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**From:**  
**Sent:**  
**To:**  
**Cc:**

**Subject:**  
**Attachments:**

Ms. Cole and Mr. Shahid,

At the beginning of this year I had a lengthy conversation with Chris Cole, who took over Tim Melhuish of Transport & Planning Services who was the project leader for The Broadway Boulevard Scheme and I was assured that two traffic signs which somehow The Chartered Institution of Highways & Transportation (CIHT) had also completely missed, when they awarded **'The Street Award'** stating how safe The Broadway Boulevard was when it was officially opened by councillor Habhajan Dheer, on 7 June 2015, who was the mayor of Ealing at that time.

I have attached photo images I took over the weekend prior meeting Mr. Bhangu of Southall Broadway Residents Association and you will see that both images show proof that Ealing Council who were awarded this 'Street Award' in July 2015 had forgotten to erect two traffic warning signals **'NO LEFT'** turn along the westbound carriageway of A4020 for West End Road and also on the eastbound carriageway **'NO RIGHT'** turn plus metal railings outside a school along The Broadway.

We the residents of West End Road have been complaining that drivers are entering the **NO ENTRY** sign end and sooner or later we will have a death because some of these drivers are travelling at speed along the wrong way on West End Road. Ealing Council who have these highly qualified and highly paid engineers have **FAILED** to provide the service of erecting the correct signs hence we are having cars entering the wrong way from The Broadway into West End Road. We requested Enforcement CCTV to be installed directly opposite West End Road with The Broadway to catch these illegal driving but that suggestion was totally ignored by parking services.

The second point of interest is that the mosque has within that building a girls school called Ayesha Siddiqa Girls School 165-169 The Broadway, Southall, UB1 1LR, is an independent secondary school for Muslim girls. The school opened in April 2007 and is registered to admit up to 220 pupils between the ages of 11 and 19. There are currently 84 pupils on roll. The school is situated in the centre of Southall, in the London Borough of Ealing, so why it is there is no Zig-Zag **KEEP CLEAR** road markings which others schools have them plus there are no metal railings safeguarding these children along West End Road where these girls enter this school? In the evenings the Mosque also carries out Madrassa lessons again children from the age 5 years to 11 years attend and again there are no safeguarding barriers to separate these children from danger

when you have the main road which is the A4020 plus the side residential road which is West End Road. How can Ealing Council justify by having Pay & Display Parking Bays where these Zig-Zag **KEEP CLEAR** road markings **SHOULD** be marked out? So, revenue from parking is more important to Ealing Council than that of safeguarding children's well being, security and safety. Why? Are these children's life second class to that of others attending faith schools in Ealing, Acton, Hanwell within the borough?

What is going on here when residents like Mr. Bhangu, who have stated to me when he questioned Evelyn Gloyn, who is quick to say at ward forums about issues or concerns with Southall Broadway Boulevard Scheme "**These are highly qualified and paid engineers who know what they doing.**" So, what went wrong here?

I await your response and so would the people whom I have copied would also like to know too.

Regards.

Dixon Xavier

"Fear can hold you, prisoner. Hope can set you free."

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Ms. Cole,

Thank you for your email. I would appreciate if you would disclose how many CEOs are deployed each am shift and pm shift to Control Zone L, 7 days a week, which Southall Broadway ward comes under because when we witness breaches as the images I have attached are shown, I cannot understand why your CEOs are nowhere to be seen in the morning, afternoon, evening and also at night? What, we the residents are witnessing is that majority of the CEOs seemed powerless, since they have stated to us, in order to issue PCNs they need to justify the breach/contravention by taking images of road markings with sign plates which there are none within The Broadway Boulevard Zone hence **NOT** many PCNs are issued for vehicles parked

outside these bays.

The first paragraph is a question for Fol to address hence I have copied Ms. Muir into this email!

The Mayor of London has invested millions of taxpayers money via his own office and that of TfL and now paying for the regeneration of South Road and The Green, but no one is able to answer or address the failures of the previous regeneration project called '**The Broadway Boulevard 2012-2015**'. This is what you will find regarding the investment for that project under ealinginlondon.com.

**"Ealing Council has given the go-ahead to a major project that will invest £4.5 million to improve the appearance and safety of Southall Broadway. The project will be funded by Transport for London, Ealing Council and the Mayor's Regeneration Fund. The investment in Southall town centre aims to completely redesign the layout of Southall Broadway, a popular shopping destination. The project will regenerate the area, tackle traffic problems and make walking easier and safer for pedestrians. The Council held a public exhibition on 29 and 30 June to explain the project and the public consultation ended on 13 July. Over 700 people sent in their comments and these are now being analysed prior to finalising the proposals. Construction is expected to start in spring 2013."**

This is what was posted on line Visit Southall dated 20 June 2012

### **Southall Broadway Boulevard Improvements Exhibition**

**"Wed 20 June 2012. A new 20 mile per hour speed limit, wider pavements and new central islands to make crossing the road easier are among proposals to completely redesign the layout of Southall Broadway.**

**Residents will be able to view the plans and give their opinions on proposals to radically improve the layout of Southall Broadway at a public exhibition on Friday 29 and Saturday 30 June 2012.**

**The Southall Broadway Boulevard project is part of Southall's Big Plan which will see more than £11 million of investment in the town centre to tackle traffic problems, make walking easier and safer, regenerate the area and create more job and training opportunities. Proposed changes to the layout of the Broadway between Stanley Road and South Road include:**

- **More loading bays**
- **Widening pavements**
- **Reducing the speed limit to 20 miles per hour**
- **Building central islands to help pedestrians cross the road**
- **Removing signalled pedestrian crossings and allowing pedestrians to cross at more locations**
- **Removing the bus lane between Tudor Road and Greenford Avenue**
- **Better street lighting**
- **Planting more trees**

**Councillor Bassam Mahfouz, cabinet member for transport and environment said:**

**"Southall Broadway is a popular shopping destination but on average one pedestrian a month is involved in accidents crossing the road, there is a lot of congestion and pavements are busy."**

**"We've come up with innovative ideas to address these issues and want people to come to the exhibition to tell us what they think."**

**Staff will be on hand at the exhibition to discuss the proposals and there will be large scale plans available. The exhibition takes place at Southall Town Hall, 1 High Street, Southall, Middlesex UB1 3HA on Friday 29 and Saturday 30 June between 10am and 4pm."**

What has been stated above in bold is **NOT** what has happened in reality and the images attached are proof of the failures such as bus priority traffic signal which the exit is now blocked each evening which TfL have paid for to assist the general public and encourage them to use public transport 24/7 so another public money wasted, when that particular traffic signal which is designed to give buses priority is sitting redundant each evening after 7pm with no enforcement by your CEOs and no assistance from CCTV to monitor this too. Parking across designated crossing point which was designed for these safe crossing since Ealing Council decided to remove the 3/4 pelican crossings along The Broadway due to stop, start of traffic flow. We were assured by Tim Melhuish, the project manager at Ealing Council, who has since left transport and town planning services, that there will be **ONLY** designated parking bays along The Broadway Boulevard, but the images prove total chaos illegal and dangerous parking over designated crossing points middle island parking etc.... Since the opening of The Broadway Boulevard scheme on 7 June 2015, we have had 5/6 death within the 20 mph zone all involving HGVs with pedestrians or cyclist. **ALL** the Labour councillors who had their hand in the project are now keeping quiet on that front, when they were **ONLY** too happy to proclaim such a success on 7 June 2015, because since the official opening the zone we have had 5/6 death, which no one wants to address or talk about. Why? When I last approached a police officer pointing at the car speeding more than 20 mph his response to me " **Do have a speed gun because we can ONLY catch them if we have this equipment and without that, no one can just guess the speed."**

There are no speed enforcement cameras along the westbound carriageway of A4020/The Broadway and in the evenings and at night drivers are seen with supercars revving their engines driving at speed along the 20 mph just to show off their cars. There are no digital matrix warning signs to warn any drivers that they are driving over 20 mph and at present, there are no road markings showing the number 20 in a circle and the signpost 20mph is far too small and in a majority of the cases are covered up by high sided vehicles parked near these lamp posts. London Councils which there are 32 have to be seen consistent in their approach to speed signage schemes, road markings schemes when all 32 London Councils carry their regeneration projects again funded by TfL and the Mayor of London.

Parents accompany kids and others residents are seen using the Bus Priority Traffic Signal as a pedestrian crossing when it is **NOT** designed for crossing so another fatal accident just waiting to happen there. I suggested to place railings along that section where these pedestrians are seen crossing illegally to prevent them, but that suggestion has fallen on deaf ears at Highways. No one from TfL was willing to monitor and I am totally surprised that people from Chartered Institute of Highways and Transport (CIHT) had completely missed this dangerous crossing movement, which is happening to date with kids accompanying their parents to and from school which is Tudor primary and somehow CIHT awarded the '**Street Award**' on 9 June 2015 to Murril Construction Ltd, the subcontractor who carried out the work on behalf of Ealing Council. I am also appalled to witness that the head of this particular school Ms. Kalra has made no official complaint to Ealing Council or TfL about the kids attending her school have been seen crossing at this dangerous point and if she hasn't then she is failing to monitor the surrounding areas near her school like major roads which A4020 and crossing points. We will have a death there very soon which will put the figure to 6/7 and it is when it will happen rather than how it happened! These parents with kids and residents are playing with their lives and that of their kid's lives too by

crossing, when this is **NOT** a crossing point and I blame TfL for **NOT** insisting on having a railing to ring-fence this section of the footpath to prevent these type of stupidity been carried out by fellow human beings.

There are no sign plates or road markings hence your CEOs are totally lost as to how to enforce The Broadway Boulevard zone, who park outside the designated parking bays along the extended footpaths which have these loading bays which then become parking bays after 7pm as shown in the images attached near Nat West bank. **ALL** of the above issues and concerns were highlighted are now completely missed by your so-called CCTV operators and David Boulos of Ealing Council. Why?

We want our street/The Broadway back and walk and drive safely and **NOT** be subjected to danger from outsiders, visitors and shoppers, who park where they like to drive at speed endangering the residents and other shoppers alike fearing no one even the police who are nowhere to be seen hence all of these abuses. The CCTVs are **NOT** operating to what it should be reporting and monitoring and directing these CEOs hence total chaos along The Broadway, Southall.

We have **NOT** seen these trees which we were assured and promised as part of the project and instead Ealing Council has planted small bushes into planet boxes which are dotted in the middle of the road within these islands. These loading bays are used by ice cream vendors who park their vans each weekend during the spring/summer periods constantly running their diesel engines thus polluting the whole Broadway breaching the air and again if these 5/6 ice cream vans are constantly been allowed to park on loading bays, and run their diesel engines, which by the way these bay have restriction time period of 7am-7pm Mon-Sun, but your CEOs just ignore these breaches allowing these vendors to pollute and park on these bays for the whole day. Again your CCTV operators are failing to dispatch CEOs to allow normal businesses to unload/load their goods because the loading bays are constantly occupied by these 5/6 ice cream vans dotted along The Broadway. The Mayor of London has started these T-charges so how about Ealing Council introducing a T-charges for these ice cream vans who are constantly polluting The Broadway whilst parked in these loading bays meant for loading/unloading?

By the way, to date, we the 700 people who Ealing Council alleges had made comments and contributed to the consultation survey prior to the agreement for The Broadway Boulevard Scheme have **NEVER** been disclosed the final survey report carried by Traffic Survey Partnerships commissioned in early 2015 via the ward forums since 2015. We are **STILL** waiting for this verdict report to our concerns and issues, which we did highlight and this was assured to us by Tim Melhuish, who has since left Ealing Council and he must have taken that report with him as far as we know because of a wall of silence on that issue from our three Labour councillors for Southall Broadway ward. I have copied in the various people who have influence with policies in and around London Councils and road and town planning within TfL and the Mayor's office, hoping they will also question about these serious breaches to the zone which it was designed and agreed hence the investment.

I hope you will read through my email with the evidence attached and disclose the request so that **ALL** the parties can see.

Regards.

"Fear can hold you, prisoner. Hope can set you free."

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[Redacted]

Dear Mr Xavier

Thank you for your email.

We can confirm that the Broadway, Southall is regularly enforced throughout the day. The Civil Enforcement Officer's closely monitor the restricted parking zone section and enforce where necessary. Due to many other locations requiring enforcement, there will not be a presence of a CEO all the time. To overcome this, we have the facility of making an enforcement request. Enforcement requests are actioned as a priority.

To request the enforcement against vehicles parking in contravention please contact Parking Services on our automated telephone service 0208 825 6677 from Monday to Friday between 9am – 5pm and choose option one. By leaving a voicemail message with the location and vehicle description, when we request a patrolling Civil Enforcement Officer to attend the location to issue a Penalty Charge Notice. At all other times please call the afterhours team on 0208 825 5000.

Regards

**Gina Cole**  
**Interim Assistant Director**  
**Parking Services**  
**London Borough of Ealing**

[Redacted]

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[Redacted]

**Subject:** Fw: Everyday Parking on The Broadway, Southall.

Dear Mr. Najsarek & Mr. Bell of Ealing Council.

See below the evidence to prove that each day this so-called Broadway Boulevard Scheme is **NOT** operating as it should and your CCTV operators are **NOT** directing these CEOs to enforce nor tow away these illegally and dangerously parked vehicles. Another fatal accident waiting to happen!

You may be wondering why this van parked there? Well, if you look at the images closely, in front of that white van you will see a Group 4 van delivering money to Nat West and where that van is also parked, which is also on the footpath/pavement (where there is the plague stone showing who opened the Broadway Boulevard on 7 June 2015, which I believe was the former Labour councillor Harbhajan Dheer) hence this driver decided to do the same too.

May I suggest that you either create new loading bays for this particular section and remove the plague stone and relocating to somewhere else and road marking and install sign plates to warn drivers which there is none to date.

This is what was stated prior to the work commencing below which I have cut and paste

## **Road Traffic Acts**

### **London Borough of Ealing**

#### **SOUTHALL BROADWAY BOULEVARD**

#### **20 MPH SPEED LIMIT IN THE BROADWAY**

#### **CHANGES TO WAITING AND LOADING RESTRICTIONS AND PROVISION OF LOADING BAYS**

#### **THE EALING (20 MPH SPEED LIMIT) (NO.5) TRAFFIC ORDER 2014**

#### **THE EALING (BUS PRIORITY) (2012) (AMENDMENT NO. 4) TRAFFIC ORDER 2014**

#### **THE EALING (PRESCRIBED ROUTES) (NO.133) TRAFFIC ORDER 2014**

#### **THE EALING (WAITING AND LOADING RESTRICTION) (SPECIAL PARKING AREA) (AMENDMENT NO. 636) ORDER 2014**

#### **THE EALING (FREE LOADING PLACES) (AMENDMENT NO. 97) ORDER 2014**

#### **THE EALING (PARKING PLACES) (PAY AND DISPLAY) (SOUTHALL AREA 1) (2003, AMENDMENT NO. 9) ORDER 2014**

- 1 NOTICE IS HEREBY GIVEN that the London Borough of Ealing (“the Council”), in connection with creation of a “Boulevard” in The Broadway Uxbridge Road Southall between Lady Margaret Road and Trinity Road/Stanley Road, on 11th December 2014 made the above mentioned Orders under sections 6, 45, 46, 49, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
- 2 The general effect of the Speed Limit Order will be to merge the existing 20mph zones either side of Southall Broadway with the imposing of a 20mph limit in the whole length of Southall Broadway.
- 3 The general effect of the Bus Priority Order will be to remove the bus lane on the north side of Southall Broadway between Stanley Road and Greenford Avenue. A bus and pedal cycle only route operating at all times will be provided between the eastern kerb-line of Stanley Road and a point 4.5 metres west of the party wall of Nos. 195 and 197 The Broadway.

- 4 The general effect of the Prescribed Routes Order will be to:
  - a prohibit vehicles exiting the access road that lies between Nos. 160 and 162 The Broadway from turning right into The Broadway;
  - b remove the prohibition on the right turn from The Broadway into Dane Road and the compulsory left turn out of Dane Road into The Broadway and the prohibition on U turns at this junction;
  - c provide for contra flow working for pedal cyclists in Abbots Road, Hambrough Road, Northcote Avenue, Oswald Road, Townsend Road, Tudor Road and West End Road.
- 5 The general effect of the Waiting Restriction Order will be in connection with the creation of a restricted parking zone to
  - a increase the existing waiting restrictions including waiting for the purposes of loading or unloading in Southall Broadway between Lady Margaret Road and Trinity Road/Stanley Road so that they will apply at any time other than in marked loading and pay and display bays;
  - b revise the waiting restrictions including waiting for the purposes of loading which apply “at any time” in Abbots Road, Alexandra Avenue, Beachcroft Avenue, Dane Road, Greenford Avenue, Hambrough Road, Herbert Road, Lancaster Road, Northcote Avenue, Oswald Road, St Georges Avenue, Saxon Road, Tudor Road and West End Road at their junctions with Southall Broadway to accord with the revised raised tables.
- 6 The general effect of the Free Loading Places Order will be to revise loading parking places in Abbots Road, Alexandra Avenue, Beachcroft Avenue, Dane Road, Greenford Avenue, Hambrough Road, Lancaster Road, Northcote Avenue, Oswald Road, Saxon Road, Tudor Road and West End Road at their junctions with Southall Broadway to accord with the revised raised tables.
- 7 The general effect of the Parking Places Orders will be to revise pay and display parking in Abbots Road, Alexandra Avenue, Beachcroft Avenue, Dane Road, Greenford Avenue, Hambrough Road, Lancaster Road, Northcote Avenue, Oswald Road, Saxon Road, Tudor Road and West End Road at their junctions with Southall Broadway to accord with the revised raised tables;
- 8 The Orders, which will come into effect on 13th December 2014, other documents including plans giving more detailed particulars of the Orders, are available by either e-mailing [Highwayservices@ealing.gov.uk](mailto:Highwayservices@ealing.gov.uk) or for inspection at Customer Services Reception, Perceval House, 14-16 Uxbridge Road W5 2HL between 9:00am and 4:45pm on Monday to Friday, until 22nd January 2015.
- 9 If any person wishes to question the validity of any of the Orders or of any of their provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within six weeks from the date on which the Order is made, apply for the purpose to the High Court.
- 10 On the 24th April 2014 Orders entitled the Ealing (Free Loading Places) (Amendment No. 90) Order 2014 and the Ealing (Parking Places) (Pay and Display) (Southall Area 1) (2003, Amendment No. 8) Order 2014 and on the 3rd July 2014 an Order entitled the Ealing (Free Loading Places) (Amendment No. 94) Order 2006 were made and brought into force certain previously advertised proposals relating to loading places and pay and display parking in Broadway Southall.

Dated 12th December 2014

*Shahid Iqbal*

Assistant Director of Highways Service  
(The officer appointed for this purpose)

I hope that we will see changes to these practices and more CEOs and tow trucks patrolling in Southall.

Regards.

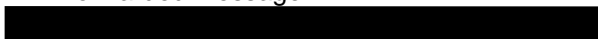
Dixon Xavier.

**“Fear can hold you, prisoner. Hope can set you free.”**

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----- Forwarded Message -----







**Sent:** Wednesday, 22 November 2017, 12:10  
**Subject:** Everyday Parking on The Broadway, Southall.

To Town Planners/Highways.

See how your Broadway Boulevard Scheme is really working thus causing us pedestrians to go onto the road when we were promised extended footpath for walking is now used for delivery vans to park illegally. Your CCTV is failing to dispatch these CEOs which are few in numbers and nowhere to be seen when we need them.

This can **ONLY** happen in Southall! Police drive by even though this is dangerous parking.

Is this why TfL and Ealing Council spent millions to create chaos by extending these footpaths for the pedestrians to walk along The Broadway, Southall?

Most disappointed.

Dixon Xavier.

**“Fear can hold you, prisoner. Hope can set you free.”**

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**From:**  
**Sent:**  
**To:**  
**Cc:**

**Subject:**

**Categories:** WriteOn

Dear Mr. Khan,

I have seen the webpage claiming the following points, who is paying out, Mayor of London £4.4m, LB Ealing £1.4, TfL £1.9m and this is for the '**Regeneration Project of South Road, The Green**'. I am very concerned as the previous regeneration project known as '**The Broadway Boulevard in 2012-2015**' was **NOT** a success as they claimed because we have had numerous death and major issues and problems such a dangerous parking, illegal parking over these extended footpath areas **NOT** designated for parking, speeding over 20 mph, blocked gullies, and poor road signage hence no PCNs issued by CEOs.

With regards to Hamilton Road where I have suggested bell bollards be erected/installed to safeguard pedestrians that suggestion was **NOT** appreciated by Mr. Tony Singh of Highways Services at Ealing Council, when he knows that particular residential road is a major access road for the following bus companies Metroline Ltd, London United Ltd and Abellio Ltd, who are instructed by iBus/Centre Comm to carry out curtailments and termination of bus routes/services. TfL may invest and like to get credit for these but fail to fully understand that iBus/Centre Comm are **ONLY** interested in headways of the buses on the road an iBus/Centre Comm/TfL don't care about how drivers get there as long as their screen shows the buses are even out and spaced to run that service efficiently. Safety or the driver and others on the road is **NOT** a priority of iBus/Centre Comm/TfL and you can ask any bus driver who will say the same.

We have these GLA members who claim to serve us Londoners in a committee called London Transport Committee which is useless when they make no effort to ascertain whether these curtailment routes or bus stand routes are safe from obstruction as described below in my chain of emails. People like Caroline Pidgeon GLA member, who is the deputy chair of this committee responded to me when I asked her about the lack of toilet facilities in and around London which is a serious concern, where TfL is **NOT** providing toilets for bus drivers in and around London with a one-liner and I quote her response. "**I am sorry I am not able to help further on this.**" As for Navin Shah, GLA member a '**wall of silence**' from that committee member and I rest my case on these members.

These people in power come on TV proclaiming that they care when in reality they don't and it is **ALL** a publicity stunt for these people just to come on TV to further their career.

At present South Road junctions like Hamilton Road where buses are seen turning into that are endangering pedestrians hence I requested bell bollards and the same time with Cambridge Road where the buses are seen turning right or left onto South Road but bus drivers are positioning themselves incorrectly which is happening to date because that section is an enter section for the parade of shops and **NOT** an exit section. We already had a death on 9 November 2017 along South Road whilst this regeneration work is going on and a local senior citizen was killed on his bicycle with an HGV.

I don't what are the current plans since we the residents of The Southall Broadway ward were **NEVER** issued with consultation papers about South Road and The Green regeneration project prior to work commencing and this is how our local open local government operate. Removal of the current bus land along South Road is **NOT** a solution to reducing the major traffic congestion along there and extending the public footpath has **ONLY** created more illegal parking for delivery drivers along The Broadway which now have the same impact for South Road too.

I hope your office will direct TfL to carry out a total review on **ALL** bus stands, their access routes to and from the garages, curtailment routes, bus drivers toilets facilities if any provided by TfL, who dictate where bus stands are located/positioned and these are **NOT** provided by bus operating companies. While these GLA members sit in their warm offices at City Hall which has toilets these London Bus drivers are left with bottles to urinate if you're a man and the worst case if you're a woman then urinate in between buses whilst at the bus stand. This is the life of a London Bus driver, which TfL do **NOT** want to portray over the radio. Since your father was a bus operator then you should know how these bus drivers are treated by their control authority in this case TfL.

Await your response.

Regards.

"Fear can hold you, prisoner. Hope can set you free."

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----- Forwarded Message -----



[Redacted]

Dear Mr. Sahota,

Look forward to reading their response. Thank you!

Regards.

Dixon Xavier

"Fear can hold you, prisoner. Hope can set you free."

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[Redacted]

**Subject:** RE: Bell Bollards Required at Hamilton Road and Cambridge Road with South Road, Southall

Dear Mr Xavier,

There is a team of engineers assigned to this project. Highway Services will assign your email to the appropriate officer and you will receive a response within 10 working days.

Regards

**Satnam S Sahota**  
Estates|Developments|Structures  
& Lead Local Flood Authority Manager  
Highway Services  
Ealing Council  
1st Floor Blue, Perceval House  
14-16 Uxbridge Road  
W5 2HL

[Redacted]

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[Redacted]

**Subject:** Re: Bell Bollards Required at Hamilton Road and Cambridge Road with South Road, Southall

Dear Mr. Sahota,

I was informed by your staff at your contact centre hence I sent you that email below. I would appreciate if you could disclose who the project manager for this re-development for South Road is, please?

Regards.

Dixon Xavier.

**“Fear can hold you, prisoner. Hope can set you free.”**

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[Redacted]

**Sent:** Tuesday, 28 November 2017, 11:21

**Subject:** RE: Bell Bollards Required at Hamilton Road and Cambridge Road with South Road, Southall

Dear Mr Xavier,

I am not sure why you have directed this to me as I am not involved with the South Road project. Kindly direct any future enquiries to [highwayservices@ealing.gov.uk](mailto:highwayservices@ealing.gov.uk). Many thanks.

**Satnam S Sahota**  
Estates|Developments|Structures  
& Lead Local Flood Authority Manager  
Highway Services  
Ealing Council  
1st Floor Blue, Perceval House

14-16 Uxbridge Road  
W5 2HL  
Email: [SahotaSat@ealing.gov.uk](mailto:SahotaSat@ealing.gov.uk)  
Phone: 020 8825 5262

**Subject:** Bell Bollards Required at Hamilton Road and Cambridge Road with South Road, Southall

Dear Mr. Sahota,

We are all witnessing now the total transformation of the Public Realm Improvement (paid for by TfL and Ealing Council) of the footpath and road layout along South Road, Southall. I would like Ealing Council to consider my suggestion to save future lives by installing of bell bollards at these two major junctions, where London Transport/Buses (TfL) operate, carry out curtailments and termination of bus routes/services by means of turning their buses into residential roads as stated in the subject matter?

I have seen bus routes such as H32, 95, 195 and 482 commencing, terminating and even other buses routes such as E5, 105 and 120 services been instructed by iBus Controllers/CentreComm to carry out curtailments by using these two residential roads as their turn around points. In doing so a couple of bus drivers for Metroliner, Abellio, and London United have had their rear tyres either clip the kerb stone or cut the corner whilst turning into Hamilton Road or exiting out from Cambridge Road, Southall. This is highly dangerous and the only way to prevent these driving abuses is to install bell bollards and TfL should pay for these bell bollards since these two residential roads are designated by TfL who dictate where bus routes should curtail, terminate and begin their bus routes/services and it is evident that these arrangements are **NOT** notified by TfL to the local councils hence no provisions are in place to safeguard us, the residents, pedestrians where buses gather, wait and are parked up.

I invite all the concerned parties whom I have copied in to visit and monitor and finally decide whether what I am suggesting is a just requirement and recommendation. I have gathered from evidence whilst previously working for one of the bus companies that majority of these London buses their routes and their planning have **NOT** taken into consideration that buses may be directed towards low hanging trees roads from their official bus stand, use narrow residential roads like Hamilton Road junction, which bus drivers have faced illegally parked vehicles right up to that junction thus preventing them to turn in correctly hence they are seen cutting the corner, clipping the kerb stone. Bus drivers who have been instructed use designated routes as part of their curtailment procedures or designated routes, which both iBus Controllers/Centre Comm are **NOT** aware of problems faced by these bus drivers, since they are **NOT** behind the steering wheel of the bus but **ALL** these buses are equipped with the latest CCTV which also records the outside too but viewing footage takes time and money which majority of these companies will avoid. TfL should now review **ALL** their bus routing to and from garages to each bus stand which TfL have allocated for **ALL** the routes in London in conjunction with each 32 London Councils, whether it is

safe for their bus drivers working for each bus operator/companies to use. At Transport for London, they have a London Transport Committee which has GLA members who hold positions when clearly these people in power don't even know what they are doing!

For example, London Buses which travel to and from garages which in this case there are three nearby Manor Farm Road, Perivale are experiencing issues such low hanging trees in the summer, which places bus drivers at risk when turning at that junction of Athon Road, Alperton with Manor Farm Road, Perivale. I am appalled to witness that TfL and their appointed bus company Metroline, in this case, didn't see this particular problem when TfL allocated bus routes 79, 224, 245 and 297 to use these roads nearby as their bus stand is known as Sainsburys Alperton. If **'every journey matters'** than why is TfL putting their bus drivers, who already stressed in danger and allow them to take that risk driving these buses to use roads with low hanging trees, narrow roads as in this case, Manor Farm Road which have grass verges been mounted and damaged?

We have already had one death along South Road on Thursday 9 November 2017 involving an HGV lorry, whilst the Public Realm Improvement work has been carried out, so to prevent any future collision with pedestrians and another death, I request that Ealing Council, town planners with TfL/bus route planners to consider installing these bell bollards at these two major junctions off South Road. This is an ideal opportunity to install these bell bollards since major public realm development work has been carried out. I am speaking from experience as a passenger and plus witnessing certain breaches by bus drivers.

This is the explanation of what bell bollards are designed for:- **"A bell bollard is a style of bollard designed to deflect vehicle tyres. The wheel mounts the lower part of the bollard and is deflected by its increasing slope. Such bollards are effective against heavy goods vehicles that may damage or destroy conventional bollards or other types of street furniture.<sup>[16]</sup> A variant on the bell bollard is the "Martello bollard", its sloped shape inspired by the profile of historic [Martello towers](#)."**

I await your response.

Regards.

Dixon Xavier.

**"Fear can hold you, prisoner. Hope can set you free."**

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Jinder Ubhi

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From:

**Subject:** Re: Southall Waterside - Old Gasworks References Grand Union Canal Ref 170713/MT11RE & Phase A Exhibition - Ealing Council Ref ECS/CM/SB01 dated 12/07/2016

**Attachments:** RTC dated 25 October 2017.jpg; Close RTC dated 25 October 2017.jpg; Breaches at 08 45am on 14 Nov 2017 image 1.jpg; Breaches to timing of HGV down Woodlands Road at 08 45am.jpg; Evidence showing HGV mounting and leaving trails so need Bell Bollards.jpg; HGV vehicle with no trailer the VRM is missing entering site before 9am.jpg; HGV vehicle with trailer the VRM is missing.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Whiteman,

Thank you for your email. I am glad to read that your office and that the board have finally accepted and also have acknowledged Berkeley Group are **STILL** having and have had numerous breaches, hence you have invited and arranged for CLOCS and CCS to carry out an **'independent review'** into the current operations of accessing and egressing via Gate 2 Beaconsfield Road, and Gate 1 The Crescent and the surrounding areas like Gate 3 Brent Road and Hayes-By-Pass Gate 4.

Two London Boroughs, Mayor of London and TfL/Cross Rail have a vested interest in this project since there is going to be the main link road going from London borough of Ealing into London borough of Hillingdon via a canal and a river too finally joining A312 which is a TfL road. When I attended these Community Liaison Group, CLG from April 2015 onwards prior to this project commencing for phase A, we were given assurance that **'no HGV would be travelling through ANY of the residential roads off Beaconsfield Road'**. Well when Berkeley Group's plans were brought to a sudden halt by Hillingdon Council who had placed a block on the link road from The Straights through Minet Country Park, over the Grand Union canal and Yeading Brook and finally connecting onto Hayes-By-Pass/A312. Berkeley Group **FAILED** to inform the CLG forum which was a minuted meeting that Berkeley Group had approached Ealing Council, who then approved and granted two designated routes which are to date, Trinity Road and Woodlands Road until the access road linking up Hayes-By-Pass A312 is built. This

aspect of changes to their master plan which affected a majority of residents living south of The Broadway was **NEVER** informed of such a plan and **NEVER** brought up throughout the CLG meeting.

I also glad to hear you have also finally acknowledged improving the current poor road signage erected by AA road signs for these HGV drivers, who are entering non designated residential roads totally relying on their Sat Nav, hence we the residents are witnessing road traffic collisions, which your appointed PR company Local Dialogue Ltd, are '**institutional trained**' to '**cover up**' these breaches and accuse us the concerned and vocal residents who are classed as and I quote from Nicole's email dated 30 June 2017 timed 16:35hrs to me "**As considerate constructors, our staff take the engagement with our key stakeholders and the local community very seriously and ask only that our neighbours are civil when corresponding with individuals within our team.**" This type of remarks is unacceptable classing us as being '**uncivilised**' which is **NOT** true. Mark Brown, director of Local Dialogue Ltd has remained silent since I have emailed him directly regarding his two staff members appointed to carry out Berkeley Group's PR and I rest my case here!

Staff from Munnelly Support Services, whom Berkeley Group have appointed to carry out road safety marshals are totally ill-prepared at Gate 2 and also at the junctions of Townsend Road and The Broadway because they're positioned themselves right into the junction where the owner of the restaurant Spice Village has gone so far to providing a chair which is chained to the outer security shutters rail guide. Munnelly's staff like Sunny, Ali and Gabriel are unaware of these HGVs entering Woodlands Road during school restriction periods, which is between 8am - 9am and again between 3pm and 4pm. Why? These road safety marshals are seen sitting on this chair or seen standing inside watching YouTube on Townsend Road unaware what is happening at the junction of Woodlands Road with The Broadway. Now, these Munnelly Support Staff should be at the junction so that they are able to view any HGVs travelling from the east and west along The Broadway/A4020 from start to finish day in and day out. Since there is no road safety marshal positioned at the junction of Woodlands Road with The Broadway, where these breaches are occurring between the restriction school periods times, so the restriction period undertaking given by Emma Beardmore of Berkeley Group/St.James Ltd is **NOT** the paper it is written on which is the SouthALL newsletter edition one. It would have made more sense for Berkeley Group to appoint an additional staff from Munnelly's to position another road safety marshal at this junction, who could assist and avoid these breaches taking place. It is evident that Berkeley Group and their sub-contractors and further sub-subcontractors rather have these breaches occur day in and day out and then '**cover up**' these breaches with the assistance of Nicole Benford and Karl Lewis of Local Dialogue Ltd. I have suggested this to Nicole and Karl but like before it has fallen on deaf ears, so far hence no one wanted from Berkeley Group put forward my suggestion to Ealing Council or CLOCS.

I would also like my suggestion which again I did state this to Nicole Benford months ago and Daniel too a week ago of road marking **KEEP CLEAR** sign (temporary markings whilst until May 2018) along the eastbound carriageway of A4020/The Broadway directly opposite Trinity Road junction but the road markings of **KEEP CLEAR** should be nearer the current bus stop on the eastbound carriageway, thus

allowing/assisting especially these STGO cat 1,2 and 3 and TIPS tanker HGV lorries to turn left onto The Broadway and at present these HGVs drivers are struggling plus clipping/driving their nearside rear trailer tyres onto the public footpath, which I have presented evidence and have also shown Daniel at Berkeley Group in person. I have attached evidence from previous images.

I also want Ealing Council to install further Bell Boards, which again are **ONLY** temporary measures, which Berkeley Group **SHOULD** pay, until the link road is fully opened and operational for your HGVs to access and egress the site, which I have been informed will be in May 2018. Berkeley Group and Ealing Council have **FAILED** to carry out a proper risk assessment **NOT** taking into account that majority of these HGVs accessing and egressing via Gate 2 could endanger residents, pedestrians, cyclist, properties around the surrounding areas whilst turning at these junctions which are as follows:-

Trinity Road with Beaconsfield, Trinity Road with The Broadway, Woodlands Road with The Broadway and finally Woodlands Road with Beaconsfield Road. So, a total of 8 Bell Bollards is what **SHOULD** have been installed instead Ealing Council have installed a pathetic 2 and this is totally inappropriate and unacceptable to the number of HGV movements where no police or abnormal load escorts are there to escort them and at present these movements will be here until May 2018.

Once this link road to Hayes-By-Pass along The Straights (via Minet Country Park which by the way is inside London Borough of Hillingdon) is fully operational we the residents are given assurance that Gate 2 will no longer have **ANY** HGVs travelling down Woodlands Road to access Gate 2 and egressing also up Trinity Road from Gate 2, and Berkeley Group will pay to have these speed humps reinstated, which were removed due to their request and payment for this work. On 13 July 2017 Damian Leydon, wrote the following comments about HGV movements and I quote:-

**"To help enforce the vehicle movement protocols, you will be aware that we have recently employed a dedicated Environmental Supervisor, equipped with camera and a calibrated speed gun to accurately record and report activity in the immediate vicinity of our site.**

**Following initial neighbour complaints about the former speed humps causing vehicle noise, these were removed but in light of perceived speeding of vehicles since, we will shortly be exploring the re-installation of table top traffic calming measures with the local highways authority.**

**In addition and in line with the approved Construction Management Plan for the site, all our trade partners comply with both FORS (Silver) and CLOCS schemes, which serve to provide a recognised level of accreditation for a road safety culture across the industry."**

Now according to both PS Justin Petty 49XB and PC George Gase 1609T, have stated there has been no issues of speeding along these two designated residential road which is the service/access roads for Gate 2 when clearly Damian Leydon is stating the contrary above. When these speed humps are reinstated to both residential roads on Trinity Road and Woodlands Road, then I don't see why these Bell Bollards **CANNOT** be removed as Tony Singh of Highways Services at Ealing Council wants them out, since these HGV movements will by then cease via Gate 2, unless there is a hidden agenda of further extended HGV movement via Gate 2, which the residents have **NOT** been informed or communicated? I want written assurance that there will be **'NO HGVs accessing and egressing from Gate 2 via ANY of our residential roads'** from your office reassuring us the community/resident that there will be no HGV movement along these two residential roads..

On Friday 15 December 2017 once again I witnessed two HGVs entering Woodlands Road first at 08:35hrs and the second at 08:45hrs and I reported both incidents to Ali of Munnelly and Daniel of Berkeley Group. Now according to Ali both HGVs will be allowed assess but will **NOT** be permitted to deliver or carry out their duties because they have breached the school restriction period timing set for Gate 2 and it is alleged or claimed that these HGVs are turned away after 9am, when all of these are unnecessary and non-productivity (such as wasting resources like fuel, time and money) practices which could be avoided if a road safety marshal was positioned at the junction of Woodlands Road with The Broadway. Well, I did see these HGVs enter unload the equipment or in one case the HGV which was concrete pumping lorry was allowed stay and start the concrete pumping up to the newly built structures vehicle registration **09 TXT**. I have attached images of previous breaches to highlight what we are **STILL** witnessing, even though we have had written assurance which is **NOT** the paper it is written on.

A wall of silence from both schools within this development, so it seems that the safety and security of our children the next generation of this ward is and has **NEVER** been on the top of both failing heads of both schools. There is no point burying one's head in the sand which is what both these heads mistresses, of Beaconsfield and Blair Peach schools are doing, whilst these breaches occur day in and day out during school term am/pm times. Both heads are failing to make sure that these children are **NOT** placed at risk whilst travelling when phase A is in progress at Old Gasworks. I have since been doing a bit of digging into the links of Blair Peach school and Berkeley Group. To my shock, I have found out Richard Watler from Berkeley Group is been appointed as a **'Co-opted Governor'** of Blair Peach school from 27 November 2017 until 28 November 2011, which is very concerning when there is a **'conflict of interest'**, since his primary position within that developer, Berkeley Group/St.James Ltd, which is head of the infrastructure of this project. Now we the residents can fully understand since it doesn't take a rocket scientist to figure out as to why Anita Puri, the head of Blair Peach is keeping quiet to **ALL** my emails highlighting with evidence these breaches during school period times am/pm, when one of the school governors is himself linked to Berkeley Group/St.James Ltd who is breaching their rules which they had agreed with London Borough of Ealing. I want to know how this has happened and I want a scrutiny team from London Borough of Ealing, Education Services to investigate this appointment of Richard Watler, of Berkeley Group/St.James Ltd which are **'one company'** and who approved this appointment? Now parents who have their children's safety, security and education at the heart of the school may want to know this point?. They will have to decide whether Anita Puri and her present governors appointed are proper people to serve their term and are they fit to hold that position or maybe need to be replaced with immediate effect since discovering this **'conflict of interest'** breach at Blair Peach Primary and Nursery School which **ALL** of them have co part taken to approve this breach?

As for meeting everyone concerned as you suggested below, may I suggest that you and your team attend the Southall Broadway Ward Panel meeting on Wednesday 20 December 2017 at 18:00hrs venue Jasmine Community Centre, Lancaster Road, where we are expecting to discuss on the agenda which is now a major concern such as Southall Old Gasworks (now renamed Southall Waterside) Linked to Grand Union Canal **Ref 170713/MT11RE** which is located near Lancaster Estate Residents, Cross Rail/Southall BR Station, South Road/The Green Regeneration Project (by Ealing Council/Mayor of London/TfL), Southall Broadway Boulevard Scheme,(Review Verdict Report) Fly-Tipping, Traffic Congestion in Southall, Parking, Road Traffic Fatalities (on the increase among pedestrians and cyclist), Crime and Policing (ASB,Drug Dealing Gangs,Gun/Knife Crime, which is on the increase) and HMOs. The sole purpose of having Ward Panel Meetings is to cover the 7 crucial areas which at present Southall Broadway Ward SNT and R&TPC are miserably **FAILING** by our useless ward sergeant PS 49XB Justin Petty and his colleague PC George Gase 1609T who is as deliberately misled the residents.

These 7 crucial categories which make a Ward Panel Forum are as follows:- **Safer London, Metropolitan Police, Mayor's Office for Policing & Crime, Met. Police Political Accountability, Met. Police Community Engagement & Accountability, Community Safety in London, and finally Emergency Planning in London.** In one of my chain emails in which majority of people whom I had copied in would also remember what Justin Petty had stated in his email dated 13 December 2017 timed 09:56hrs and I quote "**Whilst I am under no obligation to prove myself to you or Justify my actions on this occasion I have attached a copy of the e-mail I sent on 07<sup>th</sup> December. I am awaiting a reply. As I understand Mr Bhangu's circumstances at this time I have no intention of chasing that email.**" This is what we, the resident have to put up with and listen to by these two failing and serving police officers from Ealing Borough Command and Road & Traffic Policing Command assigned to Southall Broadway ward.

My primary aim is and has **ALWAYS** been towards public safety and nothing more and nothing less but I did **NOT** appreciate Damian Leydon, your operations director, accusing me of '**scaremongering**', when I reported my concerns to Jackie O'Reilly, PA to Shahid Iqbal, assistant director for highways at Ealing Council in October 2017 with images of the RTC and as for Justin Petty, ward sergeant PS 49XB for Southall Broadway ward and his colleague police constable George Gase,1609T for Road & Traffic Policing Command and these two failing police officers are '**living in denial**' regarding speeding along Trinity Road and Woodlands Road, since the speed humps were removed by request of Berkeley Group, so the low loaders will **NOT** get grounded over these speed humps.

I have been informed by the chair of Southall Broadway Ward Panel that he is **ONLY** to happy for you and your team to meet us, on Wednesday 20 December 2017 at 18:00hrs, where senior officials from Ealing Council, Ealing Borough Command will be present. By the way, the community centre this is **NOT** located within the CPZ section of Lancaster Road, where the parking is free. This is a public meeting opened to **ALL** linked to the Ward known as Southall Broadway, businesses, residents, and future communities which is going to be formed and is more likely to be known as '**Southall Waterside Residents Association**' once phase A is fully completed and is occupied by businesses and

residents alike. So, here you have an ideal opportunity for you and your team as the developer/landlord to come along, so you can present your case forward as what you are willing to do to address our concerns and also willing to work with us and **NOT** against us.

Look forward to hearing from you and by the way, I have copied various people who have an interest regarding this development since this area fall under the Southall Broadway Ward, so that they may want to also attend this formal ward panel meeting and venue.

Regards.

Dixon Xavier.

"Fear can hold you, prisoner. Hope can set you free."

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[Redacted]

**Sent:** Friday, 15 December 2017, 14:22

**Subject:** Southall Waterside

Dear Mr Xavier

Thank you for your most recent email correspondence.

As previously advised, I am a main board director of the Berkeley Group so please be assured this has the attention of the senior management within the Berkeley Group.

In addition to the safety of the public and the community in which we work, one of the priorities of the Berkeley Group is to maintain its good reputation in this regard. Therefore, I am concerned to ensure that any issue which might have safety implications or damage that reputation, is properly dealt with.

More generally, Berkeley prides itself on its professionalism, carries out its developments in accordance with current best practice, respects the interests of the local communities with which it is involved and engages positively to resolve any issues raised by those local communities.

I visited the site, including the various access and egress routes for the HGVs earlier this week with Damian Leydon to review the approved traffic management plan. I established that Berkeley is complying with its planning obligations in this regard but, as a consequence of my visit, we will voluntarily add an additional road sign on the Broadway to further enhance the existing signage. Further, Berkeley has arranged independent audits to be carried out by senior members of both CLOCS and CCS on Monday 18 December in order to review these arrangements.

You have raised these issues about the HGVs accessing the Southall Waterside project with Ealing London Borough Council and the Metropolitan Police, as well as with us. As a way forward, I am more than happy to organise a meeting to be attended by you, me and representatives from the Council and the Police, at which we can go through each of the issues you have raised, identify which organisation is responsible for dealing with each issue and explain what has been done to date and what will be done in the future.

I hope that you will accept my offer to set up a meeting, at which the objective will be to resolve the issues you have raised and to agree a constructive and mutually beneficial way forward.

Yours sincerely

**Karl Whiteman**  
Divisional Managing Director

Berkeley East & West Thames  
Berkeley House  
5 Station Way | London | SE18 6NJ  
Telephone. 020 8312 7800

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