

Should you want to say anything else.

	Response Count
	71
answered question	71
skipped question	139

10. Should you want to say anything else.

	Response Text	
1	It would be good to see reduced speed over the bridge or even allow cyclists to use the pedestrian walkways at the side of the bridge, but you will never stop dangerous driving unless you police it properly. There are a) too much traffic and b) too many speeding cars along this bridge and my impression since I came to London is that the police turn a blind eye to the very real threat to both pedestrians and cyclists. I've nearly been knocked down three times in the last week when crossing Glenthorne Road (at the zebra crossing) for the same reason.	Nov 8, 2010 12:39 AM
2	Please, please do something about motorists making cycling conditions unsafe on the bridge. Not only am I experiencing speeding motorists, but drivers who overtake at these excessive speeds, forcing cyclists off into the sides of the carriageway and sometimes intimidating cyclists by blowing horns and / or shouting abusive language.	Nov 8, 2010 6:26 AM
3	When will we stand as the politicians who look beyond the next election and stop pandering to the short term profit of global couldn't care less advertising/industry that underwrites this short-term view?	Nov 8, 2010 7:45 AM
4	As above, I question the value of a 20mph speed limit on its own: as drivers do not respect the current 30pmh limit (and I've NEVER seen the police doing anything) then why would they respect a 20mph limit? An always-on camera & 100% prosecution is the only solution.	Nov 8, 2010 8:12 AM
5	It is down to mutual respect on the roads. If it is not there that is when it becomes dangerous. All car drivers should cycle as part of the driving test in order to experience what it is like cycling when traffic is too fast, too close, abusive etc.	Nov 8, 2010 8:39 AM
6	The main concern not addressed is the unsatisfactory shared footpath facilities installed on both sides of the bridge on the approaches, which first put cyclists in conflict with pedestrians and then put cyclists at risk on rejoining the carriage way. Cyclists should be allowed to use the bus lane and an alternative to the full length barriers provided (as is done elsewhere, e.g. Chelsea Harbour on NCN4 which has shortened barriers)	Nov 8, 2010 9:01 AM
7	I think we really need a cycle lane or something on the bridge. If that is not possible then speed limit should be reduced - it is a very scary bridge to cross.	Nov 8, 2010 9:37 AM
8	This is a very badly designed survey, slanted, & truly worthless. The reason the bridge is dangerous is because the carriageways are too narrow.	Nov 8, 2010 9:51 AM
9	I do agree that merging into traffic might be easier at slower speeds, but the most important thing is postioning postioning postioning and knowing how to take the lane. That should be the priority, but it is an interesting survey.	Nov 8, 2010 11:04 AM

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	Response Text	
10	the problem is that some cars and vans overtake when there is little room and thus go very very close	Nov 8, 2010 12:04 PM
11	Although I have a car I drive it very rarely in London and cycling is my main form of transport. I think it is about time there was a crossing between Chiswick and south side of the river which is just for cyclists and pedestrians - a bridge adjacent to Barnes Bridge for example or Chiswick Rail Bridge to alleviate the necessity of having to cycle round such a long way to cross the river and to discourage the use of the car. Personally I think there should be one car free day per month at least on Hammersmith Bridge - say a Sunday.	Nov 8, 2010 3:35 PM
12	Re Q 8 - I only rarely drive a car in London (about once every two-three years we hire a car), so have left that Q unticked.	Nov 8, 2010 4:23 PM
13	It is remarkable that 10 years ago we were told we can't have cycle facilities because so few people cycle. Now we are told we can't because so many cycle. It is a bizarre argument to say making the bridge 20mph would take money away from other cycle facilities.	Nov 8, 2010 4:41 PM
14	I only use the car within London if it is essential like a very big shop or moving furniture.	Nov 8, 2010 8:42 PM
15	I think the approach to the bridge from the south will be far more of any issue when the barrier's activated.	Nov 8, 2010 11:07 PM
16	The difficulty I have with traffic on the bridge is that drivers seem to expect cyclists to be on the left, when we have to go into the main traffic stream to go round the supports. This means that there are two points of conflict, rather than one, if you have to join the stream twice. For this reason I take the lane and cycle in a straight line across the bridge, without veering off to the left between the supports. Cycle symbols in the main carriageway and a 20mph limit should help with this.	Nov 9, 2010 1:38 PM
17	The routing of bicycles out of the bus lane onto a narrow shared footway is an accident waiting to happen. Shortening the bus barrier would avoid the need for this.	Nov 9, 2010 3:14 PM
18	Allow cycling on the eastbound pathway?	Nov 9, 2010 5:05 PM
19	the pinch points at the richmond side of the bridge work well in causing gaps in traffic for bikes :) the H&F end seems to be wider now... most times people rush over the bridge only to then join a Q of vehicles just over the other side.	Nov 9, 2010 6:29 PM
20	I prefer to cycle on smaller back roads, but am not intimidated by Hammersmith Gyrotory I did once have a problem with a bus on the bridge, the driver of which seemed to take a dislike to me. I complained to the bus company and they promised to take action.	Nov 9, 2010 8:34 PM
21	I used to live in Sheen and go to school in Barnes	Nov 9, 2010 8:58 PM
22	my issue with safety on the bridge is the bus barriers forcing cyclists onto the pavement and the shape of the carriageway which makes cars alternately have enough space to pass and then no space to pass.	Nov 10, 2010 12:12 PM
23	There's just about enough room to move over and let a single car past in between the pillars of the bridge, and loads of drivers seem to be waiting for you to move over despite the fact that this traps you and it's difficult to move out again. Cycling in a central position seems to frustrate drivers.	Nov 10, 2010 12:22 PM
24	Flakey shakey new women cyclists are a real concern. They do not look over their shoulders, are dressed for a fashion not for the weather and do not create a presence on the road which vehicles can see and respect.	Nov 10, 2010 12:27 PM
25	Not quite relevant to your survey, but worth a mention... The automatic barriers across the bus lanes, when working, force cyclists onto the pavement or through the width restrictions with the traffic. The solution is to remove the end part (say 50cm) of each barrier to allow cyclists to pass through the gap whilst still blocking any traffic that does not have permission to go through	Nov 10, 2010 12:28 PM

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26	I have been cycling on London roads since 1966. The traffic is getting more aggressive. Traffic calming on H'smith Bridge would be good for many reasons, especially the life of the bridge.	Nov 10, 2010 12:49 PM
27	You have to be very watchful crossing the bridge with the in/out round the towers. As usual most people are kind but there are too many brutes who try to cut you up. Cycle lane markings to alert car drivers please!	Nov 10, 2010 2:50 PM
28	This is an important issue, please do not be distracted. Also, Hammersmith Bridge is just one area that is dangerous for cyclists. Really, the whole of London needs to be considered.	Nov 10, 2010 3:31 PM
29	I have crossed this bridge since 1970 and have experienced a growing difficulty in doing so.	Nov 10, 2010 6:23 PM
30	Yes - when nearing the bridge from the Barnes side, it is fairly common for buses to try and cut you up to get ahead going onto the bridge. Once on the bridge there is little room for manoeuvre e.g. when it is very windy and traffic comes very close.	Nov 10, 2010 6:39 PM
31	Just thinking about a typical journey for me that involves Hammersmith Bridge, the approach north up the A306 from Barnes can be as intimidating as the bridge itself - many cars merging from side streets to the west do not take care when pulling out and the junction. Heading in the other direction, Boileau road is an obvious route on a bike with no bus lane south on the A306. However, it can be very tough getting into the right-hand lane to turn into Lonsdale road.	Nov 10, 2010 9:32 PM
32	I think the changes to Hammersmith Bridge area conducted earlier this year have actually made it more dangerous on the North Side of the bridge travelling S. There is now no safe way off the cycle path on Hammersmith Bridge Road near junction with Worlidge Rd. There is a ramp down in to the bus lane prior to Worlidge Rd; but arrow sign is to go up on pavement not down (because of approaching bridge barrier in bus lane). The next place down (when travelling S) is at the pedestrian crossing which puts a cyclist in collision with pedestrians. ON previous road layout one could rejoin road to approach bridge at Worlidge Rd, where there was a ramp down.	Nov 11, 2010 8:17 AM
33	If I am travelling into central London on my own, I normally cycle; if with my wife, we normally cycle to Hammersmith and then take public transport. We use our car mainly when needed for transporting bulky items or other passengers or for driving out of London (often via Hammersmith Bridge).	Nov 11, 2010 11:59 AM
34	20 mph was recommended by the TfL report on bridges for all central London bridges. The reduction in collisions on Hammersmith Bridge was estimated as 25%. In the long term this would lead to cost savings. Measures such as an alternating light and a single car lane plus separate cycle lanes across the bridge could be considered. In the short term a 20mph limit and a flashing speed indicator may reduce speeds.	Nov 11, 2010 4:59 PM
35	Especially on river crossings, the piecemeal approach to the 'integrated transport policy' in London is extremely dangerous. Most bridges should be one-way for motorised transport, so that bikes can be given dedicated cycle paths!	Nov 11, 2010 11:13 PM
36	good luck, most streets in London should be 20mph limit, which would paradoxically even speed up the door to door times of car journeys through smoother traffic flows and fewer crashes	Nov 11, 2010 11:21 PM
37	Some cars/buses 'bully' cyclists to pull over before bridge narrows.	Nov 12, 2010 8:39 AM
38	my main issue is with the choke points going south on the south side of the bridge which always has stationary traffic blocking the way -why is there no cycle lane here	Nov 12, 2010 8:41 AM
39	I use my bicycle for leisure, shopping, utility and work, but am not a commuter	Nov 12, 2010 8:44 AM
40	20mph should be the default speed limit on ALL Thames bridges. Such a straight section of road without traffic signals encourages drivers to accelerate over the speed limit.	Nov 12, 2010 9:10 AM

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41	I urge LIP to vote for putting in 20mph zones throughout LBHF (instead of the present piecemeal (village by village) method) - which I am informed on good authority would be the cheaper option --clearly the right way forward, in view of the present economic situation! Let's have LBHF go for borough-wide 20 mph zoning, and -for once - shine as a spearhead for London!	Nov 12, 2010 9:14 AM
42	I appreciate the many initiatives of the Hammersmith and Fulham Cycling campaign to improve the safety and quality of life for cyclists in the borough and beyond!	Nov 12, 2010 9:53 AM
43	Why not have one of the pavements shared use for bikes and pedestrians, the other no bikes. And a 20mph limit as well to encourage most cyclists to use the carriageway. This would enable less confident cyclists to be on the pavement, and avoid all conflict between pedestrians and cyclists on the other pavement.	Nov 12, 2010 10:08 AM
44	most narrow bridges/streets should have the max speed reduced to 20mph it makes it much safer for cyclist in everyway,	Nov 12, 2010 11:44 AM
45	make drivers take an advanced drivers test	Nov 12, 2010 2:00 PM
46	20 mph would make a lot of difference - if it was enforced. The bridge as it is feels very a very threatening environment	Nov 12, 2010 10:43 PM
47	I think the borough has already done a lot to accomodate cyclists. that said, there's still a lot more that can be done - in particular also because a lot of cyclists would really like to take their kids on the roads as well. at the moment that is in most instances a rather harrowing experience. Lowering the speed limit (not just Hammersmith Bridge!) to 20mph in selected residential areas would be great step forward.	Nov 13, 2010 9:55 PM
48	yes good campaign. 20 mph is so important to help making cyclists feel safe. good luck with the campaign.	Nov 13, 2010 10:07 PM
49	Above questions don't apply to me. I live in Berks, work (and park) in SW13 as well as work in centr London (to where I usually cycle from SW13)	Nov 14, 2010 12:32 PM
50	Good road position is key for cyclists crossing Hammersmith Bridge. Too often I see cyclists hugging the side, pulling in after the narrow sections to let cars past and then swinging out again, coming very close to passing cars - and especially buses (although, on the whole, I must say I find London bus drivers very accommodating of cyclists).	Nov 14, 2010 8:08 PM
51	We found the approaches to the bridge (Cycle route switching between on/off road, and a baffling single traffic light on the north side that everyone seemed to ignore) confusing and poorly signed for visitors.	Nov 14, 2010 9:03 PM
52	Reducing the congestion on the bridge would make Fulham Palace Road safer and improve air quality in LBH&F. Lower speed limits on the bridge would have the opposite effect,	Nov 14, 2010 10:32 PM
53	More training for HGV & bus drivers going over specific London bridges is needed.	Nov 17, 2010 9:27 AM
54	My benign experience is heavily influenced by the low traffic levels when I use the bridge.	Nov 17, 2010 10:23 PM
55	Improved safety for cyclists in the area should not be just about the bridge - we need to give cyclists better ways of navigating the Hammersmith Broadway and other areas where we are vulnerable.	Nov 23, 2010 1:49 PM
56	Erm - I live north of the river (in Teddington) but cross the river twice. So I'm going from south to north over the bridge in the morning and back in the afternoon.	Dec 2, 2010 11:45 AM

Perhaps another option would be to make one of the footpaths for cyclists only.

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57	<p>The main problem with cycling over Hammersmith bridge (and throughout London in general) is the motorised vehicle drivers and their lack of skill, attention, common sense and courtesy.</p> <p>Dedicated cycle paths that are separate to the main carriageways such as in the majority of Germany, Belgium, Austria etc are the only way to encourage cycling in the capital. It would be expensive at first however the uptake of cycling amongst the general population would greatly increase.</p> <p>Green strips of tarmac (or red as the new fad seems to be) do not make a dedicated cycle path. They are constantly parked in or driven through and often place the cyclist in more danger than they would be if they cycled in the middle of the road (for example where a left turn is - the majority of motorised vehicle drivers do not seem to know what a wing mirror is).</p>	Dec 3, 2010 3:49 PM
58	<p>most roads do not have marking s for cyclists maybe an increase in this area would be of benefit first</p>	Dec 3, 2010 3:57 PM
59	<p>Buses often leave very little space when passing pillars. I find buses more hazzardous on the bridge than cars.</p>	Dec 3, 2010 4:14 PM
60	<p>it's more the design of the roadway on the bridge that is a problem as it narrows and widens across the bridge spans. This means that cars/vans etc think they can squeeze past when in fact they either can't or it makes no difference to their journey as the traffic backs up at the next set of lights. I'm not sure there is a way round this except maybe a clearly marked cycle lane across the bridge that doesn't widen and narrow at different points</p>	Dec 3, 2010 4:36 PM
61	<p>Hammersmith Bridge is a problem, as are many routes in London as the roads were not built for cyclists, pedestrians and motor vehicles.</p> <p>On a separate note, it is a shame that many cars park in dedicated cycle lanes without seemingly any penalty from the authorities.</p> <p>Cyclists themselves can be very 'competitive ' and fast cyclists insist on whizzing past the slower ones.</p> <p>In general all road users should respect other road users and simply putting on speed limits does not solve all the problems.</p>	Dec 3, 2010 5:31 PM
62	<p>qq 6.I am a confident cyclist; I have just experienced the risks so prefer back streets!</p>	Dec 3, 2010 5:42 PM
63	<p>Can you allow timourous cyclists, who give way to pedestrians, permission to cycle on pavements when pedestrian density is low.</p>	Dec 3, 2010 6:04 PM
64	<p>The cycling lanes leading to Hammersmith Bridge on both sides are confusing. They take you off the carriageway and into the path of pedestrians. On Hammersmith Bridge road there is nowhere to rejoin the carriageway other than through the pedestrian crossing which is wrong.</p>	Dec 4, 2010 9:55 AM
65	<p>Cycling from South, being directed onto the pavement and then back onto the carriageway after the BUSES ONLY lane I find uncomfortable and hazardous; I would like cyclists to be allowed to stay on the carriageway.</p>	Dec 4, 2010 8:11 PM
66	<p>There should be a dedicated cycle lane over Hammersmith Bridge</p>	Dec 6, 2010 8:30 AM
67	<p>There have been lots of cyclists knocked off their bikes on this bridge. especially bad where the supports are. If the cars simply went slower and a sign was placed telling them to give way to cyclists, they might be a bit more considerate.</p>	Dec 6, 2010 8:47 AM
68	<p>I have had to stop cycling over the bridge whilst pregnant as it feels too dangerous with the buses. How about having a footway on one side for cyclists and one for pedestrians</p>	Dec 7, 2010 11:14 AM
69	<p>its not the speed which causes problems but the 2 narrowings in the bridge which forces cyclists into the traffic stream</p>	Dec 7, 2010 11:29 AM

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Response Text

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| 70 | <p>The turning right out of Rutland Grove to go over the bridge is very problematic for cyclists.</p> <p>COming from the bridge, turning left into Rutland Grove, is dangerous to pedestrians because of the location of the dip in the pavement - lots of cyclists cut the corner. I think some cycle markings along the road/pavement would be advisable.</p> <p>just before the bridge, heading south.</p> | Dec 8, 2010 1:40 PM |
| 71 | <p>This year a neighbour was hit by a van on the bridge, had a metal brace wired to his bones.</p> | Dec 13, 2010 2:24 PM |