



Dundee Cycling - Gripes

Area Dundee city centre (waterfront to Marketgait ring road)
 Date of survey 12 Mar 2017
 Status 20 Mar 2017 - version 1.0 complete




Idx	Street / location	Problem > Suggestion	Photo
<p>About this document</p> <ul style="list-style-type: none"> - based on a survey by members of 'Dundee Cycling Forum' (March 2017); - purpose: inform where improvements can be made to: <ul style="list-style-type: none"> - make cycle journeys through Dundee safer for all traffic participants; - separate cyclists further from pedestrians and other vehicular traffic on busy roads, e.g. by permitting cycle contra-flow on quiet one-way roads; - improve information signage for cyclists and pedestrians, e.g. directions to local destinations and "shared use" pavements. - details provided are: WHERE is it - WHAT is the problem - HOW could it be improved - photo of locality - suggestions are sorted by street name and street junction - see further notes at end of document - send suggestions for further improvements using the above format to dcf.feedback@gmail.com . - send suggestions for the structure of this document to j.neff@gmx.net . 			
26	Bank St / Barrack St	<p>eastbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	
25	Barrack St / South Ward Rd	<p>westbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	

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19	Bell St / Constitution Rd	west/eastbound only very narrow dropped kerb > widen dropped kerb	
54	Bell St / Victoria Rd	eastbound no signed or marked cycle route where this could join up with existing route on Meadows > mark on road and sign cycle route	
53	Bell St / Victoria Rd	westbound no signed or marked cycle route where there is an obvious route for Abertay students and others > mark on road and sign "recommended cycle route"	




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14	Castle St / Exchange St	northbound "no entry" sign > change to "Start of an advisory contra-flow cycle lane without a traffic island" signage	
13	Castle St South / Exchange St	westbound "no entry" sign > change to "Start of an advisory contra-flow cycle lane without a traffic island" signage	
7	Commercial St / Dock St	eastbound sign indicating cycle route to "Tay bridge" but not general "shared use pavement" eastwards > improve signage	

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11	Commercial St / Dock St	no cycle parking > add more cycle parking	
6	Commercial St / Murraygate	southbound "Pedestrian zone" sign > add "shared route for cycles and pedestrians" sign	
51	Commercial St / Seagate	north/westbound busy junction with a lot of cycle and vehicle traffic turning right > add Advanced Stop Line for Seagate westbound and Commercial St northbound	

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52	Commercial St / Seagate	northbound "Pedestrian zone" sign > add "shared route for cycles and pedestrians" sign	
45	Cowgate (East) / St Andrews St	eastbound "no entry" sign > change to "Start of an advisory contra-flow cycle lane without a traffic island" signage	
44	Cowgate (West) / St Andrews St	westbound "Pedestrian zone" sign > add "shared route for cycles and pedestrians" sign	

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36	Cowgate / Murraygate	<p>westbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	
32	Dock St / Crichton St	<p>westbound - "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage OR install signs to show "shared use" pavement</p>	
15	Exchange St / Commercial St	<p>westbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	




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34	Gellatly St / Seagate	<p>southbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	
4	High St / Castle St	<p>westbound "Pedestrian zone" sign</p> <p>> add "shared route for cycles and pedestrians" sign</p>	
59	High St / Castle St / in front of Royal Bank of Scotland	<p>south pavement - "cycle parking" sign obsolete - cycle parking facility delapidated</p> <p>> remove obsolete sign (and post) > tidy-up parking facility</p>	




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3	High St / Crichton St	eastbound high kerb onto pedestrianised area with temporary steep tarmac ramp > drop kerb	
42	Hilltown / Victoria Rd	eastbound no means to turn left into Victoria Rd > install cyclist pushbutton at bottom of Hilltown that prevents pedestrian crossing on Victoria Rd turning green when Hilltown traffic goes green > alternative: investigate cycle path behind or in front of "Little Theatre"	
46	King St / Cowgate	southbound "no entry" sign > change to "Start of an advisory contra-flow cycle lane without a traffic island" signage	

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16	McManus Gallery / Meadowside / Chapel St	<p>no cycle parking near main entrance to gallery where there is a lot of empty space waiting to be used (and no signage to direct cyclists to cycle parking at rear of building)</p> <p>> add more cycle parking, ideally as a "public art" type sculpture, could be a visual attraction looking up along Commerical St on what is presently an empty space</p>	
39	Meadowside / Panmure St	<p>southbound Advanced Stop Line very frequently ignored by motorists, likely caused by looking straight into sun</p> <p>> make ASL more visible, e.g. paint entire box red or blue</p>	
17	Meadowside / past Chapel St looking west	<p>westbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	

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40	Meadowside / Victoria Rd	<p>southbound Cars turning left into Meadowside often get very close to kerb as pavement extends into road at corner</p> <p>> paint cycle lane (extended from furth up Victoria Rd) around corner into Meadowside</p> <p>> modify shape of pavement to make more room for road/cyclists at corner</p>	
10	Nethergate / High St	<p>insufficient cycle parking (only three spaces south of Primark)</p> <p>> add more cycle parking, e.g. south of Primark</p>	
12 a	Nethergate / West Marketgait to High St	<p>insufficient cycle parking</p> <p>> add more cycle parking, e.g. west of Primark</p>	

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12 b	Nethergate / West Marketgait to High St	insufficient cycle parking (only two spaces south of Debenhams) > add more cycle parking, e.g. east of Debenhams	
20	North Marketgait underpass near Constitution Rd / westerly approach to South entrance	westbound high kerb and "rockery" > drop kerb and remove "rockery"	
35	Panmure St / Albert Square	eastbound "no entry" sign > change to "Start of an advisory contra-flow cycle lane without a traffic island" signage	

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1	Reform St / Bank St	<p>southbound "no entry" sign</p> <p>> change to "Start of an advisory contra-flow cycle lane without a traffic island" signage</p>	
2	Reform St / Bank St	<p>west pavement - "cycle parking" sign obsolete - cycle parking facility delapidated</p> <p>> remove obsolete sign (and post) > tidy-up parking facility</p>	
29	Riverside Esplanade / South Castle St	<p>north/southbound Long crossing time as traffic lights alternate between two sets of traffic (from bridge and from South Commercial St)</p> <p>> briefly stop both traffic lanes simultaneously when pedestrians/cycle pushbuttons are pressed</p>	

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58	Riverside Esplanade / V&A Dundee museum	<p>westbound</p> <p>plenty of obstacles on shared use pavement, e.g. double-poles for traffic signs, deep recesses for future tree planting</p> <p>> tidy up (e.g. fill-in or cover tree recesses, revise arrangement of traffic sign poles) as this area won't be fully developed for the many months to come</p>	
47	Seagate / East Marketgait	<p>westbound</p> <p>no cycle lane on a busy road with a very wide pavement</p> <p>> create cycle lane, preferably off road</p>	
48	Seagate / St Andrews St	<p>all directions</p> <p>busy junction with a lot of cycle and vehicle traffic turning right</p> <p>> add Advanced Stop Line for all four approaches</p>	



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50	South Marketgait / Commercial St	<p>westbound crossing Commercial St from "shared use" pavement onto Dock St is very awkward and only safely possible by moving past corner of "Holiday Inn" hotel to see traffic approaching on Commercial St. Space at corner is unnecessarily restricted due to a city centre map pillar.</p> <p>> move map pillar</p>	
49	South Marketgait / pedestrian crossing near Gellatly St	<p>northbound no signage for key destination in town, e.g. bus and railway stations, universities, city centre, museums</p> <p>> add post-mounted signs that can be seen and read from a short distance (similar to those already present for "Tay Bridge")</p>	
31	South Marketgait / Union St	<p>northbound No signage for key destinations in town, e.g. bus station, universities, city centre, museums</p> <p>> add post-mounted signs that can be seen and read from a short distance (also essential for visiting pedestrians)</p>	

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30	South Union St / New railway station forecourt	southbound No easy access to railway station coming from Union St > make at least part of forecourt (next to South Union St) "shared use". This would also be an obvious route to connect between city centre and waterfront cycle paths.	
33	St Andrews St / Seagate	obsolete NationalCycleNetwork sign (route now uses Docks cycle path) > remove sign > check whether a new sign is required for current route	awaiting photo
55	Trades Ln / Seagate	no cycle parking anywhere near bus station > add cycle parking	

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57	Trades Ln / South Marketgait	<p>southbound cycle lane ends abruptly with no indication that continuing along the pavement is permitted or any indication where to find popular destinations</p> <p>> add signage</p>	
8	Union St / South Marketgait	<p>southbound no signs to indicate route to railway station</p> <p>> add signs (using pavement ?)</p>	
43	Victoria Rd / Hilltown	<p>westbound no cycle path marked on road at busy pedestrian crossing where often people cross on red and fail to check for cyclists approaching</p> <p>> mark cycle path continuously from existing markings further up Victoria Rd to existing (mostly worn-off) Advanced Stop Line. This should help remind pedestrians to check for cyclists when crossing on red.</p>	

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18	Victoria Rd / West and South from Meadowside junction	west/southbound no signed or marked cycle route where there is an obvious route for Abertay students and others > mark on road and sign "recommended cycle route"	
41	Victoria Rd / westbound traffic lights before junction with Meadowside	westbound Advanced Stop Line box previously painted red is almost completely worn away > repaint ASL box	
24	Ward Rd / Constitution Rd	eastbound junction busy with busses and cycle traffic to Abertay Uni > add Advanced Stop Line	

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22a	Ward Rd / West Marketgait	westbound - busy junction > add Advanced Stop Line	
22b	Ward Rd / West Marketgait	westbound - no easy access into Guthrie St on an obvious route for many students and others > allow cyclists to cross West Marketgait with vehicular traffic > drop kerb into Guthrie St and partly remove railings	
37	West Marketgait / Nethergate	north/southbound busy junction with a lot of cycle traffic between riverside cycle path and universities > add Advanced Stop Line	

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21	West Marketgait / Ward Rd	southbound busy junction > add Advanced Stop Line	

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56	West Victoria Dock Road / Marine Parade Walk	<p>southbound road and cycle path just end without any signage to direct users towards Tay Bridge, railway station etc.</p> <p>> install signage</p>	
27	West Victoria Dock Road / South Marketgait	<p>north/southbound No crossing to Trades Ln despite this being an obvious route into town for any cycle traffic using the Esplanade or Docks Cycle Path</p> <p>> improve crossing, e.g. allow cycles to cross South Marketgait from West Victoria Dock Road into Trades Ln with traffic lights</p>	
28	West Victoria Dock Road / South Marketgait	<p>north/westbound No signage for key destination in town, e.g. bus and railway stations, universities, city centre, museums</p> <p>> add post-mounted signs that can be seen and read from a short distance (similar to those already present nearby for "Tay Bridge")</p>	

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23	Westport / Old Hawkhill / Temple Ln	<p>east/westbound very restricted space for crossing from Hawkhill to Old Hawkhill due to pedestrian railings, traffic lights and other street furniture in paved area. This is an obvious route for students and others</p> <p>> rearrange street furniture and widen pedestrian crossing to make more space for cyclists</p>	
9	Yeaman Shore / South Marketgait	<p>westbound no access to Greenmarket</p> <p>> modify crossing to allow cycles to cross South Marketgait</p>	

Notes

1 Contra-flow cycles with or without an advisory lane marked on the carriageway

(ref. DfT, traffic-signs-manual-chapter-03.pdf, ch.17.24, p.152)

2 DfT, traffic-signs-manual-chapter-03.pdf, ch.4.42, p.26

ADVISORY CONTRA-FLOW CYCLE LANES

17.27 Figure 17-6 shows the start of an advisory contra-flow lane where it is not possible to provide a traffic island. This arrangement is not suitable for a mandatory contra-flow cycle lane. "No entry" signs to diagram 616 are not used because the absence of segregation would mean that they would apply to cyclists also. Direction 21(2) prohibits the use of the "Except cycles" plate with diagram 616, the main purpose of which is to protect the exit from a one-way road. "No entry" is a safety-critical sign which is very well respected. The only exception permitted is for contra-flow bus lanes; to extend this to cycles would risk undermining public respect for the sign, as to indicate that the road was not in fact one way only would invite contravention. Two "no motor vehicles" signs to diagram 619, without exception plates, are therefore used instead, as they do not prohibit pedal cycles. They should have a diameter of at least 750 mm, as drivers would be at risk if they were not seen. These signs may be supplemented by the NO ENTRY road marking to diagram 1046, in the position shown in figure 17-6; it must not encroach on the area where cyclists enter the contra-flow lane. The Directions do not prevent the NO ENTRY marking from being used on its own, i.e. it does not have to be used in conjunction with the sign to diagram 616. On the left hand side of the road, a sign to diagram 967 should be provided to indicate the cycle facility. Two sizes are prescribed; the smaller size should be adequate.

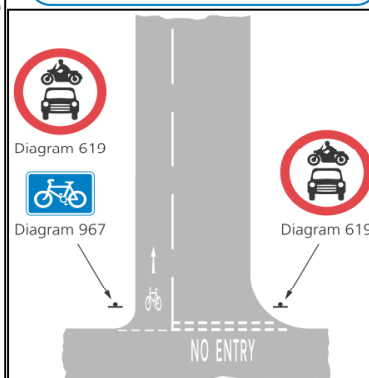
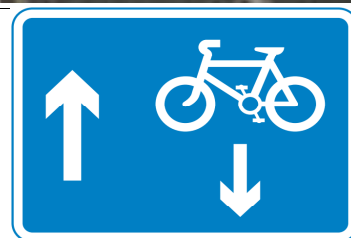


Figure 17-6 Start of an advisory contra-flow cycle lane without a traffic island

3 Signage for local venues: post-mounted "pointers" are much easier for most people to use than maps