

The Royal Borough of Kensington and Chelsea
Oxford Gardens Speed Hump Scheme (NCIL SH17) 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 Oxford Gardens, following a successful Round 6 Neighbourhood Community Infrastructure Levy (NCIL) application.

2. Consultation results

2.1 Following a successful application by a resident of Oxford Gardens for NCIL funding to introduce traffic calming on Oxford Gardens, 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 Oxford Gardens – 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 signs are shown in the plan in Appendix 1.

2.3 Letters were delivered to 914 addresses in the vicinity of Oxford Gardens 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 99 responses to the consultation using the online survey and 1 response to the consultation sent via email. Ninety of the responses (90 per cent) were in favour of the proposal, 9 (9 per cent) objected to the scheme, and 1 (1 per cent) supported in part. All the responses are provided in Appendix 2.

2.5 Ninety-eight of the 100 responses came from residents of Kensington and Chelsea. Two respondents live outside of the borough but visit.

2.6 The consultation questions asked respondents to provide their postcode. Of the postcodes provided, 97 were from postcodes on or near Oxford Gardens. Ninety-three (93 per cent) of those fully supported the proposals, one supported them in part and six (6 per cent) objected. Three provided postcodes outside of the immediate area and have objected the proposal.

2.7 The main reasons given for supporting the scheme were:

- It will reduce speeding and unsafe driving practices (raised by 22 respondents);

- It will improve road safety particularly within the school vicinity (raised by 10 respondents); and
- It will stop drivers using Oxford Gardens as a cut through (raised by 4 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	Waste of taxpayers' money and/or the money should be used on other Council initiatives	6
<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 Oxford Gardens. 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 Oxford Gardens.</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>		
2	Humps are not required because vehicle speeds are not high	5
<p>Response:</p> <p>The traffic calming scheme on Oxford Gardens 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 Oxford Gardens, 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 25.7 mph and 26.1 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 the schemes, and in this case, 22 of the respondents referred to witnessing unsafe driving practices and that they feel some people drive at excessive speeds on Oxford Gardens. The high levels of supportive comments received overall during the consultation suggest most residents feel traffic calming measures would be an asset to Oxford Gardens.</p>		
3	This will impact emergency services	3

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.

4	Alternative measures, such as speed cameras, would be better	2
---	--	---

Response:

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 Oxford Gardens, those being specifically for the installation of sinusoidal humps to address documented speeding concerns.

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. They deploy speed cameras based on specific killed and seriously injured road casualty criteria which, thankfully, are not met in Oxford Gardens.

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.

5	This will displace traffic onto other busy areas	2
---	--	---

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 jumps, but previous traffic calming schemes suggest the number of drivers changing their route is relatively low. The primary intent of the proposals is to improve local safety, without shifting problems elsewhere.

6	The humps will cause more emissions and pollution from vehicles.	2
---	--	---

Response:

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).

7	Road humps are ineffective	2
---	----------------------------	---

Response:

Sinusoidal road humps have a smoother profile than traditional round-topped designs, making them more comfortable to drive over at appropriate speeds while still providing effective and consistent speed reduction. To address concerns about harsh braking or rapid acceleration, the humps are spaced at less than 60 metres, in line with national 20-mph guidance. This spacing encourages drivers to maintain a steady, uniform speed along the route, rather than speeding up and slowing down between humps, ensuring the measure works as intended and supports safer vehicle speeds. Evidence from similar schemes implemented elsewhere suggests that road humps have a demonstrable impact on reducing speeds.

8	Road humps will cause an increase in noise from vehicles.	1
---	---	---

Response:

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.

With regards to the concern that the humps may encourage drivers to brake heavily then accelerate hard at each hump, 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.

9	Road humps are inconvenient for residents.	1
---	--	---

Response:

It is accepted that few drivers relish driving over road humps, and residents of Oxford Gardens 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 Oxford Gardens, 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.

10

Alternative location would be better

1

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 Oxford Gardens. 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.

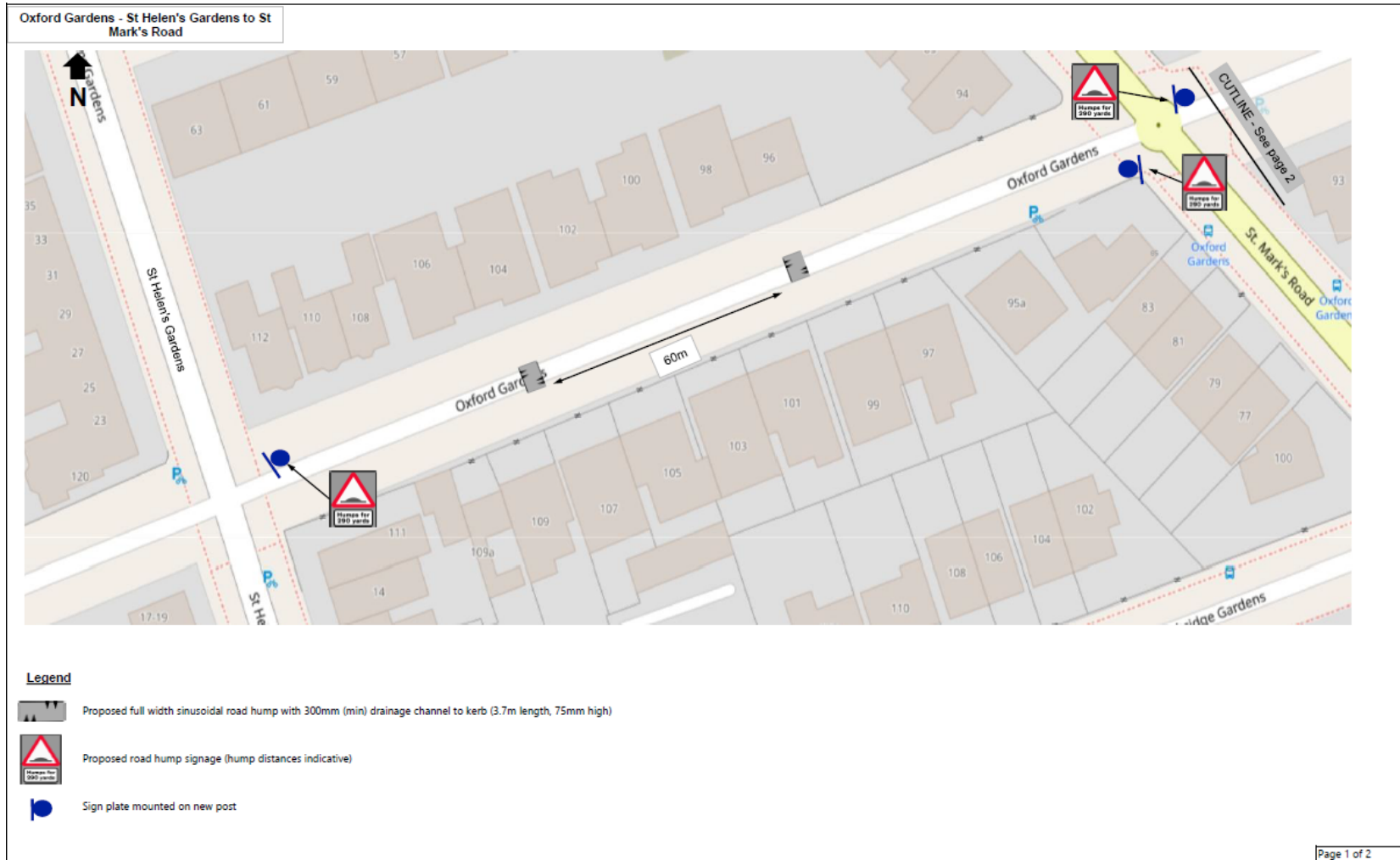
3. Ward Councillors' Comments

- 3.1 St Helen's ward councillors, Emma Dent Coad and Portia Thaxter, agreed the NCIL bid to install seven sinusoidal road humps in Oxford Gardens – 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 - Oxford Gardens Traffic Calming Consultation Plans



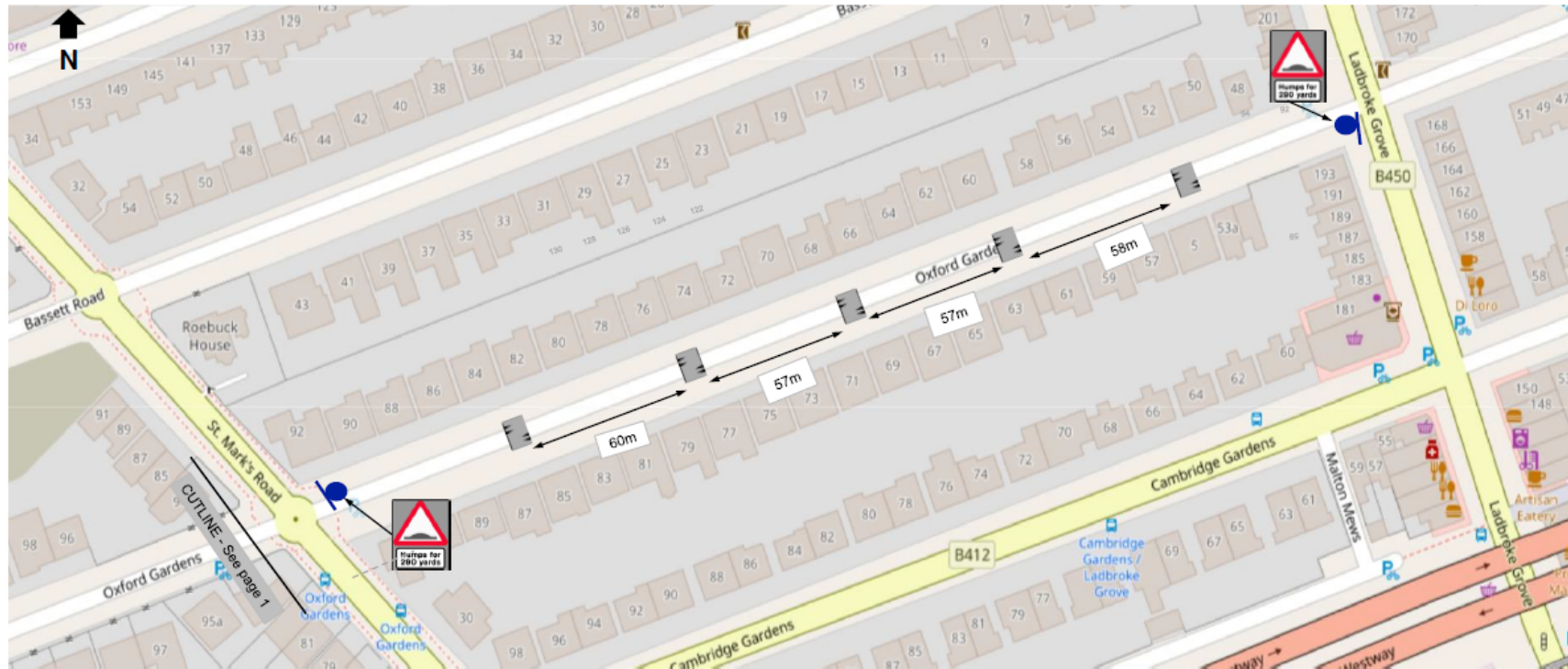
Notes
 1. Road hump locations approximate. To be confirmed during detailed design stage.
 2. Sign plate locations approximate. To be confirmed during detailed design stage.

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




Project					
NCIL6 SH17 Oxford Gardens Traffic Calming					
Scale	Plot Size	DES	CHK	APP	
NTS	A4	ZK	AVE	CD	
DATE	Jan-26	Jan-26	Jan-26		

Drawing Title	
Oxford Gardens Consultation Plan General Arrangement	
Drawing No.	Rev
OXFORD-TC-CONSULT-02	0

Oxford Gardens - 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

Client



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 SH17 Oxford Gardens
Traffic Calming

Scale	Plot Size	DES	CHK	APP
NTS	A4	ZK	AVE	CD
DATE		Jan-26	Jan-26	Jan-26

Drawing Title

Oxford Gardens
Consultation Plan
General Arrangement

Drawing No.	Rev
OXFORD-TC-CONSULT-01	0

Appendix 2 – Responses Received to the Oxford Gardens Traffic Calming Consultation

Support in Full – One Fully in support! Will finally end cars speeding so dangerously down our street!
Support in Full – Two [No comment]
Support in Full – Three The street has become increasingly dangerous in recent years. Too many cars speed, making it frightening for children in particular. Speed bumps are essential
Support in Full – Four [No comment]
Support in Full – Five [No comment]
Support in Full – Six Absolutely! We have 4 small children and it doesn't feel safe.
Support in Full – Seven [No comment]
Support in Full – Eight This has been so long overdue. Our street is used like an autobahn. Every day cars and motorcycles speed up and down with no regard for safety.
Support in Full – Nine

[No comment]

Support in Full – Ten

The traffic has got increasingly worse in this area and I feel like cars race down Oxford to try and 'cut through' only to be met by more traffic on Ladbroke Grove

Support in Full – Eleven

Cars are speeding on this street

Support in Full – Twelve

Desperately needed. Have been some VERY close calls of late. It won't be long before someone is hurt badly by speeding vehicles. Or worse.

Support in Full – Thirteen

[No comment]

Support in Full – Fourteen

[No comment]

Support in Full – Fifteen

[No comment]

Support in Full – Sixteen

Absolutely! The road is being used for tuned cars that speed through the length of the street and so much more.

We've had scary incidents where they even pick up the speed when you give the drivers signs to slow down.

We are worried about our own safety but mostly those of our children and pets.

These bumps are more than an add on they are an absolute necessity.

Adding these bumps would be the best investment the borough could do! We beg that they get approved.

Support in Full – Seventeen

Our road is frequently used as a cut-through by drivers travelling to and from High Lever Road. Many vehicles travel at excessive speeds, despite this being a residential street. This has created a dangerous environment, particularly as there are many young children and families living here.

Residents regularly witness cars accelerating through the street, and there have been several near-misses involving pedestrians. Parents are increasingly worried about allowing children to walk safely along the road. It feels like only a matter of time before a serious accident occurs unless action is taken.

Installing speed bumps or other appropriate traffic-calming measures would significantly reduce vehicle speeds and improve safety for everyone who lives here. I believe this would be a proportionate and effective response to the problem and would greatly improve the quality of life for residents.

Support in Full – Eighteen

The speeding of motorists (cars and motorcycles alike) on Oxford Gardens is a real danger to the lives of all of all of us and in particular of our children. Given the sometimes slow movement on Ladbroke Grove traffic, not only do drivers use St Marks road as an alternative but given their frustration builds up and the race down Oxford Gardens to get there.

In addition to traffic calming measures which I wholeheartedly and unreservedly support, I think there should be regular speed checks on Oxford Gardens in addition to that.

Support in Full – Nineteen

[No comment]

Support in Full – Twenty

[No comment]

Support in Full – Twenty-one

[No comment]

Support in Full – Twenty-two

We have two young children and getting them in and out of the car is increasingly dangerous as cars speed down Oxford gardens ..
it is being used as a short cut/ through road to avoid the traffic jams on Ladbroke Grove and people are driving fast down the road, it's essential we get speed bumps

Support in Full – Twenty-three

[No comment]

Support in Full – Twenty-four

[No comment]

Support in Full – Twenty-five

[No comment]

Support in Full – Twenty-six

This is an excellent idea due to speeding vehicles. Quite dangerous driving on the street.

Support in Full – Twenty-seven

It will stop people speeding down the road

Support in Full – Twenty-eight

My family and I have lived on this street for the past 10 years and drivers consistently drive dangerously fast on this road

Support in Full – Twenty-nine

It's so dangerous for children and pets cars race by at a terrifying speed

Support in Full – Thirty

Great idea which will increase safety of the area and road.

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

[No comment]

Support in Full – Thirty-five

it is out of control how dangerous it is for young children and how fast people drive down the road all day and night. terrifying

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

Speeding vehicles are a particular issue causing danger to other road users and causing noise nuisance

Support in Full – Forty-one

[No comment]

Support in Full – Forty-two

Cars speed down our road are noisy and dangerous

Support in Full – Forty-three

This is important— it should be done as soon as possible before someone gets killed

Support in Full – Forty-four

[No comment]

Support in Full – Forty-five

[No comment]

Support in Full – Forty-six

The current situation is unbearable. The cars speed down the road every day and it's become very very dangerous specially for families like us to have children.

Support in Full – Forty-seven

[No comment]

Support in Full – Forty-eight

[No comment]

Support in Full – Forty-nine

I AM HAPPY TO THINK THAT MY STREET CAN BECOME SAFER !THANK YOU

Support in Full – Fifty

Traffic getting increasingly worse and speeding is rife v unsafe for pedestrains and children

Support in Full – Fifty- one

I am writing to express my support for the proposed installation of sinusoidal road humps on Oxford Gardens 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 Oxford Gardens 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.

Oxford Gardens 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 Oxford Gardens and would be happy to support the proposal and speak publicly about my support.

Support in Full – Fifty-two

[No comment]

Support in Full – Fifty-three

Cars race up and down our street, often at 40 mph or more. This is a residential neighbourhood with a school on the next block. There are more children using our street than an average street who would be safer with speed restricting humps, as would all of us on the street. Noise from speeding cars would also be reduced.

Support in Full – Fifty-four

We have 4 small children and are very concerned that Oxford gardens is used as a through road. People drive 30+ every time I leave the house. With lots of vans and cars double parked on the streets you can step out and cars drive very fast past you. Very dangerous.

Support in Full – Fifty-five

[No comment]

Support in Full – Fifty-six

[No comment]

Support in Full – Fifty-seven

[No comment]

Support in Full – Fifth-eight

[No comment]

Support in Full – Fifty-nine

Oxford Gardens has become a rat-run from Ladbroke Grove; through traffic zips along the straight road, often faster than the speed limit.

Our car parked in Oxford Gardens was written off after a careless driver, going fast, clipped it; the cost was substantial. I am convinced that speed bumps will go some way to discourage this behaviour.

Support in Full – Sixty

[No comment]

Support in Full – Sixty-one

[No comment]

Support in Full – Sixty-two

[No comment]

Support in Full – Sixty-three

Cars drive down the street extremely fast and dangerously. This causes a noise issue in addition to being dangerous for the many children who live on the street

Support in Full – Sixty-four

[No comment]

Support in Full – Sixty-five

I have kids and want them to be safe

Support in Full – Sixty-six

I notice that one of the humps will be in front of 63, and I hope the hump will not cause breaking noises , but I still am in favor of them being installed.

Trucks come down Oxford Gardens and I am always careful crossing the road in my street as the traffic is unpredictable and sometimes a single car's speed can surprise you.

Four of my young grandchildren live in the street as well, so this is another stress trigger.

Support in Full – Sixty-seven

Bottom half already has them and it will stop people driving so fast down that road!

Support in Full – Sixty-eight

[No comment]

Support in Full – Sixty-nine

I think that it should be all the way till end of Raddington Road. A lot of traffic and very little respect for residents.

Support in Full – Seventy

Many cars drive too fast.

I have 4 children, its very dangerous for them to cross the road coming out from behind parked cars.

Accident waiting to happen!!!

Support in Full – Seventy-one

Security for pedestrian and quieter night as car can reach high speed

Support in Full – Seventy-two

[No comment]

Support in Full – Seventy-three

[No comment]

Support in Full – Seventy-four

[No comment]

Support in Full – Seventy-five

[No comment]

Support in Full – Seventy-six

[No comment]

Support in Full – Seventy-seven

Drivers consistently materially exceed the speed limit on Oxford Gardens. Lots of families with small children live on the Street and the excessive speed of some drivers poses a real threat.

Support in Full – Seventy-eight

Helps slow all things down

Support in Full – Seventy-nine

I live at [redacted] Oxford Gardens and would like to strongly support the proposal to add speed bumps on the road.

The road is seen as a short cut through to Wood Lane and there are cars going very fast down the road on a regular basis. Oxford Gardens is a residential street with many children and pets and it is very dangerous the way many drivers speed down the road.

Speed bumps would really help drivers reduce speed and make the road much safer.

Support in Full – Eighty

[No comment]

Support in Full – Eighty-one

People drive very fast down Oxford Gardens which is a serious safety concern

Support in Full – Eighty-two

There are a lot of speeding cars around the area and this would be the best way to slow them down. I walk down this street on a daily basis, with my dogs and child and have witnessed a few close calls.

Support in Full – Eighty-three

[No comment]

Support in Full – Eighty-four

[No comment]

Support in Full – Eighty-five

[No comment]

Support in Full – Eighty-six

[No comment]

Support in Full – Eighty-seven

It's so dangerous and traffic needs to slow down

Support in Full – Eighty-eight

[No comment]

Support in Full – Eighty-nine

[No comment]

Support in Full – Ninety

[No comment]

Objection – One

If you put speed humps on Oxford Gardens as described, it will force more traffic into Cambridge Gardens which already suffers from daily dramas as a result of it being a bus route. As you probably know, buses going in opposite directions find it hard to pass and there is a lot of congestion as a result. More traffic will make it considerable worse.

I would say the same about Bassett Road, but I accept the effect on Cambridge of humps in Bassett Road wouldn't be as consequential as Oxford Gardens.

Objection – Two

1. Traffic humps are unnecessary for Bassett Road because there are virtually no examples of speeding here. I work at home four days per week and often on Saturday. Furthermore, my workspace faces the road, so I am well acquainted with what is going on throughout the day. During the evenings, too, I can easily hear all the traffic which passes my flat.

2. I suspect that the conditions for Oxford Gardens are similar with those in Bassett Road.

3. Traffic humps are detrimental to public health because they force vehicles into an extreme slow-down and then to accelerate many times in a short distance, thus repeatedly pumping out fumes.

4. Over-stringent speed-restrictions cause unnecessary tension and frustration for drivers who are simply trying to get from A to B and already having to tolerate ever-increasing oppressive punishments for car-ownership.

5. Just to clarify, I do not own a car myself because of the expense and because I prefer to walk everywhere as much as possible. Therefore, I have no vested interest in my comments. However, I am often offered lifts by friends and so I am in a prime position to observe their reactions and complaints as they navigate London streets and the additional stress which traffic-humps cause them.

Objection – Three

The part of Oxford Gardens between Ladbroke Grove and St Marks Road is used by the fire brigade and the ambulances. This saves them from having to use Cambridge Gardens, which is a bus route and also is controlled by traffic lights. Putting in humps would slow the fire engines and ambulances getting to the emergencies. If the idea is to stop the few and far between speeders it would be at the expense of the people that those services are rushing to save!!

Objection – Four

Proposed traffic calming measures such as speed humps are likely to increase noise and disruption on our street. Vehicles would need to brake and accelerate repeatedly, creating additional engine and braking noise, while larger vehicles such as trucks and trailers can produce loud “thumping” sounds as they pass over the humps. These measures can also slow emergency response vehicles, including ambulances and fire trucks, potentially delaying critical assistance. In addition, the constant stopping and starting may increase brake and suspension wear for residents who use the road daily, adding unnecessary maintenance costs and inconvenience.

Objection – Five

I do not support the proposed sinusoidal road hump. In my view, this represents a disproportionate and potentially unnecessary expense. I have not observed persistent speeding or collision issues that would justify this intervention. Given current financial pressures on local authorities, I believe public funds should be prioritised for more urgent community needs.

Objection – Six

Unnecessary use of public funds that can be spent on something more pressing.

Objection – Seven

Limited public funds should be put towards more pressing matters

Objection- Eight

Too many speed ramps locally as it is

RBKC are meant to be cutting!!!!

No issue with traffic speeds here as it is

If there are it's proof 20mph doesn't work and should be removed

Most boroughs eg Croydon and Bromley have stopped new speed ramps due to the environmental impact eg brake dust etc they have

People knew the situation on this road when they moved in; I have no sympathy

This will displace traffic on to other local roads

Objection – Nine

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.

Support in part – One

Cars do speed along here, it's crazy and really dangerous, but how effective are these low level speed humps, really?

The anti-terrorism blocks have had much criticism but very effective I imagine in terms of anti-social driving.

The traffic calming measures installed in St Marks Rd - mini roundabouts, raised cobbled strips etc - haven't made any difference to those who will put their foot down regardless. If anything, the measures have created problems for the majority of drivers who are law abiding, with solid queues at rush hour and many accidents. The speeding, including running the lights, over taking slower moving traffic and driving on the opposite side of the road isn't significantly better in spite of these methods to prevent anti-social driving.

There are 20 mile an hour limits in Oxford Gardens and the surrounding area but I have never seen anyone enforcing this. Placing the signs up and tarmacing the speed limit on the road must have cost thousands - but totally pointless without a penalty for going over. A waste of public funds if they're simply perfunctory - which seems to be the case.

Given the the cut backs that the council are proposing in the recent consultation to bridge the shortfall in central government funding, would speed cameras, signs that light up and tell drivers they are going well over 20 miles per hour and hefty speeding and penalty fines would be a better deterrent, and lucrative to give some income to the council? Number plate recognition on the cameras would also perhaps be a deterrent for criminal activity in the area? This street is used as a rat run - It's a perfect short-cut.

I have been told previously when speed humps have been mentioned that Oxford Gardens couldn't have them because its a long road which is used as a quick route for emergency services. Is this true and if so will this impact on the emergency services - Ambulances in particular which have a base nearby. Have the emergency services been consulted about this?

The issue here isn't just speeding. Due to the high volume of private schools which have moved into the area there are vast coaches that use Oxford Gardens, taking children from school to sports fields and back. This is a problem. This is a residential street, not a bus route.