction of Harley Road and Walton Road because of the danger of crossing and obstruction of the parked vehicles.</p> <p>The additional volume of traffic will have a negative impact on us in that there will be a lot of extra vehicles accessing Walton Road with extra noise and pollution.</p> <p>The safety aspect of the speed restrictions and bumps will also be negated by the additional traffic and also create a lot of congestion in a purely residential zone as the main access to Harrow will have been removed by proposed prohibition of the right turn at Headstone Gardens.</p> <p>The safety and protection of the pedestrians especially school children should also be major concern before any changes are made.</p>
369	<p>This proposal is ridiculous and badly thought out. It will force traffic that needs to turn right at the traffic lights to use the smaller residential roads such as Bolton Road as a substitute right turn. This will create a rat-run in a narrow road and will inevitably cause damage to residents cars and possibly the residents themselves.</p> <p>It would be much easier to introduce an improved crossing system with phased lights that give pedestrians time to cross the road, possibly operated by pedestrians pushing the button to request crossing time.</p>
370	<p>I am strongly opposed to the no right turn from Harrow View southbound on to Headstone Gardens. This will force traffic going to North Harrow and Pinner to use the already massively congested Cunningham Park & potentially the neighbouring parallel roads. Currently Cunningham Park is frequently severely gridlocked, with considerable aggression and an unacceptable amount of damage to parked cars as irate drivers attempt to get past. Air quality, pollution and noise levels will rise considerably, increasing further with escalating gridlocks. The whole scheme is deeply flawed - the right turn ban from Headstone Gardens onto Harrow View will also increase traffic along Cunningham Park in the opposite direction! Even with the new housing on the Kodak site, the Quadrant shops do not generate enough interest/footfall to justify this & current bus stops are well placed to serve where they are currently situated. Traffic on Harrow View will also become blocked as traffic will be unable to turn into Cunningham Park and other roads in order to cut through to North Harrow and Pinner. I am seriously concerned about this proposal and ask you to find an alternative solution.</p>
371	<p>There is already a lot of traffic coming into harrow view from Courtney avenue and making the junction a no right turn would mean a lot more and also a lot of traffic into Bolton road and nearby roads. There are many children walking to and from school and any more traffic will make it unsafe for our children.</p>
372	<p>These plans seem ill thought through. All they will do is force south bound right turn traffic to turn down Bolton Road. We already have issues with cars driving too fast down the road to cut across. This is a residential street, with young families and elderly. There will be a significant safety impact, as well as environmental considerations.</p> <p>These plans should be changed immediately.</p>

373	<p>I am concerned about the prohibiting of the existing right turn from Headstone Gardens on to Harrow View as this will increase the number cars using the cut through from Walton Road and Walton Drive onto Harrow View which is currently used as a cut through quite heavily and by vehicle types of all sizes and regularly becomes very congested. Considering it is a small residential street prohibiting the right turn mentioned above will most definitely increase this traffic. The road is also used by many young children to access Marlborough primary school so increased traffic will bring more risk to these children walking to school. I am also concerned about prohibiting the right turn from Harrow View onto Headstone Gardens, how will that traffic get redirected ? Side roads should not be an option in my opinion as they are residential and very narrow with cars parked on both sides, so cars will really struggle to pass one another when coming from opposite directions. I am also concerned about combing the lane on Harrow View to turn left onto Headstone Gardens as one, as this will cause more delays and the traffic on Harrow View is already very heavy and tail back beyond Marlborough Hill.</p>
374	<p>Opposed to no right turn at the quadrant junction. Just causes more people to use Cunningham park as a cut through. And things are bad enough as it is. Cunningham needs to either be made a one way street or permit holder's only. Let alone the thought of more cars being squashed through Cunningham park</p>
375	<p>I disagree with the proposal to the right turn bans. Here in Cunningham park, (where cars will likely divert to if the proposal passes) there is already common traffic due to cars in opposing directions. Since the road is somewhat narrow, cars are also often damaged due to collision as well. The chances of this occurrence, not to mention pollution and road rage as well will only increase with this proposal.</p>
376	<p>I strongly object to the proposed plans at the Goodwill Junction that will restrict drivers turning right from Harrow View/Headstone Gardens. I do understand that safety of pedestrians is very important and support the much needed implementation of green man push button crossing facility. However, I do not understand how right turn restrictions will contribute to road safety. A pedestrian crossing and traffic filtering system as used at Headstone/Greenhill Road could be used effectively at Goodwill. If safety is the paramount reason for this system it lacks foresight. The no right turn restrictions will force traffic to residential side roads which are already heavily congested. These roads have increased footfall during peak times as many children walk to schools such as Marlborough, Vaughan, Nower Hill, etc. The roads are saturated with parked vehicles creating major traffic jams and frequent arguments between drivers. Despite speed bumps in these roads, vehicles travel at high speed and already present a high safety risk to pedestrians. Implementation of no right turns at Goodwill Junction shows a lack of care and consideration of these residents. It appears that LBH has chosen the cheapest option and demonstrated little planning for infrastructure to support future development. Why was the opportunity not seized to look at using part of the current development site to introduce new roads or widen parts of Harrow View to assist with congestion? It seems obvious this is just a short sighted quick fix. The interests of minimising costs of the contributors appear to be more important than the safety of residents.</p>

I am writing to complain about the proposed No Right turn from Harrow View onto Headstone Gardens and the effects it will have on all the residents in Victor Rd, Edward Rd, Albert, Rd, Sidney Rd, associated cul de sacs, Pinner View between Headstone Recreation Ground and Bolton Rd; Brook Drive, Moat Drive, Woodberry Avenue. My mother lives in Edward Rd and frequently drives or given lifts to + from shops and other facilities in Hatch End, Watford and Harrow Weald. I also visit her regularly, often coming from these directions.

Since the unnecessary and inconvenient no right turn onto Victor Rd from Harrow View was implemented – any residents in all these roads coming from Harrow Weald/ Hatch End/Watford/A41/M1 – have had to endure long queues up to the traffic lights before turning right to get home.

The proposal to now prohibit right turn at the traffic lights is absolutely ridiculous!

Every vehicle needing access to the above roads will have to either:-

- Go straight over the lights, then right down one of the side roads , right onto Pinner View then right onto Headstone Gardens and join the queue back towards the lights;
- Go straight over the lights, then left down Harley Rd / Walton Rd, then left onto Headstone Drive and join the queue back towards the lights;
- Left at the lights, then be tempted to make a dangerous U turn in the entrance to the old Kodak site and join the queue back towards the lights;
- Left at the lights and all the way up to and around the Crown Court roundabout and join the queue back towards the lights;
- Left at the lights then right down Walton Rd/Harley Rd, right onto Harrow View and join the queue back towards the lights.
- Or avoid the junction altogether by turning right down Pinner Park Ave, left onto Headstone Lane, through the width restriction, past Pinner Park School, left down Priory Way, left onto Parkside Way/Headstone Gardens and join the queue back towards the lights!!

All these alternative routes for the many hundreds of residents + their visitors, deliveries, visitors to Headstone Recreation Ground and Harrow Museum – families, weekend sports, May Day/Harrow in Leaf events, weddings etc. are not suitable for multiple and/or larger vehicles. All the affected side road routes have parked cars down both sides which only allows for one vehicle width proceeding one way at a time. Considering the 'no right turn' proposal is supposed to make things safer for pedestrians/cyclists – the hazard to these users, especially children, and family pets on these side roads with parked cars, blocked sight lines, cars weaving in and out and trying to rejoin queues to the lights, will be hugely increased.

As will the potential for vehicle/pedestrian/cyclist accidents; vehicle damage (to moving and parked cars); increased journey times, fuel consumption*, inconvenience, distraction, impatience and 'road rage'.

*more vehicles stop/starting, increasing/decreasing speed over speed bumps, idling while waiting to progress or turning back onto the main roads, will increase exhaust fumes and air quality for pedestrians – esp. children, and residents in all these roads. I observed the junction on Tues 18th June for consecutive 25mins between 3.05 and 3.30pm.

Averaging the number observed in this time period, gives about 160 vehicles/hr turning right from Harrow View onto Headstone Gardens. These included not just cars, but larger delivery/business vans, a Dial-Ride bus, and 2 funeral cars.

This wasn't even rush hour, so the congestion, travel times and pollution from queuing traffic at peak times will be terrible.

In the same period, pedestrians crossing at the junction averaged out to about 80/hr. Of the 34 in 25mins 14 were crossing in pairs and 2 had pushchairs. Only 3 of them crossed more than one 'arm' of the junction. All crossed safely with no running or near misses. My family has used this junction as drivers and pedestrians for decades and are not aware of many, if any, pedestrian accidents. Some of those I observed preferred to cross further up the road beyond the lights.

As with the Victor Rd restriction this is an over-reaction to a problem that doesn't exist, which will cause even more major problems for locals, visitors, businesses and through traffic.

I agree that pedestrian controlled crossings may be beneficial, but changed phasing of the lights – maybe even a stop all traffic while pedestrians cross – as in Eastcote

(Field End Rd/Elm Ave/North Vw) would be a much safer, less inconvenient alternative to making drivers go in the opposite direction and – literally, all around the houses, to get to where they're going.

PS there has been talk of opening the end of Edward Road's cul de sac to allow access for residents of the new housing development. Whilst this might be handy for my mum to cut through the estate from Harrow View to get home, there could be over 100 vehicles/hr doing the same to avoid a convoluted route at the Goodwill To All junction.

378

I would like to oppose the plans to remove the right turn on to Headstone Gardens as you approach the junction along Harrow view from the Kodak site end.

The reason for this is that it will result in a significant increase of traffic using the smaller residential streets between Harrow View and Pinner Road. These roads are narrow, with parking on both sides and two cars cannot pass.

There are existing problems with traffic trying to manoeuvre around parked cars. At busy periods, cars get stuck in both directions with more cars arriving to increase the blockage. It would benefit the Council's research to observe the traffic at the Harrow View end of Cunningham Park at around 8-8:30am on a weekday.

The removal of the right turn in to headstone gardens will significantly increase the risk of severe congestion, accidents and high levels of air pollution in these areas. The increase in air pollution in these areas would be due to cars slowing and engines idling. This goes against the direction set by The Mayor of London's strategy.

Please an the remove of this right turn blue removed from the proposals.

Many thanks

379	<p>We would express our deep concerns and objections to the introduction of a No Right Turn at the junction of Harrow View and Headstone Gardens.</p> <p>The proposals within the new plans will only serve to exacerbate an already compromised situation created when the entrance to Victor Road from Headstone Gardens was closed to traffic.</p> <p>In much the same way as our associate company, Hearn's Coaches Ltd is affected by these proposals, Venture Transport as a coach operator within this area will suffer similarly. All our journeys originate through Watford and Harrow Weald. Journeys from Watford are via Oxhey Lane (A4008), Courtney Avenue and Harrow View. Journeys from Harrow Weald are via Uxbridge Road (A410), Courtney Avenue and Harrow View.</p> <p>Having due regard for the width restriction in Headstone Lane, journeys from Watford would need to be re-routed to Uxbridge Road (A410), St Thomas Drive/George V Avenue (B404), Pinner Road, Canterbury Road, Parkside Way and Headstone Gardens. This is a considerable detour and takes in the busy shopping areas of Hatch End and North Harrow. Equally, journeys from Harrow Weald could use the High Street (A409) and Headstone Drive but this would involve passing through the busy shopping areas of Harrow Weald and Wealdstone and negotiating a low bridge under which, the vast majority of our coach fleet will not pass and is, furthermore, a known flood area in heavy rainfall.</p> <p>At a time when society is being encouraged to reduce harmful exhaust emissions, the proposals would take little recognition of these recommendations.</p> <p>It would be reasonable to assume that should the proposals be passed, Bolton Road and Walton Road with their access to Harrow View and/or Pinner View would experience a significant proportion of the through traffic and with the ever-present problem of parked cars, this would prove to be a considerable logistical and safety problem for the residents who live there.</p> <p>In conclusion, by virtue of our reasons outlined above, we would voice a strong objection to the proposal.</p>
380	<p>I strongly OBJECT to the proposal regarding the "Right Turn Bans" (Headstone Gardens eastbound onto Harrow View and Harrow View Southbound onto Headstone Gardens) as this will SEVERELY impact traffic flow and the residents on surrounding roads including Victor, Sydney, Albert and Edward Rd. It will be a very onerous and circuitous route for residents to be able to get into their roads and homes PLUS it will simply force more traffic through these adjacent roads to get around the ban and through the lights. We already have a lot of traffic using our roads to cut around the lights and drivers regularly speed and ignore the "20 MPH" signs (speed cameras / indicators required please). There also needs to be a camera at the top of Victor road as you still get inconsiderate drivers flouting the "no right turn" from Harrow View. This is NOT a well thought out or practical proposal!!! Back to the drawing board Harrow Council and ATKINS....</p> <p>I SUPPORT the urgent need for a proper dedicated pedestrian crossing facility and improved footpaths as this has been overdue for decades and area residents / pedestrians take their life in their hands trying to cross over safely on a daily basis.</p>
381	<p>I oppose the prohibition of the right turn access from Harrow View onto Headstone Gardens. You have already prohibited right turn access from Harrow View onto Sydney Road. How is one supposed to get to North Harrow?</p>

382	<p>I am commenting following your order of Proposals:- I am totally in favour of a pedestrian crossing facility. Local residents and our family have asked for this since at least 1982 to no avail! It is a very dangerous crossing because it is entirely never safe for pedestrians. However, I am very worried about the implications for the traffic-flow. The traffic has become extremely congested again since the Kodak redevelopment. It would seem to me that there should have been an insistence on alternative new routes out of the redevelopment being constructed instead of making the 'Goodwill' bottleneck markedly worse. The development should not have taken place without this undertaking. The proposed no right-hand turns will adversely affect me, not only at the traffic-lights, but also if drivers choose to avoid the inevitably increased bottleneck by using side roads such as mine as 'rat-runs', even more than they do already. The proposal is for the existing straight ahead lane and left hand turn only in Harrow View towards Hatch End and North Harrow to be combined into one lane. This will create an enormous traffic jam, especially in the rush-hours. It has been short-sighted to allow this massive redevelopment without providing the infrastructure, particularly with regard to new alternative routes. This is causing an extremely noticeable deterioration of the amenities of the area.</p>
383	<p>As residents of the area with frequent occasion to visit Wealdstone we are very familiar with all the possible routes and the degree of existing congestion. the proposals to increase the amount of restriction on right turns at the Goodwill junction, make the changes and then assess the effect on neighbouring roads seems very short sighted. the roads are already over capacity with the existing. this situation would be exacerbated by adding two more.</p> <p>The roads concerned are Pinner view Cunningham park, Longley Road, Hide road, Bolton and malborough Hill, Walton Road, Walton Drive, Harley road and Harley crescent. The roads on the west side of Harrow view have rather different problems than those on the East as there are no general parking restrictions and vehicles dip in out of crossovers to allow oncoming traffic to pass. Occasionally this doesn't work, there are standoffs and vehicle have to reverse eventually. On the East side where blocks of parking are on one side or the other motorists resort to mounting the kerb instead of reversing. Added problems are 1. relatively frequent traffic accidents at the junction of Longley and Harrow View (possibly vehicles on HV are unsighted because of the bus stops. 2, the school access on Walton and Marlborough.</p> <p>allow right turns from every direction at the Good will junction with eight separate phases of the lights. observation of this system elsewhere (e.g. the Greenford Road, Whitton avenue junction suggests that this helps the capacity, by making the use of the lights orderly although, the number of phases takes time which can presumable be tailored to the traffic flow. The benefits of this would be.</p> <ol style="list-style-type: none"> 1. the bus lay by would not need to be removed. The busse stopping on the main carriageway must reduce capacity. the various phases of the lights would give buses plenty of opportunity to pul out. 2. pedestrian would have very clear light controlled opportunities. 3. Some extra left hand turn space may be possible to help keep traffic moving. the current area of pedestrian wlk space is greater than necessary now and, although an increase in pedestrian traffic is expected it will be a flow not not a crowd. the Goodwill junction is not a destoination. <p>Finally the proposal for greater restrictions on waiting and loading does seem very necessary. it would be an asset to traffic flow even in the present situation.</p> <p>An alternative that would not exacerbate these problems so much would be to</p>

384	<p>This is a most ill-conceived plan. No provision has been made for residents of Sidney/Edward/Albert/Victor Roads/Moat Drive/Pinner View who will no longer be able to get to their homes from Harrow View, except by turning Bolton Road /Hide/Longley Roads, Pinner View & Parkside Way into rat runs, or by trying to access their homes by driving into an already gridlocked Wealdstone, or via already gridlocked Headstone Lane turning Priory Way & Manor Way into even worse rat runs. This will ruin the lives of residents in all the above-mentioned roads, & will add miles to resident's journeys and will dramatically affect local pollution (which is already dreadful). Why not put a roundabout at the crossroads, & add pelican crossings, which would be safer & more effective?</p>
385	<p>Your proposal to ban right turn from Harrow View southbound on to Head stone Gardens, will displace traffic from the main roads into the side streets,there are many elderly and disabled and children living in Headstone Village as this area has been known for many years. It is difficult to cross the roads now without the increase in traffic the scheme will cause, the side streets are not able to take any increase in traffic.These streets will become RAT RUNS for traffic to North Harrow this may lead to accidents on the congested side streets. Harrow View is difficult to cross now and I have missed many busses as I am unable to cross safely as I I am disabled . A crossing is needed near the Hide Road bus stop.There are many more negatives to this scheme too many to mention here not the least of which,is the increased pollution the gridlocked traffic will cause to the residents of the adjoining streets.</p>
386	<p>I support the provision of pedestrian crossings at this junction, they are badly needed. Diagonal pedestrian crossings should also be provided - if the pedestrian crossings are all on the same phase, people will cross the road diagonally whether or not it is the designers' intent. Therefore the designer should acknowledge this and provide safe diagonal crossings instead of pretending the problem will not exist.</p> <p>In addition, the speed limit should be reduced to 20mph for the roads intersecting at this junction in line with TfL policies elsewhere in London. Harrow is very much behind other boroughs in this and should take the opportunity during these works to enact this change.</p> <p>Harrow council should also take the opportunity while undertaking the junction works to install substantial new trees on the pavements. Simply relocating existing trees if required does not go far enough and will miss an opportunity to really improve the feel of the area. New trees will reduce pollution, encourage slower traffic speeds, and provide shade and shelter to pedestrians over many years.</p> <p>As the organiser of the Low Traffic Neighbourhood for Headstone South Petition (400+ signatures), I am already concerned about the existing volumes of rat-running traffic in my area causing road danger, pollution, and discouraging people from walking and cycling. I am worried that this Junction proposal may make an already unacceptable situation worse. I call upon Harrow Council to therefore prioritise the implementation of a Low Traffic Neighbourhood for Headstone South.</p>
387	<p>I welcome the introduction of pedestrian crossing. My daughter found it very hard to cross at the junction. I would like ro see cycle lanes incorporated in the design to encourage more people to cycle and make it safer and quicker for cyclists.</p>

388	<p>I understand and agree that the junction needs to be made safer for pedestrians to cross, but I have huge concerns on how the proposal will effect the traffic on local side roads in the area, especially Bolton Road, Hide Road, Longley Road, Cunningham Park and Pinner View. THESE ROADS ARE NOT SUITABLE FOR AN INCREASE IN TRAFFIC due to the single lane nature of the roads, as a result of cars being parked on both sides of the roads. In particular, Cunningham Park is already often a bottle neck when it comes to busy commuter and school pick up times, often with traffic at a standstill with few opportunities for cars travelling in opposite directions to pass each other due to parked cars. Increased congestion on Cunningham Park will lead to increased traffic volumes on Longley Rd, Hide Rd and Bolton Rd.</p> <p>Prohibiting traffic from turning right from Headstone Gardens in to Harrow View (in the direction towards Harrow Town Centre) will force the traffic to divert into Pinner View and then along one of the side roads (Bolton Rd, Hide Rd, Longley Rd or Cunningham Park) to then rejoin Harrow View, thus resulting in an increase in traffic onto these unsuitable roads.</p> <p>Likewise, prohibiting traffic from turning right from Harrow View into Headstone Gardens (towards North Harrow) will also force the traffic to divert onto the same side roads (Bolton Rd, Hide Rd, Longley Rd and Cunningham Park), and then Pinner View, in order to then rejoin Headstone Gardens. Since Victor Rd has been closed to traffic entering from Harrow View, it means traffic on Harrow View travelling from the Hatch End direction wanting access to Sydney Rd, Edward Rd, Albert Rd and the Headstone Manor part of Pinner View will be forced to go straight at the traffic lights, and then turn right into one of the side roads to head along Pinner View and then back to Headstone Gardens. As well as increasing the traffic on these unsuitable side roads off Harrow View, this will cause traffic build up on Harrow View itself in the direction towards Harrow, as an increased number of cars will be blocking the carriage way whilst waiting to turn right across the busy opposite carriage way in order to turn into Bolton Rd, Hide Rd, Longley Rd or Cunningham Park.</p> <p>I think the proposals are unacceptable and will cause terrible traffic congestion and delays in the local area.</p>
389	<p>I have lived in Harrow for more than 3 decades on different sides of Harrow View / Headstone Gardens so know the area quite well. Enforcing even more no right turns on the junction will force people to use the residential 'back' roads as opposed to the main roads. These roads with humps are already quite busy and dangerous, with cars parked on both sides and oncoming traffic forcing drivers to squeeze in to tiny spaces or boxing them in and causing damage to parked cars in order to keep traffic flowing. The mass of commercial vehicles and building operation vehicles make this worse. I use the 'back roads' when traffic is extremely heavy and have recently found myself stuck in a queue at several times waiting for a skip truck to offload and unload as it is parked in the middle of the street obstructing traffic in both directions. There is little opportunity to make a 3 point turn in instances like this and would only force you back on to the main roads adding to the traffic. The poorly maintained humps cause damage to vehicles, especially suspensions and as such I still prefer to use the main roads when I have extra time (e.g. weekends). Pedestrians also cross wherever they want to and will continue to do so, therefore implementing pedestrian crossings will not make much of a difference and I feel will only build up the traffic even more. I am already unable to use one main road due to the traffic and have to drive further out and round to get to my destination point, not only does this take more time but is costly and bad for the environment as well as the residents.</p>
390	

1. The council has noted that alternative routes can be used. The council has not performed a traffic displacement impact and the effects it will have on other roads. This should have been done prior to the proposals being sent out.
2. The proposal aims to displace traffic on to side road, this will affect residents within Cunningham Avenue, Bolton Road, Pinner view which already have a lot of traffic and are narrow increasing the risk of accidents. The other road affected which has been suggested by council is Headstone Lane which has Junior School i.e. Pinner Park Infant and Junior school, increasing traffic on that road with children crossing the road at peak times will increase the safety risk to parents and children which the council may have not considered. By displacing traffic to narrow roads with nursery and junior schools in the area, the proposal is increasing the risk. Please note that residents in North Harrow have young families and this should be taken priority.
3. Further the displaced traffic which may use Headstone Lane will then cross via Priory Lane a narrow road with cars on both side increasing traffic as the arterial junction has been restricted.
4. The council proposal of not having right turn will only increase traffic ahead on Cunningham Avenue as drivers will try turn right on the Bolton road, Cunningham Avenue which already has traffic. Due to narrow road on Harrow view with 2 to 3 cars it will cause a backlog of traffic that the new junction was proposing to improve. Note that drivers will not be able to turn right until the side road is clear creating a bottle neck.
5. The increased traffic and displacement will increase pollution on the road as it will take between 5-10 minutes to get to residents home. An example would be resident staying in Victor Road, the resident will have to drive across to Cunningham Avenue, turn right to Pinner view then turn to Headstone Gardens to be able to reach his home. There is a significant environmental impact as a result.
6. The council proposal sent out only covered limited residents when several residents in Parkside Way, Priory Way, Manor Way are affected.
7. With no right turn access how will the ambulance services reach Northwick Park hospital or are they exempt from this restriction.
8. From an environmental perspective this will create more pollution as additional distance and traffic along narrow roads will create more traffic that will affect the air quality for residents who live there
9. For parents who have infants and toddlers who go to school in Stanmore, it is not an option to cycle or use public transport due to safety and access for the children.

There has been two polls set up where a number of residents have signed up to object this. Based on current at time of upload there were 74 individual who opposed this as per website in 38 degrees and comments are noted which the council should consider. <https://you.38degrees.org.uk/petitions/proposed-changes-to-goodwill-junction>

Further another poll was conducted on Nextdoor from neighbours within Harrow and 30 have responded to no.

As council tax payers and residents, we can have a discussion with the council on best way to proceed as this will impact the safety of our children and lives.

392	<p>The outlined proposal is short sighted ill thought out and will cause huge traffic pressures on all surrounding streets. Some time ago the council stopped right turns from Harrow view into Victor road and this has caused additional tailbacks all day long. To stop the right turn now at the goodwill junction will mean that increased numbers of cars turning down Pinner Park Avenue, which has already become a rat run, on which there are huge speeding concerns already. I have raised this issue with the highways team previously because many children walk down this road to attend Pinner Park Primary school, Nower Hill schools.</p> <p>Whilst the council and TFL have installed speed bumps on the roads on the other side of Pinner Park Primary school, they have failed to do anything about the speeding and dangerous driving on Headstone Lane and Pinner Park ave.</p> <p>In addition, the right turn bans will also increase traffic pressure on Pinner view and Cunningham Park and surrounding roads.</p> <p>This is a similar junction to the one near Znowar Hill high school which appears more dangerous than this smaller one.</p> <p>The council has failed to ensure that the Kodak development includes internal roads that can connect from Harrow view to Headstone drive and have failed to make the developers widen Harrow view, which would have been easy to do, to ease traffic pressure and instead have allowed them to build right to the pavement start. Furthermore the health and welfare of the borough residents have not been considered especially if this proposal is passed, as the resulting idling traffic will increase emissions and pollution levels.</p> <p>I strongly oppose this proposal and also hope you will address the concerns I have raised in this comment. Thank you.</p>
393	<p>I am writing to complain about the proposed prohibition of the right turn at the Goodwill To All junction, from Harrow View into Headstone Gardens. When coming home from Hatch End, Watford or Harrow Weald,(I live in Edward Rd) it is already most inconvenient to have to go down to the traffic lights due to not being allowed to turn right down Victor Road to reach my house. This applies to all the residents in the side roads between Headstone Gardens and Victor Road when coming from this direction. You are now suggesting that we have to cross the junction at the lights, turn right down Bolton Road (increasing the traffic in yet another side road) onto Pinner View, then turn right onto Headstone Gardens, without the help of traffic lights, to reach the side roads off Headstone Gardens.</p> <p>Have you thought how this will inconvenience the residents in the side roads, even more than the unnecessary closure of Victor Road at the Harrow View entrance? It will also increase potential for accidents and traffic pollution down all the surrounding side roads.</p> <p>Please think again!</p>
394	<p>While pedestrian safety is, of course, critical, this is a major over-engineering of a modest issue.</p> <p>a) It will remove right turns that are used to complete many journeys that otherwise would go via residential roads like Kingsfield Avenue; there is no alternative to the Hatch End to North Harrow right turn.</p> <p>b) Diversionary routes for buses would be lost. What is the response of Buses? And of the emergency services?</p> <p>c) Cyclists appear to have been ignored, contrary to GLA (and I believed Harrow) policies.</p> <p>d) This would be a good site to seek DfT permission to trial "walk with traffic" as used extensively across the continent. That way, there would be no need for an all-red phase and the associated reduction in capacity.</p>

395	I am very concerned about the proposals as the suggested changes to right-of-turn at the junction at the bottom of Harrow View will lead to drivers cutting through Bolton Road, Hide Road, Langley Road and Cunningham Park. I have lived on Cunningham Park since 2001 and the road is already dangerous with drivers using it as a 'rat-run' and issues where drivers do not anticipate drivers coming in the opposite direction who then create a complete block of cars trying to go in both directions. None of these roads is wide enough to take the extra traffic.
396	Our road is already a cut through. The cars/ vans speed through regardless of speed bumps (for which we have made complaints). We have already accommodated a new housing development (St George's field) which has increased the traffic. Not to mention there is a large nursery, two doctors surgeries, a active playing fields. Also, due to recent local road closures and our road being used as a diversion route many people use it as a cut through instead of the main roads. The proposed work will further increase the traffic on this residential road. We desperately ask you to reconsider your decision especially to consider the new builds at Kodak and Harrow View west. As a hardworking professional family we would need to re-evaluate our commitment to Harrow if this gross mismanagement of traffic is permitted.
397	We would strongly object to this proposal as it will funnel further traffic along other roads, particularly Cunningham Park, We currently have regular altercations between drivers meeting head on along our road - on at least 2 occasions we have witnessed violent incidents between drivers. I have been subjected to extreme verbal abuse outside my own home when attempting to reverse from my drive.
398	Both the NO RIGHT TURN BANS will increase and worsen traffic flow along Cunningham Park
399	We strongly object on the grounds that even more traffic will use Cunningham park due to this proposal. Cunningham park is already extremely busy being a cut through to and from Pinner. We often see damage to parked cars due to vehicles pulling in to allow on coming traffic to pass on our narrow road. The gates of the recreation ground is always busy with children and pensioners crossing the road and the increased traffic will put them even more at risk from speeding cars and vans, as the existing speed bumps are ineffective.

Part 1 -
Concerned resident

I am a resident of Headstone Gardens, Harrow. I have great cause for concern with regards to the aforementioned Public Consultation Plan.

The planned Changes will create great difficulty for the existing residents. I am not confident that the planning team has taken the travel for local residents into account. Here are just a few reasons that the changes will force a traffic volume increase by possibly 40% at the very least.

- Heading South from Harrow View, right turns were removed a few years ago and recently all traffic was stopped from making right turns into Victor road, due to the Kodak building works and the residents living within the vicinity now have to take the next available right turn onto Headstone Gardens. Now your plans show that that right turn on to Headstone Gardens will also be removed. Traffic flow from east and west on Headstone Gardens will become unbearable.
- The only right turn available after this cessation will force local residents to travel all the way down to Bolton Road and then down Pinner View or a longer route via Pinner Park Avenue, Headstone Lane and then Priory Road in order to get access to Headstone Gardens; Sidney Road; Brook Drive, Albert Road and Pinner View, this will cause even more congestion and affect local residents journey times, fuel and safety. Other non-residents will use the same roads as a rat-run to gain access to travel to North, Central and West Harrow.
- Already, the residents living near the Goodwill Junction have noticed an increase in traffic travelling down Harrow View towards Harrow and travelling along Headstone Gardens towards Wealdstone because of the no right turn into Victor Road. How can this be safe for those of us who live here and with increased traffic this will bring an increase in air pollution, which is also unsafe and detrimental for local residents including myself and my family.
- It is clear that consideration for local residents, young and old, has not been taken into account. Personally, my family and I have lived here for almost 50 years and have accepted many of the road changes Harrow Council have made to the Goodwill junction. All of these changes were put in place by Harrow Council under the guise of safety and most of these changes were halted with no explanation, yet the residents have just had to put up with it. I have been knocked down and injured by a motor-cyclist as I was trying to cross the road after previous changes to the Goodwill junction, so I can speak first-hand on how these changes impact negatively.
- With the new homes under construction at the Kodak plant site and those already existing at the old Kodak Sports and Social grounds, I can see frustration amongst motorists, pedestrians including the elderly, very young or anyone with any disabilities. In creating new homes, I would expect Harrow Councils planning team to create new roads within the infrastructure that would take some traffic away from the Goodwill junction. Roads could be created where the existing entrances/exits to the Kodak factory on Headstone Drive are situated (I would hope there are some plans), that would help with current traffic flow from Harrow View roundabout and the expected traffic from the new residents within both sites, as well as buses and encourage traffic flow towards Wealdstone or other back roads to help with congestion. With new roads in the infrastructure why change the current Goodwill Junction car flow which has been in place for sometime now? Also, pedestrian crossings can be put in place that support the junction as it is, surely this could be possible without the need to omit road lanes and the proposed right hand turning bans which will only cause more traffic build up.
- With regards to the current closure and placement of the H14 bus stop (to Northwick Park Hospital) due to the new housing development and building works, this has created even more travelling issues for local residents some of whom are disabled or

have young children in accessing this bus, as it means that they have to walk further to get to the bus stop, which some have difficulty in doing, therefore we have been forced to detour and use other bus routes which are not convenient.

- Waiting/Loading restrictions – these new proposals would create difficulties for local residents to access the shops, especially if changed to 24 hour restriction as proposed. The local shops provide a needed resource for local shoppers especially as not everyone can get to for example Tesco. Local residents need to be able to access these shops and the current time restrictions are adequate, it is bad enough that parking is not sufficient to shoppers who go to the local shops. My family and I disagree with changing the restriction times.

Please note that I have sent Part 2 separately as your page would not accept my comments in its entirety, thank you.

401	<p>Part 2 - (Please note that Part 1 has been forwarded on a separate questionnaire sent earlier as your comments box accepted only part of my letter), thank you.</p> <p>Continued:</p> <ul style="list-style-type: none"> • Loading bays - Where will parking for local and non- resident shoppers be located? The council appears to have little if no provision for car parking in the new proposals, it is definitely not clear on the plan. • Road marking and traffic signs – Harrow Councils proposed changes to the Goodwill Junction can in effect criminalise drivers who have been living and driving on these routes for 40 plus years. It is bad enough that the last changes saw double yellow lines marked outside houses more then 100 metres away from the current traffic lights. • Footway and footway levels – please explain further as this is not clear on the plan or in the written document. • Harrow Council and Transport for London have a lot of interest in the continued development in Harrow. I understand that it could be possible that the changes may have financial gain for both organisations but once again it appears to be at the detriment of those living locally. I am also aware that my elderly neighbours, including my parents are already distressed with regards to the planned changes which would greatly affect their well-being. No-one from the Council has visited them to discuss the planned changes, in cases I am aware of some people have no access to the internet; leaflets that have been dropped in the door are confusing to them, ideally someone visiting them to explain the changes would have been helpful and still would be. I have not been made aware of any resident meeting with the Council and would like to know if this is going to take place. I understand changes may be necessary but the current proposal for the Goodwill Junction both my family and myself are strongly opposed to the proposals. At this moment in time, there does not appear to be much to suit the local residents. Maybe Harrow Council should invite the residents in to a meeting to discuss the Councils plans which would be more fair and just, we live here.
402	<p>We already have heavy traffic on the road, it really gets unbearable people using horns, nobody wants to give way because both sides of the road cars are parked. People shouting and arguing in the middle of the road.</p>
403	<p>The prevention of turning right into Headstone Gardens when travelling towards Harrow on Harrow View will mean cars will take one of the next side roads on the right either Bolton Rd, Hide Road, Longley or Cunningham Park. These roads are not designed for the volumes of traffic this would create. They are narrow with parked cars on both sides of the road. This will create considerable disruption and congestion on these side roads which would be unacceptable.</p>
404	<p>Preventing traffic coming from Hatch End/Watford from turning right at The Quadrant will force North Harrow/Pinner traffic to turn right along Cunningham Park and surrounding roads. Cunningham Park already attracts a disproportionate amount of run through traffic. It is used as a car park for commuters meaning there are virtually no passing places for traffic. This results in gridlock at peak times with up to 10/12 cars unable to move in each direction. Those responsible for traffic policy at Harrow Council should visit Cunningham Park at peak hours to witness the verbal and sometimes physical altercations between drivers. The road should be made permit holders only parking. The proposals about no right turn at The Quadrant will make the situation worse. Harrow Council has not taken this into consideration.</p>
405	<p>Objection to ban on right turn</p>

406	<p>Two aspects of this scheme are good - pedestrian crossings and advanced cycle lanes. However the totally unacceptable part of the proposal is the banned right turn from Harrow View into Headstone Gardens. This will cause large increases in traffic on nearby residential roads such as Bolton, Hide and Longley Roads as well as Cunningham Park, which already carries more traffic than it can cope with for much of the day. Furthermore, vehicles trying to turn right from Harrow View into these roads will conflict with northbound traffic on this route and cause delays to southbound traffic into Harrow at peak periods. Other roads which will be affected by displaced right-turning traffic from Harrow View into Headstone Gardens are Pinner View, Kingsfield Ave, Beresford, Althorpe, Chandos and Grafton Roads, which are already affected by rat runners at peak hours. The whole of this area should be a 20 mph zone. The proposed junction scheme will increase traffic and inflict speeding vehicles, air and noise pollution and increased risk of accidents on much of Headstone South Ward. There will also be dispersal impact on to Long Elmes westbound and Headstone Lane southbound, which is already completely saturated in peak hours.</p> <p>The banned right turn from Headstone Gardens into Harrow View will be less problematic, but will still cause diversion on to Walton Road/Drive and Harley Road/Crescent, all residential roads which include important pedestrian access to Marlborough School.</p> <p>It is not clear from the proposal whether the pedestrian phase at the junction will be activated only on demand, or will operate regardless of whether any pedestrians have pressed the button to cross the road. Either way there is a need to ensure smooth passage of buses on Harrow View and Headstone Gardens/Drive, and presumably this junction will have the SCOOT system applied? The H14 southbound should be diverted via a bus-only route through the Kodak East development, emerging on to Headstone Drive westbound, which should have a bus lane on the approach to the junction with Harrow View. This will be possible if (as proposed), the outside lane is marked for traffic going straight ahead as well as turning right.</p> <p>The whole of the Kodak East and West developments have been approved without any realistic consideration of traffic impact. The developers' traffic assessments grossly underestimated the effect of traffic on the surrounding area, and on the Harrow View/Headstone Gardens junction in particular. There needs to be a massive shift from car use, particularly single occupancy commuter and school run traffic, to more sustainable modes in Harrow and there is little evidence that this is happening, despite the well-intentioned (but largely unenforceable) sustainable transport plan.</p> <p>Provision of vastly improved cycling routes is essential, where possible segregated, both through the Kodak developments and on surrounding roads and pathways, including those in Headstone Manor Park (which needs a through route to Harrow View West). There also needs to be a direct pedestrian and cycle route from Kodak East/West across the railway to Wealdstone, as the existing tunnel under the railway is dangerous and vulnerable to flooding. Hopefully the Wealdstone Plan will enable this, which will reduce the tendency for people to drive between the Kodak developments and Wealdstone town centre and station.</p> <p>There is no 'right answer' to the Harrow View/Headstone Gardens junction problem, but the proposed plan will cause more issues than it will solve. A revised version which retains the right turn from Harrow View into Headstone Gardens should be evaluated.</p>
407	<p>As a supporter of the Low Traffic Neighbourhood for Headstone South Petition, I am already concerned about the existing volumes of rat-running traffic in my area causing road danger, pollution, and discouraging people from walking and cycling. I am worried that the Goodwill Junction proposal may make an already unacceptable situation worse. I call upon Harrow Council to therefore prioritise the implementation of a Low Traffic Neighbourhood for Headstone South.</p>

408	<p>I am opposed to this idea, it is short sighted that when planning permission was given to Kodak developers this was not considered earlier. By introducing the no right turn the congestion will increase to unprecedented levels and increased pollution as vehicles wait in standstill traffic. It would be better to have a zebra crossing a bit further down.</p> <p>The no entry to Victor road has alleviated traffic for residents on this road and neighbouring roads but has almost pushed the traffic problem into Harrow view. With more residents into the area a proposed no right turn will only cause more issues and I think short sighted.</p> <p>Why is there no plans for a cut through road at the Kodak development to Headstone drive?</p> <p>I believe decisions should be taken for the long term and by allowing this in my opinion short term fix will result in a worse outcome then currently, so please reconsider.</p>
409	<p>The new proposals for the Junction of Harrow view and Headstone Gardens, specifically, no right turn.</p> <p>For the residents of streets such as Edward Road, Sindney, Albert, who have already had one road closed to them, specifically Victor road now being a one way, the new proposal of there being no right turn at the junction is adding insult to injury! What was once a 2 minute wait, max, has now become 5 minute+ wait in traffic on Harrow view to turn right, to get home to Edward road, if the new proposal of no right turn comes to pass, where do the residents of Sidney/Edward/Albert/ go to get home? Drive all the way down to the courthouse roundabout, join another queue, and add another 5 minutes on to an already extended wait time? Or do we attempt to cut across to Pinner View, on already congested roads full on f parked cars? Or do we cut down Pinner park Avenue on tmy Headstone drive, then add to the through traffic on Priory Way?</p> <p>You say this ids for "Pedestrian safety " yet the previous Traffic light change several years ago, totally neglected any kind of pedestrian existence, what previously had a designated crossing window for pedestrians, was removed! Why the sudden keenness on pedestrian safety? Could this not still be achieved by giving the resident s of Sinpdney/ Edward/Albert, a pain free access to their roads?</p> <p>If the no right turn goes ahead, the achieved pedestrian safety will be negated elsewhere, by pushing drivers down narrow streets and roads as they attempt to rejoin their routes, roads such as Pinner Park Ave, Priory Way, Bolton Road, Hide Rd, Longley Rd, Cunningham Park Road, adding longer journeys, and more needless pollution to the environment, by forcing pointless addition time to motorists journeys, by forcing them down narrow roads, while depriving them of the one main road which is capable of dealing with 2 way traffic</p> <p>Please reconsider the no right turn</p>

The proposed two new right turn bans at the junction will cause disruption and safety issues for residents due to increased traffic on side roads and inconvenience for road users due to increased journey times.

From Harrow View to Headstone Gardens.

Victor Road (off Harrow View near new development) is already no entry which means drivers travelling to the Headstone Manor area must continue to the junction and turn right to access roads such as Sidney Road, Edward Road, Albert Road and Pinner View. With a right turn ban on this route, residents of these roads will have to go even further out of their way to get home. In fact any driver wishing to get to North Harrow from this direction will have to find alternative routes instead of using the main road.

1. Drivers may take a left turn down Headstone Drive and then turn around to come back on themselves to cross the junction to Headstone Gardens.
2. Some vehicles may cut out the area all and take a back route down Headstone Lane. Whilst it is a residential road, this route is already busy. It contains and station and a school. The traffic at the junction for Pinner Road is often backed up past Priory Way and this would become even worse. Frustrated drivers or those trying to reach Headstone Gardens will likely cut down the quiet roads Priory Way and Manor Way.
3. An alternative/most likely route, especially for those not so familiar with the area, will be to extend the journey by travelling over the junction further up Harrow View to use one of the right hand side roads leading to Pinner View and back on to Headstone Gardens. These roads are already congested due to parked cars on both sides making traffic flow in two directions not possible. It is a question of weaving in and out especially during busy times. In addition, drivers taking this option will likely cause a traffic jam on single lane Harrow View whilst waiting to turn right onto Bolton Road, Hide Road, Longley Road or Cunningham Park.

I am a resident of Cunningham Park and would like to see the road made safer with a 20 mile an hour limit. Parking is not an issue as it is mainly residents who park on the road but the volume of cars travelling along it does make the road more dangerous for pedestrians. Drivers cutting though are often in a rush! Once clear of traffic at the Harrow View end, vehicles can speed up to make up time. The humps do not slow traffic as vehicles are generally travelling in the middle of the road so the wheels go over the lowest points of the central humps. This situation will no doubt get worse with the proposed no right turn into Headstone Gardens.

Coming from Headstone Drive to Harrow View away from Harrow

A no right turn here will mean drivers must take other routes.

1. They will travel away from the area using roads such as Cecil Road to Tudor Road and onto more side roads leading to Long Elms to re-join Harrow View where it has become Courtenay Avenue.
2. They will have to go straight over the junction and turn onto Sidney Road to join Harrow View via Victor Road. Surely decreasing traffic flow down Victor Road was the purpose of making this no entry from Harrow View, but this new proposal will encourage more drivers to use this road in the opposite direction, even though it will make the journey longer. Drivers who are forced to make their journey longer are more likely to become irritable and therefore these side roads will become less safe.
3. Although increasing the journey time, drivers may turn off down Walton Road to then turn right on to Harrow View enabling them to go straight over the junction.

Existing right hand ban from Harrow View to Headstone Drive.

Instead of turning right at the junction, currently traffic heading down Harrow View may take one of the right turns before the junctions to reach Wealdstone. Whilst I am sure the residents of these roads would rather not have traffic diverted down their streets due to the existing right turn ban onto Headstone Drive, at least traffic is being sent in the right direction to re-join Headstone Gardens. Marlborough Hill is another option for those wishing to join Headstone Gardens further down by Wealdstone station.

These routes are not ideal for too many vehicles though especially as the roads are residential and often busy with school traffic. I would be concerned about pushing more traffic through in the opposite direction due to the no right turn from Headstone Drive to Harrow View.

I feel that as part of the development plans for the Kodak site, some of the roads approaching the junction could have been widened to accommodate two lanes leading to the junction. This would have enabled more efficient flow of traffic with ahead/left in one lane and right in the other. Specifically this could have been possible on Harrow View NW of the junction. I am not sure about options of pedestrian crossings but hope there is a better solution than the proposal for right hand turn bans.

411	<p>Dear Traffic team,</p> <p>I am responding on behalf of Harrow Cyclists, the local branch of the London Cycling Campaign, a 10,000 strong membership organisation which campaigns for better conditions for cycling in London. Harrow Cyclists runs the 'Healthy Streets for Harrow Campaign', which advocates for people-friendly street design in Harrow which encourages walking and cycling.</p> <p>Thank you for giving us the opportunity to respond to this consultation.</p> <p>We support the proposed pedestrian crossings, and feel that single-stage pedestrian crossings as proposed here must be added to all signalised junctions in Harrow that currently lack them.</p> <p>However, we are extremely disappointed that the design of the scheme has failed to consider or provide for safe, inclusive cycling. This route is a desire line for cycling (especially east-west), which is signed as a cycle route and forms part of the aspirational 'cross-Harrow' cycle route. This needs to be planned as part of a scheme to enable cycling along Headstone Gardens / Headstone Drive, linking North Harrow and Harrow and Wealdstone stations.</p> <p>In addition, cyclists should be able to turn right from any junction arm. Surrounding minor residential roads (Headstone South / Marlborough) should become low-traffic neighbourhoods, with measures to prevent rat-running by motorists trying to avoid the junction. The speed limit on all roads in the area should be 20mph.</p> <p>It is probably most feasible to build the cycle track as a two-way segregated cycle track on the south side of the road, where the footway is very wide. The signalised cycle crossing will operate during the same phase as the pedestrian crossings, so there will be minimal impact on motor vehicle capacity.</p> <p>We have provided more detailed suggestions and plans in an email.</p> <p>Thank you for taking our suggestions into account.</p> <p>Yours sincerely,</p> <p>Anoop Shah Council liaison, Harrow Cyclists</p>
412	<p>I think the pedestrian crossings are a good idea as it is currently dangerous to cross the road without lights. However it is also important to include cycle tracks in the design so that people can be encouraged to cycle to and from the new Kodak housing development.</p>
413	<p>I wholeheartedly disagree with the proposal. Prohibiting the right turn from headstone gardens only Harrow view will chock up traffic even more than it already is, especially since the no entry was put at the end of Victor road.</p> <p>The proposed prohibition of the right turn from Harrow view onto headstone lane is also ridiculous. How are residents of Victor road and the surrounding roads supposed to access their homes when coming from the north of side of Harrow view?</p> <p>The proposed merging of lanes from the inside east side to the west side of headstone lane is also ridiculous, it will stop traffic behind the cars using the right lane turning right.</p> <p>The traffic system is fine as it is. If you want to make it more pedestrian friendly, simply add pedestrian filter signs at the crossings. Simple.</p> <p>This proposal is ill conceived and has clearly been thought up by someone unfamiliar with the area, the pedestrian flow and the traffic flow.</p>

414	<p>The proposed Right Turn Ban on Harrow View southbound on to Headstone Gardens is disproportionate. The right turn filter currently only lets about 3-4 cars through anyway so very little additional time will be gained towards the new pedestrian phase. As the planning department will be well aware the residents of Victor Road/Sidney Road/Edward Road/Albert Road/north end of Pinner View have only recently been deprived of the ability to access their homes from Harrow View. Most of these residents when coming from the north/east, now have to access their homes by turning right at the Goodwill To All traffic lights and if this option is closed to them it will result in additional mileage, additional pollution and further additional traffic on other minor roads in Harrow.</p> <p>The pedestrian phase should be an excellent improvement, but I assume that it will happen when traffic from ALL directions has a red light.</p> <p>Repositioned traffic lights on the east side of the junction have narrowed the available passing room for vehicles overtaking a parked bus. This is likely to result in traffic heading east passing a green traffic light but being forced to block the junction.</p> <p>Repositioned bus stop on the west side of the junction looks to have very little passing room for vehicles overtaking a parked bus. This is likely to result in traffic heading west passing a green traffic light but being forced to block the junction.</p> <p>NOTE: 209 Harrow View has been demolished and is now an access road for a development that has apparently been built to the east of Harrow View. This road enters HV directly opposite the bus stop so could have traffic emerging while other vehicles are attempting to pass a parked bus. Appropriate safety measures will need to be put in place.</p>
415	<p>The pedestrian crossing is laudable. It's what's left out. Cycling is ignored - except for ASL's - (virtually obligatory). This is on a "desire line" from the edge of the borough at Petts Hill to Wealdstone + beyond. Not joined - up thinking. The right turn ban will just increase ear-running in nearby roads. There is no explanation of an alternative. This rat-running will be counter to the council's spending on feasibility study on low traffic neighbourhood for Headstone South. Again, not joined-up thinking. This needs to be re-thought.</p>
416	<p>I was dismayed at the proposal to introduce two no - right turns at the junction. I am always making these Rt-turns, always have to queue, so there is a heavy demand for these turns. My family and friends live in Harrow Weald, so with these bans in place I would be forced to drive around Harrow to reach home and they to visit me. Pinner View is already heavily congested with traffic without more traffic being forced to use this road, thus potentially more accidents. I am a widowed pensioner. You have already installed a no - Rt- turn into Victor Road so am left wondering how you expect residents of Victor Road, Edward Road, Albert Road and Brook Drive to access their houses without having to drive around wealdstone and Harrow in order to reach them. Places that are already congested without traffic.</p>
417	<p>Pedestrian crossings are needed at this junction but banning the right turn from Harrow View into Headstone Gardens will drive traffic up Harrow View and into the side roads such as Bolton Road which is heavily congested with wall to wall parking and is also a rat run and is a danger to elderly people, children and animals.</p>
418	<p>1) Overall I suspect the remodelling will still mean the volume of traffic using this junction will far outweigh the benefits. 2) Presume S/N bus stop in Harrow View will permanently be further north of the Junction. 3) For residents of Victor Road, Edward Road & other roads of Headstone Gdns between Harrow View and Pinner View some considering extra mileage to access these roads due to the proposed ban of R/H turn at the junction from the North, bearing in mind the R/H turn into Victor Road has recently been banned.</p>

419	<p>In my opinion, if you get rid of this traffic light the traffic situation will be much better. A couple of months ago, the traffic light was damaged on the weekends. I thought on Monday it would be a total chaos without a traffic light but there was no traffic and everybody drove safely. If you want to do a pilot scheme you could try. I am trying to tell you is that you cannot make the traffic situation better.</p>
420	<p>I am against the right turn at the quadrant for people living in the area from the quadrant towards North Harrow who want to go to Harrow it will be terrible using the side roads, also people coming south from Watford, Bushey, Carpenders Park, Stanmore, Harrow Weald, people visiting family and friends. Surely you must realise this is a major road for some to reach Harrow, Rayners Lane, Eastcote, South Harrow, Northolt, A40, Hayes + London Heathrow airport. Also the no right hand turn into Victor Road a bad move (no consultation on that I am aware of) coming south down Harrow View. People there will living there will come up there for Harrow and right turn, with the new plan there will be no break coming up from the Quadrant and people wanting to turn left towards Watford this plan is going to be chaotic for a wide area round here. I am sure the person who thought this up does not live in this area.</p>
421	<p>I don't like all these no right turns at the traffic lights. It will cause chaos and the side roads will bear the brunt of it all. If there is double parking in any of the sideroads which is highly likely, it will be very dangerous and will also be difficult for any emergency vehicles to get through.</p>
422	<p>I have lived at the above address since 1989 and respresented Headstone South as a Cllr from 1998 to 2014. I regularly use the shops in the Quadrant Shopping Centre and the H9 and H10 buses.</p> <p>The Quadrant Junction is very difficult and unpleasant place to cross as I know from personal experience. One has to wait for gaps in the traffic and be aware which traffic lights are in operation at the time you attempt to cross. I believe this is now the most dangerous traffic junction for pedestrian accidents in the Borough and making it safe for pedestrians is long overdue. I have campaigned for many years to have a pedestrianised crossing at the Quadrant Junction. I therefore welcome and support the proposed S106 Scheme. As the report points out the redevelopment of the Kodak site east and west of Harrow View will lead to an inexorable increase in pedestrian traffic making this even more necessary than it is even now.</p> <p>The cabinet has recently adopted a very powerful strategy to cut road accidents in Harrow which I fully support. To me there is an important principle involved: road safety comes before traffic flow. There will be many very well founded objections to the proposed scheme which outline problems which may occur if the scheme is implemented, particularly, with regard to traffic displacement which indeed may affect the road I live in. However, road safety comes first.</p> <p>I think the consultation is remiss in not modelling the possible consequences of implementing the proposed right turn bans. This should have been available in the consultation paper. Likewise there is a failure to identify clearly the very dangerous nature of this junction for pedestrians.</p> <p>Finally, am totally opposed to moving the bus stop. I use the bus. I do not think this will make an iota of difference to the timekeeping of the bus. Indeed such a proposal was made when parking places were implemented in the Quadrant and due to residents' objections it was not proceeded with. At present when the bus stop at the current site it does not impede traffic. In the proposed new position it would. There is little enough money available for the whole scheme and it would be folly to waste on the unnecessary move of the bus stop.</p> <p>I am not sending in my comments in on-line as I would wish because the number of words in the on-line consultation is limited. I think that this limitation is totally unacceptable and would ask for it to be rescinded for future consultations.</p>