

APPENDIX 2

## Hammersmith Bridge Survey 2014.

An open ended question [Note: not all respondents answered this question]

Date	ANY COMMENTS ON THE NEW MARKINGS ?
12/05/14	I used to cycle to school across this bridge. Always used pavement.
12/05/14	Paint doesn't magically make the bridge any safer. Nervous cyclists will still need to deal with impatient drivers and the very physically real pinch points. Putting up signs telling cyclists to "take the lane" may be considered too progressive, I guess.
12/05/14	They are a tiny, tiny start but still way off a proper solution. There is no logic to just having them in one spot and not another. However, I have had no negative responses from motor vehicles yet when taking the lane here so maybe it has changed attitudes a little?
12/05/14	I cycle on Hammersmith Bridge every day. The new markings do not make any real difference. The pinch points still remain and can't be changed. It would be best for i) speed limit to be reduced to 20mph; ii) cyclists use the full lane and not get squeezed out by vehicles; and iii) less confident cyclists and children use the pedestrian pavements: provided cyclists are slow/careful, these can be shared. Alternatively have one pavement for pedestrians only and the other for cyclists.
12/05/14	Unfortunately I think motorists will not pay any attention to the new markings, which will not make it any safer for cyclists. Drivers just assume that they can overtake cyclists and we need big signs at both ends of the bridge urging people to stop doing this.
12/05/14	Maybe drivers will take notice of them & not get upset when cyclists do hold the lane.
12/05/14	Traffic calming measures or speed cameras are required to help compliance with 20mph limit
12/05/14	There need to be signs stating that drivers must not overtake cyclists on the bridge
12/05/14	If you want to encourage cyclists to keep out in the road so they are 'pinched' then mark the wider areas so that they can't be ridden or driven in.
12/05/14	There should be signs saying "No overtaking cyclists" or similar
12/05/14	well done. I would ride not close to lines, but not centre
12/05/14	They are a small improvement. I feel slightly less vulnerable when I take the lane. Slightly.
12/05/14	I think a tidal flow between 9am and 2pm north bound only then south only to 7 pm reverting back to 2 way traffic could work Monday to Friday only
12/05/14	I haven't cycled across Hammersmith Bridge since the new markings were installed, so my responses are based on the photographs above. I have previously found that the markings on the bridge seemed to encourage conflict at the pinch points, and feel that these new markings go a very small way towards mitigating this. However, the positioning of the bicycle symbols seems to encourage people on bikes to stay on the left, as if to condone motor vehicles overtaking, which is at odds with the double solid lines in the middle of the carriage. It seems to me that the only safe way to cycle across the bridge remains to take the lane, further out than the painted bicycle, but this is not a workable behaviour for children or the slow and frail, and I suspect that even fast cyclists will antagonise some motorists by doing so. A 20mph limit might make a marginal difference, and should be pushed for, but really we need something more radical: either protected cycle lanes with alternating one-way motor flow or (in our dreams) a new cycle bridge.
12/05/14	Putting the yellow lines away from the kerbs means motorbikes and possibly small cars can now park inside the yellow lines thus forcing cyclists out into the motor vehicle stream again!
12/05/14	The solution is a wider de bridge with space for pedd and cycles
12/05/14	Make it as fast as slowest cyclist.

- 12/05/14 I am a confident cyclist and welcome the change as I feel the lines encourage drivers to wait until the refuge, where I can pull to the left and allow them to overtake. I had found previously that drivers got impatient and overtook through the pinch points.
- 12/05/14 Completely ridiculous! Unclear what they mean. Clearly no room for vehicles and cyclists. Cars think they have right of way. I cycle to work at Charing Cross with my 3 year old on the back but I will never cycle on this bridge with him so we go a very long route via Chiswick! Usually the traffic on the bridge is stationary and cyclists are trying to pass on inside. May the traffic go through middle of the arch with a cycle path either side- this would be one way traffic at a time but might encourage more to cycle!
- 12/05/14 by themselves they don't add to safety
- 12/05/14 They are awful and do nothing to address the issue. They look to encourage cyclists to ride in a dangerous position. There should be signage explaining cyclists should use full lane and motorists should not overtake. The bicycle markings should be in the center of the lane. Whoever approved these markings clearly has no idea what they are doing and should be fired for putting people's lives at risk
- 12/05/14 They improve the bridge slightly for cyclists but not significantly, the best would be to have alternating one way traffic with two way cycle lanes because the bridge is simply too narrow for traffic in both directions at the same time.
- 12/05/14 Not enough
- 12/05/14 Better but still falling far short of encouraging less confident cyclists and still leads to conflict with motorists who feel cyclists shouldn't be in the way.
- 12/05/14 Useless. As someone who rides this bridge 2x a day, 5 days a week, there has been no change to motorist behavior!!
- 12/05/14 Utter bollocks.
- 12/05/14 Should include signs saying narrow lanes do not overtake cyclists and refuge space should be cross hatched to help driver understand it's not the cycle lane.
- 12/05/14 why not a "do not overtake cyclists" sign if that is the intention?
- 12/05/14 they are confusing - the lane to the left seems to be for the cyclists who will then run into a pillar - and yet the marking is outside the left-hand lane, suggesting cyclists cycle there instead - but then where do the cars go? very confusing & a bit threatening...
- 13/05/14 Pinch points to motorists still unclear [overtake/no overtake]
- 13/05/14 Cars and bikes should not be sharing a lane on this bridge
- 13/05/14 Disastrous
- 13/05/14 It is incoherent! Why not applying the marking (of the double yellow line) to the first and 3rd Pinch point? This runs the risks of motorists to overtake cyclists again!
- 13/05/14 These markings are in the wrong place. Where it is not possible for a motor vehicle to pass, the cyclist should take the lane. The cycle markings should be in the centre of the lane. The bridge should have a 15mph or 20mph speed limit, and signs saying "Motorists, don't overtake cyclists". I suppose an exception could be made for motor cycles, and this may be the rationale behind encouraging cyclists to keep to the left. Ealing Council put cycle markings in the centre of the lane on the narrow east-bound section of the Uxbridge Road in Acton, and it would be a good example to follow.
- 14/05/14 would have been better for people if sited in Centre of running lane.makes no effort to change behaviours .Best traffic behaviour seen when the regular horse riders in pair's ride side by side.
- 14/05/14 Permitting cycling on the footpath at a walking pace would be helpful for less confident people on bikes
- 14/05/14 Unnecessary
- 14/05/14 As a cyclist i can't see this making much of a difference to a vast majority of traffic that crosses the bridge, from bad cyclists to selfish drivers, it will be ignored. It is not a solution and will not encourage cyclists to stop tearing down the footpath as an alternative, the footpath expressly sign posted for no cycling.
- 14/05/14 The markings are insane
- 15/05/14 They make no difference to the behaviour of motorists

- 15/05/14 They are dangerously confusing and seem to be intended to make the cyclist responsible for any collision that may occur. Moreover, the bolts are a hazard ; cyclists,,ay want to avoid riding over them, fearing punctures. This would require deviating from the markings altogether. Nothing about this bridge serves cyclists.
- 16/05/14 Rules should be made for cyclist not cycling on the paved area. I walk my bike across as I am not confident but the number of cyclist riding on the pavement will simply make people less sympathetic. If you are nervous, walk across, it's not difficult to be considerate
- 17/05/14 extremelyugly
- 18/05/14 Best option would be to extend the kerb so that the road is the same width along the entire bridge. Less space for cyclists but overall safer I would say. Cars would have to follow cyclists across the entire bridge due to the no overtaking markings.
- 18/05/14 It would help by making drivers think 'bike'
- 18/05/14 The test should be "Would I feel safe walking in this space"? The answer clearly is no. Therefore this is not a satisfactory solution for cycling.
- 19/05/14 When I first cycled over the bridge with the new markings, I was so confused about what they meant, and am still unsure. As a result, I now NEVER cycle on the road bridge, and ALWAYS use the pedestrian footway. I travel from Hammersmith to barnes approx twice a week by bike, so this makes a big difference to me. As well as the road markings, since the latest roadworks to the bridge, the surface has become even more uneven, and that is a deterrent to cycling on the road.
- 19/05/14 A very slight improvement for confident cyclists, who would probably have been taking the lane previously anyway. May give cars less reason for road rage if they're led to expect cyclists in front of them.
- 19/05/14 Confident cyclists will already take the lane, while less confident will keep left and thus have to merge at the pinch points. It would be better to add markings and even minor bumps/ridges that clearly indicate to cars that cyclists should be given space to merge in.
- 20/05/14 Perhaps a sign at either end of the bridge indicating that cyclists have priority over motor vehicles? Or expressed differently, not to overtake cyclists on the bridge
- 20/05/14 They maybe improve cycle safety on the bridge by 10%. But cycle safety needs improving much more than that. I think the council did the minimum it thought it could get away with in the face of pressure from cycling groups.
- 20/05/14 They are pointless - as a cyclist I don't understand what they are supposed to do so how do motorists? Bridge feels very unsafe indeed on a bike. Needs something very clear like 'not safe to overtake cyclists' or 'cyclist priority' on signs right from start of bridge
- 20/05/14 The markings are not the issue - The terrible road "surface" is more of a problem...
- 20/05/14 There needs to be a new parallel cycle bridge. Or traffic can be removed entirely from this one.
- 20/05/14 They are just paint and don't provide any safety at all.
- 20/05/14 Drivers ignore them and get so close to the bike it is too frightening to ride.
- 20/05/14 I have travelled over the bridge every work day for 7 years on my commute in and out of London. The issue I feel lies in the lack of space at the pinch points and whilst there's not a great deal that can be done yellow box sections may be an option to restrict drivers moving into the pinch point areas when the traffic in front is stationary. It's interesting re the point of a 12 year old child, I wouldn't in anyway take my children cycling over the bridge for fear of them being knocked over, it's a hostile place at the best of times. Of note too is that the surface is already breaking up slightly following the recent overhaul.
- 20/05/14 The new double yellow lines are utterly pointless and confusing suggesting that cyclists who venture to the left of the lines are actually off the road.
- 20/05/14 They're certainly an improvement on what was there before.
- 20/05/14 cycle there every day. hammersmith terrible for cycling sadly.
- 21/05/14 Lazy and unimaginative. The bridge is horrible to cycle on.

- 22/05/14 If the intent is to discourage overtaking of cyclists, this needs to be made clear to motorists in writing AND enforced by police and/or cameras. A 20 mph speed limit would help.
- 23/05/14 The change in position of the double yellow lines just adds to the unevenness of the road surface. When the bridge is congested almost all cyclists ride on top of or to the left of the new yellow lines in order to get past the traffic. Also, the road surface with exposed protruding bolt heads is not suitable for a road that cyclists are using. Any cyclist ending up on the ground for some reason is looking at something more than the usual road rash. When the bridge is uncongested vehicles drive too fast - they ignore the "no overtaking" markings in the center, don't slow down and drive too close - it should be a 20mph speed limit - "holding the lane" with the current speed limit is too intimidating. In addition to the safety aspect, there is a question of whether reducing vehicle speed would slow down the deterioration of the roadway. Aside from the bridge itself, the cycle approach on the North side is extremely poorly thought out - obviously you can't push cyclists into the extremely narrow width restriction next to the bus barrier when there is a queue of traffic, but providing an up ramp onto the pavement cycle path puts cyclists almost immediately into conflict with pedestrians waiting for the crossing. A better solution to the almost daily damaged bus barrier (how much money does it waste) that would let cyclists through in the bus lane should be possible.
- 25/05/14 Unclear markings now - double yellow implies no parking - mark out clear cycle path and clear signs at either end of bridge to Give Way To Cyclists
- 25/05/14 I haven't yet cycled across the bridge with the new markings or if I have (in the last week) I have not noticed them. As a regular cyclist I don't feel that the bridge is any less dangerous than cycling in the roads generally. Having said that, I have never witnessed anything personally on the bridge where I have felt threatened. I pull on to let cars go by and at the pinch points expect the cars behind me to respect my presence and to hold back. I can fully understand why some people would prefer to use the footpaths - as long as they push rather than ride their bikes this ought to be fine - of course, at busy times this is not always easy. Just because there are road markings doesn't comfort me that motorists would take a blind bit of notice. How bad a problem is this? Has anyone conducted some research - presumably yes, hence the initiative - good luck to everyone concerned that something is trying to be done - AW
- 25/05/14 Overtaken at pinch point by v fast cars - absolutely terrifying and dangerous. Next time I will use the pedestrian walkway - I am an experienced and brave cyclist, but this bridge is terrible for cyclists.
- 25/05/14 pointless - i am a cyclist
- 26/05/14 the bridge need a strategic review and overall. enough of the tactical tinkering with the surface, pot holes, line painting and fiddling. extend the side walk paths. if doubled. it would accomodate for cyclists and pedestrians. leaving the central two lanes for cars only. while the road surface of the bridge itself cannot be left to asphalt covered plywood. think of modern, harder materials, to resolve the durable with light weight challenge!! that this historic bridge demands. we are in 2014!!, surely better solution than riveted plywood can be found here. i think my 18yr old nephews my can up with a better longterm solution. joseph
- 26/05/14 Until vehicle traffic is controlled + a designated cycle path is made, cyclists will be in danger. I have been "caught" twice by overtaking vehicles on my handlebars; the car did not stop. There just isn't safe space for cyclists, buses & cars. It is increasingly dangerous. nor do i approve of cyclists using the footpath; nor would it be appropriate for cyclists to have to dismount
- 27/05/14 I do not believe the new road markings make lane usage for cyclists any clearer for car drivers
- 27/05/14 make them more obvious
- 28/05/14 Put them in the middle of the carriageway where cyclists have to be on a road with pinchpoints such as this.

- 28/05/14 Pinch point 3 is still a big problem. Vehicles try to race past the cyclists in the middle section of the bridge. I would like to see the yellow lines moved more towards the centre between pinch points 2&3. Also a bigger issue is the point on northbound approach where cyclists must return from the pavement into the bus lane and then give way to traffic at the end of the bus lane. The distance here here between the point where cyclist must negotiate the drop down the pavement and the give way line is too short for the cyclist to safely look around to see if the road is clear and safe to continue or whether they must stop. The dropped kebab should be moved further back closer to the barrier.
- 30/05/14 A triangle warning sign with the cycle symbol before the pinch point.
- 31/05/14 Hopeless
- 01/06/14 I don't think they make sense. I would prefer signs to give way to cyclists.
- 02/06/14 Utterly confusing
- 02/06/14 An improvement but definitely need a speed limit of 20mph
- 03/06/14 Markings goo, cycle lanes better.
- 04/06/14 Should mean that cyclists can only be overtaken if they are doing less than 10mph and nothing is coming the other way.
- 04/06/14 Thank you for trying to improve the bridge for cyclists. The problem is that so many motorised vehicle drivers think that cyclists have no place on the road. Cyclists are not treated as humans, they are treated as obstructions on the road. Unless there is a big sign on the bridge to say that cyclists have right of way, Hammersmith Bridge will continue to be a white knuckle ride for cyclists!
- 06/06/14 Paint the area to the left of the double yellow lines (e.g. Pall Mall red) to show that this is not now park or carriage way for car nor bikes. I cycle over this bridge twice a day and I just thought the line painter had made a mistake...also generally the traffic is stationary or slow so it's not a problem.
- 09/06/14 New marking are not a deterrent to car/buses from driving in an intimidating fashion at the pinch points. Alternative traffic calming measures apart from a 20mph zone needs to be implemented. Possibly a sleeping policeman just before the pinch point at both ends or width restrictions like the existing ones that are in place before the bridge.
- 13/06/14 Confusing and drivers get frustrated with cyclists....nobody knows what they are allowed/supposed to do.