

The Royal Borough of Kensington and Chelsea
Bassett Road Speed Hump Scheme (NCIL SH16) Consultation Results
Report by the Transport Projects Officer

26 March 2026

1. Introduction

1.1 This paper summarises the responses received to the recent consultation proposing to introduce road humps in Bassett Road, following a successful Round 6 Neighbourhood Community Infrastructure Levy (NCIL) application.

2. Consultation results

2.1 Following a successful application by a resident of Bassett Road for NCIL funding to introduce traffic calming on Bassett Road, the Council consulted local residents on the proposed scheme for six weeks between 26 January and 8 March 2026.

2.2 The proposal was to install seven sinusoidal road humps in Bassett Road – five between St Mark's Road and Ladbrooke Grove, and two between St Helen's Gardens and St Mark's Road. The positions of the road humps and associated signage are shown in the plan in Appendix 1.

2.3 Letters were delivered to 914 addresses in the vicinity of Bassett Road and residents' associations were contacted by email to signpost them to the consultation. Statutory consultees were also informed about the consultation.

2.4 There were 91 responses to the consultation using the online survey and 3 responses to the consultation sent via email. Eighty of the responses (85 per cent) were in favour of the proposal, and 14 (15 per cent) objected to the scheme. All the responses are provided in Appendix 2.

2.5 Eighty-four of the 94 responses were from residents of Kensington and Chelsea. Eight respondents live in the neighbouring boroughs of Westminster and Hammersmith and Fulham. Two respondents did not specify where they lived.

2.6 The consultation questions asked respondents to provide their postcode. Of the postcodes provided, 84 (89 per cent) were from postcodes on or near Bassett Road. Seventy-two (87 per cent) of those 84 responses supported the proposals and 12 objected to them. Eight provided postcodes outside of the immediate area and all eight supported the proposal. Two respondents who did not provide postcodes objected to the proposals.

2.7 The main reasons given for supporting the scheme were:

- It will reduce speeding and unsafe driving practices (raised by 28 respondents);
- It will improve road safety particularly within the school vicinity (raised by 21 respondents); and
- It will stop drivers using Bassett Road as a cut-through (raised by 7 respondents).

2.8 Summaries of the main reasons for objecting as well as their frequency are set out in Table 1. Some of the objectors cited more than one reason for objecting. Officers' responses to the objections are included in the table.

Table 1 - Summary of Objections

Summary of Objections to the Proposals		Qty.
1	Humps are not required because vehicle speeds are not high	6
<p>Response:</p> <p>The traffic calming scheme on Bassett Road has been proposed as part of the NCIL funding programme. There is no threshold for NCIL-funded speed reduction schemes, however, traffic speed and volume surveys were carried out in October 2024 on Bassett Road, using automatic traffic counters (ATCs). The average 85th percentile speeds (the speed at which or below 85 percent of traffic travels - the metric used by the police and councils when assessing speed limits) were found to be between 26.1mph and 26.4 mph - higher than we would typically see on traffic-calmed roads, so officers consider that road humps would have a discernible and measurable impact on speeds.</p> <p>The NCIL programme is a community-led initiative, so the view of local residents is the main factor behind the introduction of schemes, and in this case, 28 of the respondents referred to witnessing unsafe driving practices and that they feel some people drive at excessive speeds on Bassett Road. The high levels of supportive comments received overall during the consultation suggest most residents feel traffic calming measures would be an asset to Bassett Road.</p>		
2	Waste of taxpayers' money and/or the money should be used on other Council work like streetscaping and pothole management.	5
<p>Response:</p> <p>NCIL funding is ring-fenced to schemes proposed by local residents. In this case the application was made by a resident of Bassett Road. The application was reviewed and approved by ward councillors, subject to the outcome of the consultation. The high levels of supportive comments received during the consultation suggest most residents feel traffic calming measures would be an asset to Bassett Road.</p> <p>If this traffic calming scheme does not go ahead after consultation, the funds will be returned to the St Helen's ward's NCIL allocation for the next round of NCIL applications.</p>		

3	Road humps will cause an increase in noise from vehicles.	5
<p>Response:</p> <p>The Council is proposing to install sinusoidal road humps, which have a smoother profile than standard round-topped road humps. The sinusoidal road humps have been shown to be significantly quieter than standard round-topped road humps and they are also more comfortable to pass over, when driving at an appropriate speed. However, commercial traffic with loose loads may still generate some noise when travelling over the road humps.</p> <p>The humps are spaced less than 60 metres apart, as recommended by national guidance for roads with a 20-mph speed limit. Keeping the spacing between the humps at less than 60 metres encourages drivers to maintain a consistent speed, rather than accelerating and braking between each hump.</p>		
4	Alternative measures, such as speed cameras, would be better	4
<p>Response:</p> <p>While the Council takes note of the alternative proposals, the current scheme is defined by the specific requirements and funding of the NCIL bid for Bassett Road, those being specifically for the installation of sinusoidal humps to address documented speeding concerns.</p> <p>The council has no powers to install speed cameras or enforce speed limits. Only the Metropolitan Police Service, in partnership with Transport for London, can enforce speed limits by camera. Speed cameras are deployed by those organisations based on specific killed and seriously injured road casualty criteria which, thankfully, are not met in Bassett Road.</p> <p>Road humps are the most effective and cost-efficient way to reduce vehicle speeds, and the NCIL funding application is to consider road humps, rather than 'horizontal' traffic calming measures such as footway buildouts and chicanes, but in any case, horizontal traffic calming is not very effective at slowing down motorcycles or mopeds.</p>		
5	Road humps are visually unappealing	3
<p>Response:</p> <p>Sinusoidal road humps have a minimal visual impact. They are low-profile, consistent with many existing traffic calming features across the borough, and do not negatively affect the overall streetscape. Their safety benefits significantly outweigh any minor visual intrusion.</p>		
6	The humps will cause more emissions and pollution from vehicles.	3
<p>Response:</p>		

According to Transport for London's (TfL) "[Speed, Emissions & Health](#)" (2022) report, including research from Imperial College London, there is no evidence that 20mph zones with speed humps negatively impact air quality.

While concerns were raised regarding 'stop-start' driving, the data confirms that 20mph limits encourage a smoother driving style with less aggressive braking and acceleration. By utilising sinusoidal humps, which feature a shallower and gentler profile, the noise and emissions associated with traditional traffic calming are minimalised and reduce both exhaust emissions and non-tailpipe particulates from tyre and brake wear.

Most studies agree that the effect of slower speeds on exhaust emissions depends on the vehicle type, the nature of the road and driving style. The proposed road humps are spaced and shaped to encourage a steady driving speed and minimise accelerating and braking (two of the significant causes of emissions).

8	Road humps are inconvenient for residents.	3
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Response:

It is accepted that few drivers relish driving over road humps, and residents of Bassett Road will be more inconvenienced than drivers who can avoid them. Our experience has been that where humps have been installed, we receive few if any complaints about them from local residents. However the profile and spacing of the road humps encourage drivers to proceed at or below 20mph, which is the posted speed limit. There is unlikely to be any measurable delay to drivers using Bassett Road, as they should already be observing the 20mph speed limit, wherever they drive in the borough. The shape of the road humps also mean they are more comfortable to drive over than round topped humps, when drivers negotiate them at an appropriate speed.

9	This will impact emergency services and carnival routes	3
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Response:

The Traffic Management Act 2004 requires the Council to maintain the efficient movement of all traffic, with specific priority given to emergency vehicles and fire appliances.

Sinusoidal road humps are designed to be emergency service friendly. Unlike traditional speed humps, which tend to cause more abrupt impact, sinusoidal road humps feature a smoother profile, and their gradual rise and fall allows ambulances and fire appliances to travel over them safely and comfortably, without creating the sharp impact associated with older-style speed bumps. As part of the statutory process, we consult the ambulance, fire, police, and waste collection services, and no operational concerns were raised regarding response times for this scheme during the consultation.

It is not expected that the introduction of speed humps in Bassett Road will have any impact during Notting Hill Carnival weekend, but in any case, humps would

provide year-round benefits in reducing speeds for residents which would outweigh the inconvenience of any effect on Notting Hill Carnival.

10	This proposal is not sought by the residents	3
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Response:

This NCIL proposal was requested by a resident of Bassett Road and was subsequently supported by ward councillors. The high levels of supportive comments received during the consultation compared to relatively low numbers of objections suggest most residents feel traffic calming measures would be an asset to Bassett Road.

11	This will displace traffic onto other busy areas	2
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Response:

Traffic-calming measures are used to reduce vehicle speeds and discourage “cut-through” driving. These measures may lead to some drivers to using neighbouring roads to avoid the humps, but previous traffic calming schemes suggest the number of drivers changing their route is low. The primary intent of the proposals is to improve local safety, without shifting problems elsewhere.

12	The humps will cause more wear and tear to vehicles or may damage them.	2
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Response:

In 2004 TRL carried out a study into the impact of road humps on vehicles and their occupants and concluded that their tests did not show evidence of any vehicle damage from the humps or significant and permanent changes to the vehicle’s suspension systems.

The Council has had two claims made against it since 2020 for damage to vehicles, which the claimants stated was caused by passing over a sinusoidal road hump. Both claims were unsuccessful.

14	Road humps will cause problems for cyclists, scooters and mopeds.	1
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Response:

The profile of the road humps should not cause any problems for riders of two wheeled vehicles, assuming they negotiate the humps at an appropriate speed. Their sinusoidal profile also provides a more comfortable ride for cyclists than regular round topped humps.

15	Alternative location would be better	1
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Response:

One respondent expressed their concern of unsafe driving at other locations; however this is out of scope for this current NCIL proposal. NCIL funding is project specific and was successfully bid for based on the unique requirements and resident support identified for Bassett Road. If the respondent would like to make

an application to [NCIL](#) for humps in other roads affected by high speeds, they can do so when the application window is open.

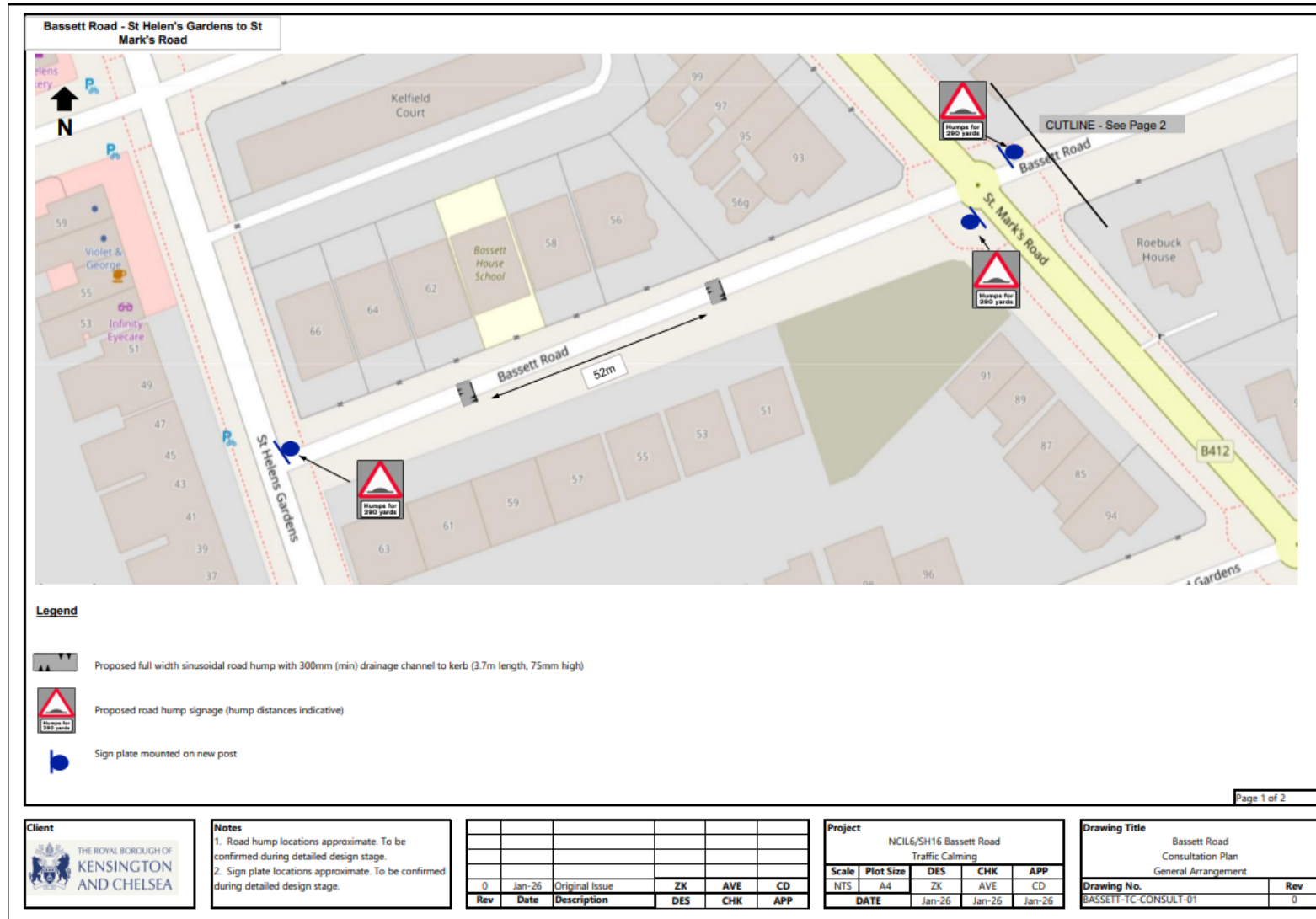
3. Ward Councillors' Comments

- 3.1 St Helen's ward councillors, Emma Dent Coad and Portia Thaxter, agreed the NCIL bid to install seven sinusoidal road humps in Bassett Road – five between St Mark's Road and Ladbrooke Grove, and two between St Helen's Gardens and St Mark's Road, where a majority have supported the notion. The Councillors did not respond to the consultation.

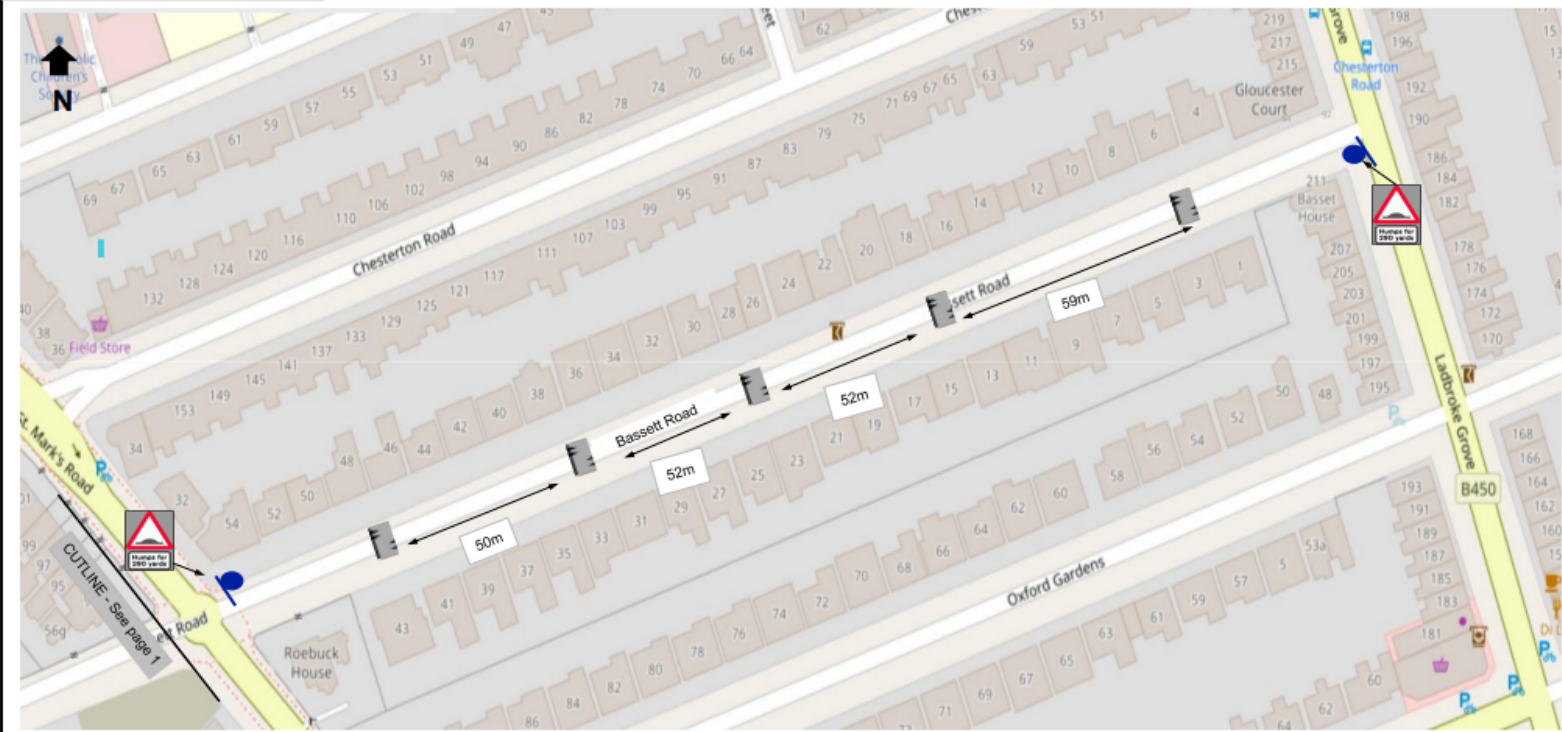
4. Conclusion

- 4.1 The Director of Highway and Regulatory Services has agreed with the officer recommendation that the scheme to implement road humps on Bassett Road proceeds.




Appendix 1 - Bassett Road Traffic Calming Consultation Plans



Bassett Road – St Mark's Road to Ladbroke Grove



Legend

-  Proposed full width sinusoidal road hump with 300mm (min) drainage channel to kerb (3.7m length, 75mm high)
-  Proposed road hump signage (hump distances indicative)
-  Sign plate mounted on new post



Notes
 1. Road hump locations approximate. To be confirmed during detailed design stage.
 2. Sign plate locations approximate. To be confirmed during detailed design stage.

Rev	Date	Description	DES	CHK	APP
0	Jan-26	Original Issue	ZK	AVE	CD

Project					
NCIL6/SH16 Bassett Road Traffic Calming					
Scale	Plot Size	DES	CHK	APP	
NTS	A4	ZK	AVE	CD	
DATE	Jan-26	Jan-26	Jan-26		

Drawing Title	
Bassett Road Consultation Plan General Arrangement	
Drawing No.	Rev
BASSETT-TC-CONSULT-02	0

Appendix 2 – Responses Received to the Bassett Road Traffic Calming Consultation

Support in Full – One [No comment]
Support in Full – Two [No comment]
Support in Full – Three This is great news. As a resident and as a mother I have been extremely concerned about the speed of cars down our road. This couldn't come soon enough . Thank you - my full support
Support in Full – Four [No comment]
Support in Full – Five I live on Bassett Road and myself and our kids are terrified to cross the road due to the incessant abuse of speed by drivers coming down this road. I have seen cars nearly lose control at 70mph+ in the night time. Without a doubt someone will be badly injured or killed on this road if speed calming measures are not introduced. Im so happy this is being looked into finally.
Support in Full – Six [No comment]
Support in Full – Seven There is frequent high speed driving down Bassett road on a daily basis. Incredibly dangerous.
Support in Full – Eight [No comment]
Support in Full – Nine [No comment]

Support in Full – Ten

[No comment]

Support in Full – Eleven

[No comment]

Support in Full – Twelve

Highly necessary, to many passing by vehicles going at high speed.

Support in Full – Thirteen

[No comment]

Support in Full – Fourteen

Far too many speeding cars disobeying the 20 mile per hour speed limit. Its dangerous.

Support in Full – Fifteen

There is a lot of dangerous speeding occurring on a street that not only has a school but also several families with young children. I am extremely worried one of my children will be hit by a car.

Support in Full – Sixteen

Car have been speeding on this street and it's very dangerous. Very happy it's being considered. Dangerous for kids etc

Support in Full – Seventeen

I am the parent of a child attending a nearby school (Bassett House School), is frequently crossed over St. Helen's at the intersection with Basset Road every day.

Support in Full – Eighteen

As a parent of a pupil attending Bassett House School, the safety of our children is paramount. These street calming efforts will be hugely helpful in this matter.

Support in Full – Nineteen

As a parent of children at the local school, I fully support this for all our safety.

Support in Full – Twenty

My daughter goes to school at Bassett House and there is no zebra crossing at that part of the St. Helen's and the school goes across both roads so it's extremely dangerous with cars driving very fast at this end of the road.

Support in Full – Twenty-one

[No comment]

Support in Full – Twenty-two

It's so important that the area is safe for the children. Cars drive down there so quickly sometimes

Support in Full – Twenty-three

[No comment]

Support in Full – Twenty-four

100% - drivers are negligent and there is too much at risk with a primary school on the street and all of the families who live on Bassett Road.

Support in Full – Twenty-five

There is a lot of reckless driving down that road even when children are leaving Bassett house school. My daughter goes there and I feel that the roads Bassett Road and St Helens Gardens needed to take action to prevent speeding.

Support in Full – Twenty-six

[No comment]

Support in Full – Twenty-seven

[No comment]

Support in Full – Twenty-eight

Vehicles travel far too quickly down Bassett Road. You can clearly hear cars increasing their speed between the Ladbroke Grove and St. Mark's Road section of the road. I am afraid to cross the road near the Ladbroke Grove end because of the speed of vehicles turning right from Ladbroke Grove.

Support in Full – Twenty-nine

[No comment]

Support in Full – Thirty

[No comment]

Support in Full – Thirty-one

[No comment]

Support in Full – Thirty-two

[No comment]

Support in Full – Thirty-three

[No comment]

Support in Full – Thirty-four

I am writing as a local parent to strongly support the introduction of traffic calming measures outside my son's school, Bassett House School.

The volume and speed of traffic during drop-off and pick-up times create an unsafe environment for children, families, and staff. This is a space where young children cross roads daily, often independently, and the current conditions do not reflect that reality.

Traffic calming measures make an immediate and meaningful difference to safety. These changes would not only protect children but also improve the quality of life for the wider community.

I urge the council to treat this as a priority and take decisive action to ensure the area around our school is safe for those who use it every day.

Thank you for your attention and leadership on this important issue.

Support in Full – Thirty-five

Very important.

We have had many dangerous drivers on our road and we have a school on the road as well as many young families.

Thank you for your support.

Support in Full – Thirty-six

[No comment]

Support in Full – Thirty-seven

[No comment]

Support in Full – Thirty-eight

[No comment]

Support in Full – Thirty-nine

[No comment]

Support in Full – Forty

[No comment]

Support in Full – Forty-one

[No comment]

Support in Full – Forty-two

[No comment]

Support in Full – Forty-three

I absolutely support the introduction of traffic calming measures on Basset road, but I don't think these are enough and would strongly propose same measure around the intersections of St Helens Gardens and Kelfield Gardens. I think a dedicated Zebra crossing would be useful here too.

Support in Full – Forty-four

Cars go much too fast on the road

Support in Full – Forty-five

I fully support the proposed traffic calming measures. As a father of two children attending Bassett House and a local resident for over 12 years, I have long been concerned by how little has been done to protect the area surrounding the school. Given the volume and speed of traffic in the vicinity, the lack of adequate safety measures has been both surprising and worrying.

I am therefore very grateful that this issue is finally being addressed. Improving road safety around the school is essential for the wellbeing of children, parents, and the wider community. I strongly encourage further actions to build on this initiative, such as the installation of additional zebra crossings and other measures that help reduce vehicle speed and improve pedestrian safety.

Thank you for taking this important step, and I hope to see continued commitment to making the area safer for everyone.

Support in Full – Forty-six

[No comment]

Support in Full – Forty-seven

[No comment]

Support in Full – Forty-eight

[No comment]

Support in Full – Forty-nine

[No comment]

Support in Full – Fifty

[No comment]

Support in Full – Fifty- one

Crossing St Helens and Bassett Road with my children is very nerve wracking. There are lots of cars turning in all directions and sometimes going too fast. It is a prep school and nursery with a lot of young children and these roads are very dangerous for them.

Support in Full – Fifty-two

My son studies at Bassett House School and the cars passing by on Bassett Road tend to be on a higher speed, which feels very unsafe for the children attending the school.

There are no visible school signs or zebra crossing on that road to slow down traffic.

Support in Full – Fifty-three

It's definitely required due to the presence of Bassett House School, which is a Primary School with young children. It's mind-boggling that the traffic calming measures are not already in place. There should be clear signage, zebra crossings and speed humps to slow down & regulate traffic on Bassett Road.

Support in Full – Fifty-four

Another option should be low traffic zone during school hours

Support in Full – Fifty-five

[No comment]

Support in Full – Fifty-six

[No comment]

Support in Full – Fifty-seven

[No comment]

Support in Full – Fifty-eight

[No comment]

Support in Full – Fifty-nine

The cars reach high speeds on this road as there are no controlled speed limit camera or 20 mile per hour signs.

It is used as a cut through to gain access to Scrubs Lane. I have come to this conclusion as the road was less busy when scrubs lane was closed due to Thames water road works.

We need to reduce car speeds on Oxford Gardens and Bassett Road, Sleeping policemen or 20 mph camera will work well.

Support in Full – Sixty

Thank you so much ! I have 2 little kids and lately our road is so dangerous

Support in Full – Sixty-one

[No comment]

Support in Full – Sixty-two

[No comment]

Support in Full – Sixty-three

Traffic bumps will be a vital life saver!

As the heavy traffic on Ladbroke Grove gets worse and worse, a growing number of cars use Bassett Rd as a cut through. Maybe their drivers are late or frustrated. But they tear down Bassett Rd at breakneck speeds, totally ignoring the official limit. This is SO dangerous. Trying to cross the road is truly hazardous: visibility is very restricted by parked cars and delivery vehicles. My much-loved Bengal cat was killed by a hit and run driver: witnesses said the car was travelling at a very high speed. My neighbour has lost two cats in similar, tragic circumstances. We have a care home at one end of the road: the residents are frail, elderly and unable to jump out of the way of speeding vehicles. Bassett Rd School - with very young pupils - is at the other end. It's only a matter of time before a person/people are seriously hurt - or killed. The traffic bumps are ESSENTIAL for resident's safety. Thank you.

Support in Full – Sixty-four

People drive their vehicles way too fast on Bassett Road as they use it as a short cut from Ladbroke Grove.

Support in Full – Sixty-five

[No comment]

Support in Full – Sixty-six

[No comment]

Support in Full – Sixty-seven

lots of cars speeding down the road, lots of way too heavy lorries with 'turning left' announcements going down the road' children at risk from speeding cars at Bassett school, car races going on, screeching going round the corner due to speeding on corner of St Helens.

Cars overtaking me on my scooter, it's a race road for those who know the area. stop them please!!!

its dangerous!!

Support in Full – Sixty-eight

[No comment]

Support in Full – Sixty-nine

[No comment]

Support in Full – Seventy-one

I am writing to express my support for the proposed installation of sinusoidal road humps on Bassett Road as part of the traffic calming initiative.

I have been a resident in Ladbroke Grove for almost 10 years and previously lived in Shepherd's Bush.

For many years, vehicle speeds on Bassett Road have posed a significant risk to pedestrians, cyclists, and other road users. The introduction of sinusoidal road humps is a sensible and effective measure to encourage safer driving behaviour.

Bassett Road is used by local residents, families, and visitors, and reducing traffic speeds will help improve overall road safety and create a more comfortable environment for everyone. Traffic calming can positively contribute to the sense of community by making the street more pedestrian-friendly.

I strongly support the implementation of sinusoidal road humps on Bassett Road and would be happy to support the proposal and speak publicly about my support.

Support in Full – Seventy-two

[No comment]

Support in Full – Seventy-three

People go way too fast down Bassett Road. It is a dangerous hazard.

Support in Full – Seventy-four

Please do it! Vehicles are constantly driving far in excess of the speed limit and in a reckless manner. I have even been hit while cycling on Bassett road by a work van with no license or registration, and the driver refused to provide any additional information.

The situation is becoming increasingly dangerous and it's only a matter of time before there is a serious injury.

Support in Full – Seventy-five

[No comment]

Support in Full – Seventy-six

[No comment]

Support in Full – Seventy-seven

[No comment]

Support in Full – Seventy-eight

[No comment]

Support in Full – Seventy-nine

Insanely dangerous driving down Bassett Road. Someone will be killed sooner or later I am certain of it

Support in Full – Eighty

[No comment]

Objection – One

They drive much faster down st Quintin Avenue and they don't have any

Objection – Two

I oppose the introduction of speed bumps because they tend to increase noise levels as vehicles brake, accelerate, and the suspension noise as they pass over them, which would negatively impact nearby residents.

This street does not appear to have a severe speeding issue, which makes it hard for me to justify such a disruptive measure. Rather than improving safety, speed bumps are likely to worsen overall quality of life by adding constant noise and inconvenience without addressing a clearly demonstrated issue. The only speeding I have seen is by vehicles that are clearly involved in other illegal activity anyway which the council and police fail to take action against.

Objection – Three

Dear RBKC,

The proposed traffic calming measures will significantly increase both noise and pollution to the road and its residents.

They will also increase vibrations to the houses and flats along the road, which is unpleasant for their inhabitants and potentially harmful to the old buildings.

. I have lived on this road for many years and do not believe the speed at which vehicles drive is any more or less dangerous than any other road in London.

. I believe these measures will simply add 3 unwanted consequences to the residents on this road and therefore I strongly object to the proposals.

. I also believe that aesthetically the humps will put Bassett Road at odds with its surrounding roads, particularly with Oxford and Cambridge Gardens who do not have them, and which are otherwise both identical to Bassett Road in their elegance, and in the size of their buildings.

I hope these views will be carefully considered before any decision is made.

Objection – Four

. People who are determined to speed rarely seem to slow down for road humps and therefore they are only an inconvenience to all the other residents within the borough.

Research shows that the most effective speed reduction method are the illuminated signs which light up when the limit is exceeded.

Objection – Five

Damage to cars, increased air pollution from cars breaking to slow down for humps. Problems for the emergency services restricting the options of roads they can use and increasing times to emergencies

Objection – Six

The problem is that - for example, when using cabs/taxis you end up getting shaken about and even worse, whiplash in the neck/back, going over the speed bumps, which can be due to rapid acceleration and deceleration. But even with a careful driver, the journey is more uneven/bumpy than on a flat/level road surface. The affects of this on the health of the disabled person cannot be over stated. Even if the disabled person is the driver or is being driven by a carer/friend/relative, it will worsen their symptoms. There are already too many speed bumps/road humps in London and over time it just makes disabled people more isolated, as going out gets harder and harder due to inaccessible conditions. Here is a quote from page 6 of [https://www.trl.co.uk/uploads/trl/documents/TRL614\(1\).pdf](https://www.trl.co.uk/uploads/trl/documents/TRL614(1).pdf) Please read section 1.4.3 on page 6. Please also read https://www.thetimes.com/travel/advice/speed-bumps-labelled-an-acute-risk-to-spinal-injuries-p2k6vmzqwsg?gaa_at=eafs&gaa_n=AWetsqfdb3Q1P1v7cTxsn0yVPkXTqIW9uHmWNLj9yL1Oin6r2QedcoQtC8Zt&gaa_ts=69933c1f&gaa_sig=97pKbMJzEprt_ZN6EsXXkqcFilQo8mYFnY4oUCOgisxyKhawGO0U6MKiP6vQtb_vLHxrRzNCuGdRws2tfcz5sw%3D%3D Prof Malcolm Pope "...argues that speeds could be better controlled with the careful use of chicanes and prominent safety signs". Please hold a public meeting to discuss this, or come along to one of our Member groups. You can email me via [redacted] I or one of my colleagues will do our best to accommodate you before the deadline. Thank you

Objection – Seven

I am opposed to this proposal.

While I understand the intention to reduce speeding, the practical consequence will be increased engine noise from vehicles repeatedly accelerating and braking. Cars that are forced to slow down must then use additional energy to regain speed, which inevitably leads to higher emissions.

In effect, one problem — speeding — is addressed at the cost of creating two others: increased air pollution and increased noise pollution. As a resident on this street, I am concerned that the overall environmental impact has not been fully considered. Is it really a sensible trade-off to reduce speed while worsening both emissions and sound levels for those who live here?

Objection- Eight

Whilst a reduction in speeding would be welcomed, speed bumps will ruin the aesthetic of the road and are so unsightly. Surely tax payers money could be better spent on an enforcement camera or radar activated 'slow down' signs.

Objection – Nine

Bassett Road is a beautifully tree-lined avenue, whose aspect in every season is nothing short of breathtaking. A view along its full length inspires a genuine appreciation for the privilege of living on such a thoughtfully designed street. The introduction of speed bumps would, regrettably, intrude upon and detract from this carefully preserved character.

Having resided on Bassett Road for over a decade, I can, even generously, count on two hands the number of occasions on which I have witnessed a vehicle speeding. The actions of a very small minority do not, in my view, justify the permanent visual and aesthetic disruption that speed bumps would bring.

If the Council is minded to allocate public funds, there are more pressing and constructive improvements that merit attention. The section of pavement on St Helen's Gardens between Bassett Road and Chesterton Road remains uneven and low, resulting in vehicles repeatedly dragging mud across the walkway and damaging adjacent plant life. This issue not only diminishes the appearance of the area but also affects pedestrian safety and maintenance costs.

In addition, the recently installed low bollards at the junction of Kelfield Gardens and Chesterton Road, as well as at St Helen's Gardens, have led to a notable number of accidents within a short period. The frequency of these incidents suggests a design concern rather than a pattern of isolated driver error, with many residents incurring avoidable and costly vehicle damage.

Finally, while flower beds were introduced along the pavement to deter vehicles from mounting the curb, cars continue to do so. This indicates that the current measures are not achieving their intended purpose and may require reconsideration.

I respectfully urge the Council to weigh the aesthetic integrity of Bassett Road alongside demonstrable need and to prioritise improvements that address genuine design shortcomings within the neighbourhood.

Objection- Ten

While I have since learned that a resident made the application for thNCIL and that it is the Council's responsibility to promote road safety and manage vehicle speeds, I do not believe that the proposed measures are justified in this location. Furthermore, I have serious concerns regarding the adequacy of the consultation process, the potential impact on emergency service access, and the wider implications for traffic flow and community infrastructure.

Firstly, I understand that the proposal was submitted following a request from the Bassett Road Association. However, I have lived on Bassett Road for 45 years and raised my now adult son here, yet this consultation was the first time I became aware that such an association existed. None of my immediate neighbours, most of whom have also lived here for several decades—were aware of the association either.

I understand that the association was advised to consult residents by leafleting the street but chose not to do so. This raises concerns regarding transparency and representation. In my view, it is difficult for the Council to rely upon the request of a body that has not demonstrably consulted or obtained the views of the broader and diverse community it purports to represent. Meaningful community engagement is an important principle within local authority decision-making, and it is concerning that the proposal appears to have been brought forward without that wider consultation. Thankfully this part of the process is providing that and the opportunity to strongly oppose and challenge it.

Secondly, Bassett Road serves as an important access route for emergency services, particularly for appliances leaving North Kensington Fire Station and travelling towards the Notting Barns and Norland wards. As the Council will be aware, under the Traffic Management Act 2004 and general highway authority duties, the Council must have regard to the safe and efficient movement of traffic, including emergency vehicles.

After leaving North Kensington Fire Station on Ladbroke Grove, the first right turn is St Charles Square, which already contains traffic calming measures and leads to St Mark's Road roundabout. The next right is Chesterton Road, which forces vehicles left and is too narrow for London Fire Brigade appliances to turn effectively. The next viable right turn is Bassett Road.

As such, Bassett Road functions as a key and practical route for fire appliances responding to incidents in the surrounding wards. The installation of additional traffic calming measures on this route has the potential to slow response times. The London Fire Brigade has repeatedly highlighted that road humps can require fire appliances to reduce speed significantly, particularly when responding with heavy vehicles. Even small delays can be critical where emergency response times are concerned.

Given the proximity of the Grenfell community and the lessons that need to be learned following the Grenfell tragedy, it is difficult to understand why additional obstacles would be considered on what effectively functions as an emergency access corridor.

Oxford Gardens is also included within the application, which would further compound the problem. The next potential route, Cambridge Gardens, already experiences significant congestion due to two bus routes and a busy four-way junction. In practice, this route is often unsuitable for rapid passage by large emergency vehicles.

In addition, Bassett Road plays an operational role during the Notting Hill Carnival. Floats and bands regularly use the road to join and leave the procession route. The reversal of the Carnival route many years ago was introduced specifically to make access and dispersal easier for large vehicles. Installing speed humps could create unnecessary logistical difficulties for event vehicles and participants, potentially affecting the safe and efficient management of one of the borough's most important cultural events.

There are also wider traffic considerations. The planned development at Kensal Gasworks is expected to place considerable additional pressure on the surrounding road network. Ladbroke Grove already experiences severe congestion during peak hours, and additional traffic calming measures on Bassett Road could contribute to increased congestion and displacement of traffic onto neighbouring residential streets.

Furthermore, under the Highways Act 1980 and relevant Department for Transport guidance on traffic calming, such measures should be proportionate and introduced where there is clear evidence of speeding or collision risk that cannot be addressed through less intrusive measures. It is unclear from the consultation material whether such evidence has been presented for Bassett Road. As a resident for many years it would be wrong to say that there isn't on occasion, someone that may drive at an increased speed by why introduce measures that increase the significant risk to the wider community because of a handful of incidents. There are no deterrents for the dangerous cyclists who stray across roads and pavements.

Bassett Road has been my home from childhood to middle age. It is widely regarded as one of the most attractive streets in the area, characterised by mature trees and historic architecture. Installing multiple speed humps would detract from the character of the street and alter its physical environment unnecessarily.

Finally, the Royal Borough of Kensington and Chelsea has previously been identified as having significant issues with potholes and road surface maintenance. The raised tables already installed at either end of Bassett Road have deteriorated and sunk in places, causing damage to vehicles. Although sections near the Oxford Gardens junction have recently been relaid, this highlights the long-term maintenance challenges associated with raised road structures.

Personally, when discussing this matter with my son who was affected by the events of Grenfell, who has lived here as have I all our lives, it left me deeply saddened when he said that if these changes are made he feels that he will need to move away "as the council just does not listen".

For all of these reasons, including concerns about the lack of meaningful consultation, the potential impact on emergency service response times especially to the Grenfell community, the implications for traffic flow and major local events, and the physical and visual impact on the street—I respectfully urge the Council to reconsider and reject the proposed installation of sinusoidal speed humps on Bassett Road.

Objection – Eleven

I strongly oppose this proposal as it will cause more issues than it resolves and adversely affect the emergency access to residents of the Grenfell community. If this application is approved it will demonstrate yet again that the views of residents of less advantage backgrounds do not matter to this council not to mention their entitlement to receive time critical assistance in the event of emergencies. There is a care home visited often by medical vehicles at the end of Bassett Road. Ladbroke Grove is solid with traffic during the day how do you intend ambulances get to emergencies when they are delayed trying to get over UNECESSARY speed humps!!!!

I do not believe that this proposal sought by, as it states on this website, one resident is based on a belief of increasing safety and more so to do with a vengeful campaign against motorists by residents who have the luxury of spending their days sipping coffee while the rest of us are trying to get to work. I have grown up and lived on Bassett Road for 28 years and the traffic calming measures that have been installed in other places such as St Marks Road haven't helped they have made driving in this area worse!!!

Instead of wasting the money on destroying even more roads in this part of the borough why not use it to develop the area along Malton Road

Objection Twelve

I believe that there is indeed a need to slow traffic in this road however, despite the fact that the information supplied says that these particular bumps ensure that vehicles do not speed up then brake while travelling across them, I am very worried about the potential increase in noise especially due to the fact that the very large, very heavy fire engines frequently use the road as well as extremely large and heavy concrete trucks. Both these vehicles make an enormous noise even when travelling over any small discrepancy in the road surface. If there an alternative solution to traffic calming for this road, I would prefer an alternative and do not support the bumps proposed.

Objection Thirteen

I believe that there is indeed a need to slow traffic in this road, however, my concern is speed bumps will increase the noise as vehicles, brake, land the other side and then accelerate away. With lorries, we will hear their loads/contents shift as they mount the speed bumps. Heavy fire engines use the road as well as heavy concrete trucks. Both these vehicles make an enormous noise even when travelling over any small discrepancy in the road surface. Is there not an alternative. A speed camera might be better. I would support an alternative to speed bumps. I do not support speed bumps.

Objection Fourteen

Speeding traffic is not nearly as great a problem on Oxford or Bassett as it is on St Helens Gardens where the speeding is dangerous. Cars come rattling down the street from St Quentin's at great speed and there is nothing to stop them but a zebra crossing at Oxford Gardens and after that nothing until another one at Latimer Road Station and after that nothing until St James Gardens.

There are several schools (Bassett House, Oxford Gardens, KAA and Avondale along here) and a busy crossing at the west way where so many children are going to the sports centre. This really is the area of concern. I rarely see a car or moped keeping to the speed limit and

often see them going at at least 30/40 miles per hour if not more. It is incredibly dangerous, in fact there was an accident on Sunday night near Cambridge Gardens. And a fatal accident further down near the Food Hub recently I noticed the yellow sign this morning. Every day there are incidents at the Oxford Gardens/St Helens intersections. From my home we witness honking and shouting almost every day, near misses and often collisions. Not to mention people's parked cars being hit. I have lost at least two wing mirrors while parked on the street. Please direct your attention to this street rather than clog up Oxford and Bassett with expensive speed bumps.