







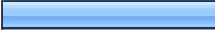


1. YOUR EASTBOUND journey, towards central London Which route do you take from the end of the 2-way part of King street? Via -

		Response Percent	Response Count
Studland st, Glenthorne rd, Beadon rd - ie the one way system		44.1%	26
Along the King street contraflow, pavement to Lyric square, Beadon rd		11.9%	7
Along the King street contraflow and turn right		18.6%	11
Turn right at Nigel Playfair Avenue just by Hammersmith Town Hall		6.8%	4
Other		18.6%	11
answered question			59
skipped question			3




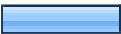
2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic?

	Response Count
	40
answered question	40
skipped question	22

3. Typically the DELAY to your journey from having to get through slow or stationary traffic over this section until you are past the gyratory is

		Response Percent	Response Count
No delay		17.2%	10
2 minutes		34.5%	20
4 minutes		39.7%	23
6 or more minutes		8.6%	5
answered question			58
skipped question			4





4. YOUR WESTBOUND journey, away from central London Which route do you take going West?

		Response Percent	Response Count
Cycle around the gyratory with main traffic flow.		52.5%	31
Along Hammersmith rd, use toucans to cross to central island, pass bus station entrance, and WALK past station entrance to beginning of King street.		18.6%	11
Along Hammersmith rd, use toucans to cross to central island, pass bus station entrance, and CYCLE past station entrance to beginning of King street.		10.2%	6
Other		18.6%	11
answered question			59
skipped question			3



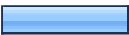
5. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic between Brook Green and King street?

	Response Count
	32
answered question	32
skipped question	30




6. Typically the DELAY to your journey from having to get through slow or stationary traffic over this section from around Brook Green until you are past the gyratory is

		Response Percent	Response Count
No delay		17.9%	10
2 minutes		37.5%	21
4 minutes		28.6%	16
6 or more minutes		16.1%	9
	answered question		56
	skipped question		6







7. One option being considered is a mainly off road cycle route that avoids the gyratory via / Nigel Playfair avenue beside Hammersmith Town Hall / A4 pavement / 2-stage crossing of A4 leading to Sussex Gardens / Pedestrian crossing of Queen Caroline st to the Apollo / Using a surface level crossing of Fulham Palace rd to be constructed later this year [1 or 2 stage?] / 2-stage crossing of A4 to Novotel and A4 pavement / Shortlands or Colet Gardens to turn right into Hammersmith rd [new signal possible].// With all the signalised crossings there will be delays to this route, but few traffic problems. Except perhaps other cyclists if it is crowded, and perhaps pedestrian interference at places. // When other routes are blocked by traffic, the delays on this route may be comparable to the delays on other routes.// Are you likely to switch to this route from your present route if this is made the route of the CSH9?

		Response Percent	Response Count
Yes		32.7%	18
No		47.3%	26
Don't know		20.0%	11
answered question			55
skipped question			7

8. One proposal would be to make the gyratory a 20mph zone, and have the CSH9 on the gyratory. Would you approve that choice

		Response Percent	Response Count
Yes		57.4%	31
No		33.3%	18
Don't know		9.3%	5
answered question			54
skipped question			8

9. Below are some suggestions that have been made concerning Hammersmith gyratory. The Cycling Superhighways do not have much money to spend on junction redesign. Tick all those that you consider desirable and feasible in the next 5 years or so.

		Response Percent	Response Count
To widen Beadon rd and put a with-flow cycle lane in it. Some land beside Beadon rd is to be redeveloped and some land belongs to TfL.		42.6%	23
To allow considerate cycling on the pavement and through Lyric square [presently not allowed, but fines not given if you dismount respectfully]		35.2%	19
To continue the the King street contraflow upto the gyratory. This would probably cut the entry to King street from 2-lanes to 1-lane.		57.4%	31
To remove the oneway system in King street and Glenthorne rd, ie to make them 2-way.		13.0%	7
To remove the oneway system in King street and Glenthorne rd, ie to make them 2-way - And to make King street 20mph and restrict to buses and bikes only.		57.4%	31
To remove the oneway system on the gyratory.		24.1%	13
		answered question	54
		skipped question	8

10. THANKS FOR TAKING PART This survey designed by john griffiths, info@hfcyclists.org.uk 020 7371 1290 / 07789 095 748 should you wish to get in contact. One last space for anything you would like to add. About Hammersmith or any other part of the route. And it would be helpful if we had your contact details [to be confidentially held] in case we have any questions.

	Response Count
	33
answered question	33
skipped question	29

2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic?

Response Text		
1	I usually ride over the flyover.	Mar 3, 2011 5:12 AM
2	Can be tricky going across Ham. roundabout into Ham. Rd. as traffic heading up S/Bush Rd. will often force there way through which can be intimidating, specially when busy.	Mar 3, 2011 5:31 AM
3	I use the pavement of the great west road from Playfair into the Broadway. Very few pedestrians west of where cycle path starts.	Mar 3, 2011 6:08 AM
4	Glenthorne Road is pretty narrow and dangerous as it's not large enough for two lanes, yet is wide enough that the traffic tries to use it as two lanes, resulting in no space for cyclists.	Mar 3, 2011 10:07 AM
5	I always filter through the traffic slowly, but there's always problems at Beadon Road as well as approaching Butterwick from High Street Kensington.	Mar 3, 2011 10:10 AM
6	It's a long way round from Studland, Glenthorne to Adie Road, across the railway near Lena Gdns, Brook Green and back on to Hammersmith Road.	Mar 3, 2011 10:38 AM
7	I avoid the area and use the inadequate river side path, which could be really nice if a tiny fraction of the money spent making the A4 a 6 lane dual carriageway was spent on walking and cycling.	Mar 3, 2011 11:42 AM
8	Or walk bike from end of contraflow to the end of King Street, rejoining Beadon Road at gyratory traffic lights when they are on red. Slow and cumbersome. Beadon Road is always narrow congested and potentially dangerous.	Mar 3, 2011 11:45 AM
9	Cycle lane contraflow covers an insufficient length of King Street and is too narrow and prone to disposal of litter, including tyre bursting broken glass.	Mar 3, 2011 1:11 PM
10	Current cycle paths near behind the town hall are in a bad state. Main concern is that super highways may not be maintained and end up full of potholes like the current cycle paths and when one reports them to the council they take ages to be repaired. In regard to my current cycle from Barons Court to the Post Delivery office in Vencourt Place took me 40 minutes due to traffic congestion and pedestrians walking across when there was a red man. I had to stop lots. In comparison my journey to work from Barons Court to St James Park takes the same time and is twice the length of the journey	Mar 3, 2011 3:03 PM
11	Nothing really, other than that King Street should be two-way and the whole gyratory abolished.	Mar 3, 2011 4:37 PM
12	I would like to use this route but avoid it due, in part, to the gyratory. Instead I take quite routes north of King Street and via back of Olympia.	Mar 3, 2011 6:32 PM

2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic?

Response Text		
13	It is often very difficult to approach the one way system from Beadon Road.	Mar 4, 2011 1:45 AM
14	From Glenthorne Road to beadon Rd is particularly unnerving out of rush hour and with fast flowing traffic, negotiating with buses, cars turning right into the oneway road onto King St and those coming out of the alt one-way street, bus lanes, cars changing lanes at the junction with Glenthorne Rd and Beadon Rd at speed.	Mar 4, 2011 3:56 AM
15	Beadon road is often rammed, some tricky weaving there. I would use the bike lane up King street, but it just stops.	Mar 4, 2011 4:20 AM
16	the problem is pedestrians stepping into the contraflow. A friend has been knocked off twice there by pedestrians stepping out or swinging boxes.	Mar 4, 2011 6:21 AM
17	usually pretty hard to get past logjam in Beadon St	Mar 4, 2011 8:13 AM
18	contraflow, cambridge grv, beadon. i try to go through between cars when traffic is stationary.	Mar 4, 2011 11:06 PM
19	There isn't really a bicycle friendly route coming up King Street after the contraflow ends. Stationery traffic is a problem - car doors can also randomly open without them looking behind	Mar 6, 2011 6:27 AM
20	Glenthorne road/Beadon road is highly congested during peak hours. I find even on a bike it's difficult to navigate. Mainly buses block me.	Mar 7, 2011 2:57 AM
21	At present there isn't a good route and money will need to be spent to find a better one	Mar 9, 2011 5:47 PM
22	Cars too close to the curb. Fast acceleration and fast braking (annoyance, difficult to change habit of drivers)	Mar 21, 2011 8:39 AM
23	The most frightening morning experience is traveling along King Street from Ravenscourt Park to Nigel Playfair Avenue. There are cars stopping to let children off at Ravenscourt Prep school, Latimer school, cars turning right onto King street from Dalling road, cars turning right off of King Street to Welt Road, cars are stopping on Cromwell Road, the bus is stopping, and there is a "safety" ballast so the buses run right into you -- I've seen a cyclist knocked off his bike and I am scared every day. Once I get to the A4 there is a cycle path until Fulham Palace road where crossing is again frightening, particularly with buses and motorcycles coming through the center.	Mar 21, 2011 8:40 AM
24	I get oof and walk a little adn then cycle round the back of M&S and then join the giratory!	Mar 21, 2011 8:41 AM
25	I come from across the bridge and go north but I wanted to take part anyway. Sorry. Cross A4 via Bridge View, then right along the bus lane onto Black's road. Onto the gyratory, merge and leave up Shepard's Bush road, then right down Brook Green.	Mar 21, 2011 8:43 AM
26	Filter on right if I can	Mar 21, 2011 8:44 AM
27	Have to use the one way system as the contraflow is always either blocked by rubbish from shops or has pedestrians standing in it.	Mar 21, 2011 8:45 AM
28	I live in Fulham, but I cycle to work through Hammersmith mosts days. But I'm heading Westbound in the mornings, and Eastbound in the evenings.	Mar 21, 2011 8:45 AM
29	I keep to the right hand side of Glenthorne Road (don't use existing bus lane - don't have to cross traffic to enter Beadon Road.	Mar 21, 2011 8:47 AM
30	My Eastbound route is Hammersmith Terrace - Towpath - Queen Caroline St - WALK - Shortlands - A315	Mar 21, 2011 8:48 AM

2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic?

Response Text		
31	Right turn from Glenthorne Rd into Beadon Rd a little difficult - central island on the zebra crossing could help separate straight-on from right-turn traffic. Traffic queues on Beadon Rd cause delay and discomfort - I filter through on the left side as far as the zebra and then in the centre past the bus stop outside the H&C Line Tube. Either a mandatory cycle lane (possibly segregated on final approach to Broadway traffic lights) is required or a bus lane (widened to 4.5m past the bus stop). Traffic queues would be extended to Glenthorne Rd but there is a bus lane there to mitigate delays to buses, taxis and cycles.	Mar 21, 2011 8:49 AM
32	I have tried all these routes, and none are satisfactory. The Contraflow cycle lane is usually unswept, Pedestrians step into it without looking, and crucially it ends just as you really need it. The one way system is choked with traffic and often impassable for some or all of its length. It's filled with impatient drivers delayed by this needless road layout.	Mar 21, 2011 8:51 AM
33	Glenthorne Road needs resurfaced. always get stuck in stationary traffic where Beadon Road meets Broadway	Mar 21, 2011 8:52 AM
34	I don't take this route during peak times (I go into town along Uxbridge rd to Shep Bush). If I take this route it is in the evening, and I go down Bridgeview Ave, then over bike route past Riverside Studios.	Mar 21, 2011 8:53 AM
35	it is like running the gauntlet. please make it safer.	Mar 21, 2011 8:54 AM
36	I cycle along the river having come off the A316 at Hogarth Roundabout then through Furnival Gdns, under Hammersmith Bridge then either down back roads to Barons court or make way back up to A315 dependent on where I am going. Some of my route is offically "No cycling" but it is is best (and safest) route for me to use.	Mar 21, 2011 8:55 AM
37	Where the road turns right is always dangerous as people are turning in to a car park and never bother to look.	Mar 21, 2011 8:58 AM
38	Its always a bit nasty, and never direct.	Mar 21, 2011 8:59 AM
39	The contra flow runs out just when you need it most. On a busy day you find yourself wheeling your bike through large crowds of pedestrians	Mar 21, 2011 9:00 AM
40	The route I take is longer and I then have to negotiate the Broadway from Blacks Rd to get into Hammersmith Rd	Mar 21, 2011 9:01 AM

2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic between Brook Green and King street?

Response Text		
1	Never enjo walking the bike but feels safest option however can be a lot of people on footpath at busy times.	Mar 3, 2011 5:33 AM
2	Not too unsafe when the traffic is all stationary, worse later at night when they move fast	Mar 3, 2011 6:09 AM
3	I prefer to cycle this as I find the pedestrians more unpredictable than the traffic, but the road route around the gyratory is pretty damn scary and requires some courage.	Mar 3, 2011 10:08 AM
4	It's always complete chaos. Car drivers crossing the lights on Amber because they think they'll gain an extra 6 feet and then it doesn't allow the buses out.	Mar 3, 2011 10:12 AM

2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic between Brook Green and King street?

Response Text		
5	It's a long way round from Brook Green, right into Shepherd's Bush Road, across the railway near Lena Gdns, Adie Road, Redmore, Dalling	Mar 3, 2011 10:39 AM
6	Slow and a bit dangerous. Filtering out to the right at the end of Hammersmith Road to dismount at the lights/pedestrian island is sometimes a tricky manoeuvre, especially since cars don't always expect it.	Mar 3, 2011 11:46 AM
7	No consideration to the safety of cyclists with frequent dangerous driving by motorists (especially bus drivers) experienced.	Mar 3, 2011 1:12 PM
8	Too much congestion from traffic. Car drives honking their horns if you do not move fast enough and pedestrians walking out on the road when there is a red man traffic icon flashing.	Mar 3, 2011 3:04 PM
9	Have cycled on gyratory once won't do so again. I'm not a super-cyclist just a normal person. Would very much like a safe route through this area, segregated if possible to encourage normal sane people to take the route!!	Mar 3, 2011 6:33 PM
10	Again it is during times when the traffic is fast-flowing that is dangerous - cars speed along there as it is a wide road and to jump lights.	Mar 4, 2011 3:57 AM
11	I go high st Ken, edith grove, Barons court then round the back - then past Charing X etc. slower, but typically less conflict.	Mar 4, 2011 6:23 AM
12	I tend to vary about equally between the top 2 options above	Mar 4, 2011 8:15 AM
13	again, go through by finding gaps between cars	Mar 4, 2011 11:07 PM
14	Scandalous that there is no direct cycle route from Hammersmith Road to King Street	Mar 5, 2011 2:15 PM
15	Cycling round the gyratory is terrifying, but is the only way to get across without dismounting	Mar 6, 2011 6:28 AM
16	I work on Hammersmith Road so enter the gyratory directly to head westwards, from the SE corner and leave via King Street.	Mar 21, 2011 8:36 AM
17	Again during school drop off it is a nightmare because there are so many schools along Brook Green	Mar 21, 2011 8:40 AM
18	I do the option above "other" but I walk past the station as there is often a brigade of police officers stopping and fining cyclist (money grabbed instead of spending some on a safe cycle lane round the giratory!)	Mar 21, 2011 8:41 AM
19	From Shepard's Bush road, depending on how much traffic, either brave the gyratory and leave via Queen C St. or, Lena Gardens, Trussley under the railway, Iffley Rd, Leamore St, Bridge Av/View. This way is very slow in comparison to the gyratory unless the traffic is bad and is full of rat runners, but is a good safe route if they fix the one way system to Leamore.	Mar 21, 2011 8:43 AM
20	Can be quite scary staying with the traffic as being in the correct lane whilst going around the main hammersmith roundabout involves having cars speeding past on both sides (this is after first entering the roundabout, with the disney building on your right). Space is wasted in front of the shopping centre as people rarely stand outside on the pavement - I would suggest a railed off contraflow so cyclists essentially end up going the wrong way around the roundabout where the cycle parking is now.	Mar 21, 2011 8:45 AM
21	I come in from Fulham Palace Road in the mornings, then use the side road on the parade before the roundabout to get to in front of the Apollo then on to the cross at the roundabout under the flyover into Beadon Road. If I came from Hammersmith Road then yes there is a delay at Brook Green hence why I choose to come from Fulham Palace Road.	Mar 21, 2011 8:45 AM
22	I aim to keep in the right lanes to go around the gyratory to Chiswick and things happily flow either side of me.... (touch wood). The bus lane allows me to undertake most stationary traffic to get to the gyratory. Use the advanced stop lane holding area at the lights.	Mar 21, 2011 8:47 AM

2. Anything you want to add about your route or problems or delays at peak times, particularly what you do about stationary traffic between Brook Green and King street?

Response Text		
23	My Westbound route is A315 - Gyratory - Queen Caroline St - Hammersmith Bridge Road - Rutland Grove - A4 pavement - South Black Lion Lane - Hammersmith Terrace	Mar 21, 2011 8:48 AM
24	Gyratory is very uncomfortable for cyclists and not suitable for inexperienced cyclists. A 20mph limit and some relandscaping, pavement widening and tree planting would provide some benefits but a contraflow cycle route on Broadway is definitely required. Stationary traffic is sometimes a problem on Hammersmith Road, the bus lane helps, but a dedicated cycle lane should be provided as part of the Cycle Super Highway.	Mar 21, 2011 8:49 AM
25	<p>Normally I would get off and walk, which is not only very inconvenient, and having to negotiate 3 different crossings, packed with pedestrians, trying not to hit anyone with handlebars or pedals, etc, phased badly so that you can never cross the two crossings across both lanes of Queen Caroline St.</p> <p>In very light traffic if I am feeling energetic I occasionally use the gyratory but the traffic there is very fast and very dangerous. Consequently cyclists attempting to use the road also have to be very fast and very confident and assertive.</p> <p>Really the solution is to give the area back to pedestrians, cyclists and buses at the expense of motor traffic, and give cyclists a clear straight-line two-way route from King St to Hammersmith Rd with priority over the gyratory and traffic from Shepherd's Bush Rd and Beadon Rd.</p> <p>Make Queen Caroline Rd and Butterwick two way minor roads, or consider closing Queen Caroline St past Hammersmith Bridge Rd to all but buses and bikes, and make the remaining gyratory two-way to reduce traffic speeds and divert it from at least one side of Hammersmith Broadway completely. Make Beadon Rd and Glenthorne Rd two-way</p>	Mar 21, 2011 8:51 AM
26	Cycling around the gyratory is pretty hairy as there are so many lanes of traffic that need crossed over and negotiated to allow you to turn onto King St. always very busy and cars are quite tightly packed. also, buses exiting and entering the south entrance to Hammersmith bus station are pretty dangerous sometimes. Pedestrians crossing the lights at the end of King st onto the middle island are an absolute nightmare and are always stepping out in front of me	Mar 21, 2011 8:52 AM
27	Have ridden it a few times, not my favourite route but I'll ride it if I'm coming home that way. I'm going to try going down Edith Rd and south of the Gyratory now.	Mar 21, 2011 8:53 AM
28	<p>it is like running the gauntlet.</p> <p>please make it safer.</p>	Mar 21, 2011 8:54 AM
29	Avoid the route and cycle down to and along river	Mar 21, 2011 8:55 AM
30	It is often dangerous as cars change lane, cars will be queuing to go down Fulham Palace Road and other cars will be changing lanes to avoid them.	Mar 21, 2011 8:58 AM
31	I do this, but don't like doing so.	Mar 21, 2011 8:59 AM
32	As the outward journey. Pushing bike through the large crowds outside the tube station is a pain for all involved.	Mar 21, 2011 9:00 AM

4. THANKS FOR TAKING PART

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One last space for anything you would like to add. About Hammersmith or any other part of the route.

And it would be helpful if we had y...

Response Text		
1	It would be useful to have a map attached, for those like me who do not where all these named roads are.	Mar 3, 2011 5:17 AM
2	By the gyratory do you mean hammersmith broadway, or the glenthorne rd/ king street one way loop?	Mar 3, 2011 6:14 AM
3	Chiswick High Street is a pain near Pizza Express as the pavement extends into the road each side of the zebra crossing.	Mar 3, 2011 10:47 AM
4	Right turn at Shortlands on to Hammersmith Road ought to have a traffic light, often have to wait ages to get across the QUEUES of cars. And the cycle lanes under the flyover are inadequate, and poorly constructed.	Mar 3, 2011 11:46 AM
5	Re (1) Horrible, bitty, slow, and not particularly safe - because of the crossings. Re (2): the speed limits would need to be enforced. (3) Cycling through Lyric Square was previously permitted and this was removed without consultation. Belated restoration? About time. King Street: There's no need for two lanes at that part, it only encourages boy racers. [Andrew Curry]	Mar 3, 2011 11:51 AM
6	Loretta Reehill. Main issue is that Hammersmith is a bottleneck and chaos occurs on the roads very quickly. More traffic calming measures needed	Mar 3, 2011 3:06 PM
7	Hey John, it's me. :) Oliver.	Mar 3, 2011 4:39 PM
8	Best thing would be bike/bus only King Street. Everything else is a compromise which will never get modal share up significantly.	Mar 3, 2011 6:34 PM
9	Richard Evans, filling out as LCC member	Mar 4, 2011 8:18 AM
10	There used to be a road though Lyric Square which was great for local trips around Hammersmith and often cut out the gyratory all together. Would like a formal cycle path across Lyric square, and the cycle lane contraflow to continue up to there. The pavements on King street are unnecessarily wide and some of that space could be used. Making King Street 1 lane or closed to normal traffic would REALLY jam up the gyratory, which is actually even more dangerous to bikes than free flowing traffic because of people pulling out unexpectedly without looking.	Mar 6, 2011 6:32 AM
11	If the cycle lane down King Street is to be extended it should also be widened so cyclists can overtake one another.	Mar 6, 2011 1:05 PM
12	See my note above.	Mar 9, 2011 5:52 PM
13	Widening Beadon Road is a good idea. I'm amazed that parking is allowed there in peak hours. david lomas [details removed]	Mar 21, 2011 8:37 AM
14	Scottie Mirviss - [details removed]	Mar 21, 2011 8:40 AM
15	I use King Street contraflow up to the right then past Apollo to Fulham Palace, Sometimes I take the A315, walk the pavement to the lights and jump on the gyratory follow A315. Any other feedback contact me, Amrit Singh at [details removed]	Mar 21, 2011 8:40 AM
16	[details removed] my name is Désirée	Mar 21, 2011 8:42 AM

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And it would be helpful if we had y...

Response Text		
17	<p>The bridge needs fixing, too many speeding cars and crushing road furniture. Solution is possibly a 20mph limit, removal of the central white line and introduction shared space techniques (for example, painted 1/2 lane wide bike lanes).</p> <p>[details removed]</p>	Mar 21, 2011 8:43 AM
18	Arvy [details removed]	Mar 21, 2011 8:44 AM
19	Name : Fasih Rehman - Email : [details removed]	Mar 21, 2011 8:45 AM
20	<p>The contraflow on King Street should be removed, it's never practical, has rubbish in it, pedestrians stand in it and it's too thin for more than one cyclist - it also encourages people to cycle up it, only to be left with nowhere to go.</p> <p>Cheapest/most practical option would be to have the whole of Glenthorne & Beadon Roads have bus lanes in the left hand lane - this would leave plenty of space for bikes, where as a cycle lane just gives the cars another couple of feet to block.</p> <p>lawrence wood [details removed]</p>	Mar 21, 2011 8:46 AM
21	tim henderson [details removed]	Mar 21, 2011 8:47 AM
22	leslie scrine [details removed]	Mar 21, 2011 8:48 AM
23	Well done - good survey! Stephen Donnelly (member of Hounslow LCC) [details removed]	Mar 21, 2011 8:50 AM
24	london babe [details removed]	Mar 21, 2011 8:51 AM
25	Tanya [details removed]	Mar 21, 2011 8:52 AM
26	Julia Rhodes [details removed]	Mar 21, 2011 8:53 AM
27	<p>good luck with your design proposals.</p> <p>one ways are awful for cyclists and pedestrians. please return to two way traffic.</p> <p>and 20 mph please. safer for everybody including motorists.</p> <p>philip aspdn.</p> <p>[details removed]</p>	Mar 21, 2011 8:54 AM
28	[details removed]	Mar 21, 2011 8:56 AM
29	<p>Why can't we cycle all the way down the A4 from Chiswick roundabout to Cromwell Road? If you give over the inside lane or pavement to cyclists and have it 2-way that would be best.</p> <p>Dov O'Neil [details removed] Dov O'Neil</p>	Mar 21, 2011 8:58 AM
30	[details removed]	Mar 21, 2011 8:59 AM

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One last space for anything you would like to add. About Hammersmith or any other part of the route.

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Response Text		
31	I frequently take the chance and pass under Hammersmith Bridge - that pleasant and convenient route W-E really should have some thought given to making it an official cycle route. I know it is low and narrow but is such a good route and used by so many cyclists it should be made official. adrian bray [details removed]	Mar 21, 2011 9:00 AM
32	Lesley Richardson [details removed]	Mar 21, 2011 9:01 AM
33	[details removed] Riad Akbur	Mar 21, 2011 9:02 AM