

Monmouth Place - Proposed Cycle Lane Provision

This would create 'joined-up' continuous dedicated cycling between the Charles Street/Monmouth Street junction and the Upper Bristol Road.

Dual cycle lanes would enable connectivity in both directions. Were dual cycle lanes not feasible, a single east/west 'with traffic' cycle lane should be considered.

Traffic is consistently fast on this road and is therefore currently unused by the young, the elderly or those with disabilities.

B&NES website <https://beta.bathnes.gov.uk/street-parking-bath> Location number: 751034 advises 14 spaces. A visual inspection, however, reveals in reality capacity for only 10 vehicles.

Parking is for Resident Permit Holders or Pay and Display. This suggests that only a small number of residents park on this road. (Similar parking arrangements were previously adjacent to Victoria Park, Upper Bristol Road, which were removed to allow for the cycle-lane installation there.) Given the close proximity of Charlotte Street car-park the removal of parking spaces would likely have little adverse effect.

The 'Doctor' space at the west end can be removed as the associated surgery closed some years ago.

'Loading Only' bays - Ad hoc visits by WRB over a period of weeks have seen no loading or unloading taking place and the bays look to belong to a previous era. WRB would welcome any evidence based data to the contrary. Davies of Bath Paint and Drinks Lab/Cotterell Court have large off-street internal parking courtyards for trade and customer loading/unloading.

A bus stop is in place at the junction with Cumberland Row. This could be 'floated' as per the Upper Bristol Road.

New King Street, NCN 4, has car parking on both sides and room for one car only driving in the middle of the road or one cyclist. As a cycle route this is considered poor.

Sketch-map of current parking arrangements

