

Maidstone Cycle Campaign Forum

Queens Avenue TRO Consultation



1 - Executive Summary

The following document is the official response of the Maidstone Cycle Campaign Forum (MCCF) to the one-way traffic order on Queens Avenue. The key points of our response are:

- MCCF strongly opposes this scheme in its current form
- MCCF would strongly support this scheme if cycles were exempted from the proposed restriction

2 – About us

The MCCF is a registered charity that represents the cycling community within the borough of Maidstone. Our aim is to improve the cycling conditions in the borough of Maidstone and encourage people to take up cycling as an alternative to cars for journeys in the borough. We believe that the best way to enable people to take up cycling is to provide the appropriate infrastructure that enables people to cycle in a safe environment away from the dangers presented by motor vehicles.

3 – The proposed traffic order

The MCCF strongly supports the concept of reducing through traffic heading northbound on Queens Avenue. The reduction in through traffic supports the aims of the cycle forum. We would however support further steps to improve the environment for cycling and walking, such as a lower speed limit, and measures to reduce through traffic in a southbound direction.

However, the proposed TRO clearly states that the one-way restriction will apply for bicycles too. Therefore, **MCCF strongly objects to the TRO in its current form**. There is absolutely no reason why the one-way restriction should apply to bicycles. Because of this, MCCF strongly opposes the one-way restriction in its current form. For people traveling from Queens Road to Vicary way, this represents an extra 0.3 miles, 2 minutes, an extra 6 metres of elevation gain, and having to cycle on an incredibly hostile main road. This is completely unacceptable.

4 – Cycle contraflow

Cycle contraflows have been successfully implemented by many local authorities in the United Kingdom, and are easily implemented under existing regulations from the TSRGD. All that is required is an “except cycles” plate to be added to the no entry sign, and a cycle contraflow sign in place of a standard one way sign. If this was implemented on Queens Avenue, MCCF would strongly support the traffic order.



5 – Conclusion

MCCF strongly oppose the TRO in its current form. However, we would strongly support the TRO if an exemption for cycles was provided.