



A lorry thunders through the lovely Kent village of Bridge. Houses have been knocked down, and inhabitants have protested by lying down in the road

# JUGGERNAUTS ROLLING OVER OUR ROAD

**H**UNDREDS of thousands of get-rich-quick lorry drivers are thumbing their noses at Britain's police—and getting away with it. Dangerously and illegally overloaded, the juggernauts mutilate our roads, tear chunks out of beautiful old buildings and pollute the countryside.

One fifth of all lorries inspected by Weights and Measures men last year were carrying more than their legally permitted load.

And in spot checks a few months ago at Folkestone, Kent, nearly all Continental lorries arriving by ferry were well over the 32-ton permitted maximum.

*Headlight*, the haulage industry's magazine, reports that in a two-weeks' blitz check at Newhaven harbour, Sussex, 40 per cent of lorries were infringing some regulation and half the lorries weighed were overloaded.

## Death traps

According to the Department of the Environment, a heavy lorry is setting off somewhere in Britain with an overweight load every two seconds.

These overweights of the road are potential death traps. A recent Road Research Laboratory report found that at least 50 per cent of car occupants are killed in crashes involving lorries.

What are the police doing about it?

In some counties, nothing at all. In Kent, overloaded lorries were not the responsibility of the police until three months ago. Even now there is no



special squad, only a few traffic officers, to cope with the growing menace.

Traditionally, Britain's police have tended to leave checking of overloaded lorries to Weights and Measures inspectors. But with inadequate equipment and too few men, it is impossible for these already overworked men to operate effectively.

The police are also impeded by the lorry drivers' jealously-guarded code whereby drivers warn each other with flashing headlights of checkpoints ahead.

And there is an effective grapevine that keeps overloaded lorries away from ports on days when checks are made.

Without the protection of a police uniform, the Weights and Measures men sometimes are abused and intimidated

Bridge <



This Dutch juggernaut had difficulty cornering at Hampstead Garden suburb. Residents are furious about damage to shrubs, lamp posts and pavements

# LAWNS

## Every day Continental drivers hurtle their monstrous lorries through Britain thumbing their noses at the police... and little is being done about them

**SPECIAL REPORT BY  
BILL NEECH**



**Nose to tail! How many of these are overloaded?**

by lorry drivers they catch cheating. "Guilty lorry drivers are very hostile," said Kent's chief Weights and Measures inspector, Mr. J. Stokoe. "Most drivers get paid by their load size. Asking them to carry less is like making them take a whacking cut in wages."

### Phone threats

Mr. Stokoe's deputy, Bryan Dixon, was given police protection for three months after threats on his life. "Lorry drivers with a grievance broke into my home and poured red paint over everything," he said. Drivers have driven straight at him

when he has flagged them down in the course of duty. And there have even been phone calls threatening the lives of his wife and five-year-old daughter.

Mr. Stokoe and Mr. Dixon head a tough manor. With the Kent ports of Folkestone and Dover still inadequately equipped with weighbridges, hundreds of overloaded Continental lorries pour into Britain every day.

Because the EEC countries permit heavier loads than Britain, foreign drivers are a major cause of our appalling road problem.

"It's a matter of economics," said Mr. Stokoe. "A driver may travel across Europe from Hungary to Calais

with a weight of 40 tons. He's obviously going to take a chance on the few miles left to him in Britain."

But despite this, it was not until the Foreign Vehicles Act came into force last August that offending Continental drivers could be prosecuted.

A French lorry loaded with steel was impounded at Southampton dockside in September—the first victim of a prohibition order under the Act.

It was 26 tons overweight! Feeling against the heavyweight invaders runs high in towns and villages through which they pass.

In Bridge, the Kentish village on the A2 from Dover to London, a house has been knocked down. Elizabethan cottages and an 18th-century terrace partly demolished, and many other houses are crumbling because of the Continental lorries that thunder through.

Following a recent fatal accident, hundreds of villagers protested by lying down in the main road at Bridge and blocking the traffic. And all this in a village that was recently named as a conservation area!

Residents of eight Sussex villages around Battle sent a strongly worded protest to Mr. John Peyton, the Transport Minister, complaining about the damage that giant container lorries are causing to roads in their area.

Stopping all foreign lorries as they come off the ferries—even if the immense amount of money and the huge staff needed were forthcoming—is just not on. It would bring chaos to the ports and strangle Britain's economy.

But Britain's lorry drivers are as bad if not worse than their Continental counterparts, says Mr. Stokoe.

"I can prove that several well-known firms with fleets of 30 lorries or more habitually overload," he said.

Even if law-breakers are caught, fines

are frequently as small as £10 and cannot exceed £200.

So while the overloaders rampage unchecked, innocent lorry drivers suffer because of their colleagues' greed.

"The boys are sick and tired of being knocked all the time without being given a chance to reply," said an official of the Road Haulage Association.

The pickings are so rich, however, that it is asking too much of human nature to expect drivers to obey weight restrictions whose enforcement is so haphazard.

### Busy ports

The Department of the Environment, whose 800 inspectors supplement the police and Weights and Measures men, is introducing portable weighbridges in some areas but this may take years to get operating effectively on a national scale.

Meanwhile, Common Market entry will bring thousands more overloaded lorries to Britain's busy ports.

Recent talks about the weight limits of juggernauts broke down, but are to be resumed later this month.

The Government should not wait for the chaos that will surely ensue.

Fines must be harsher. Licences should be withdrawn from persistent offenders.

And lorries should be checked by a much larger force, specially trained by the Department of the Environment—freeing the hard-pressed Weights and Measures inspectors and police for other duties.

The lifeblood of Britain's economy flows down her roads. Last year 63 per cent of all freight went by road.

As we prepare to enter the EEC, we must not let our relentless pursuit of economic wealth drive England's once green and pleasant land to the brink of becoming Europe's battered, tatty lay-by.



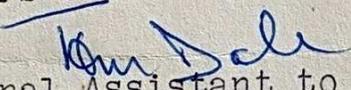
13th June 1972

Dear Mr. Purchase,

Enclosed is a reply Mr. Thorpe has received from the Minister of Transport which you might like to see.

I don't know if you are aware of the terms of the Road Traffic Regulations Act, but it may be possible for your Association to bring more pressure on your local authority to implement it in such a way as to relieve the A2.

Yours sincerely,

  
Personal Assistant to  
The Rt. Hon. Jeremy Thorpe M.P.

John Purchase Esq.,  
25 High Street,  
Bridge,  
Canterbury,  
Kent.

Mr John Peyton

Local authorities have wide powers under the Road Traffic Regulation Act 1967 to restrict classes of vehicles from using their roads.

From: David Crouch, M.P.



June 13, 1972

Dear Mr. Lewis,

Thank you for your letter of June 8th concerning the recent terrible accident at Bridge and the urgent need for the proposed improvements to the A.2 including the by-passing of Bridge and other villages to be given much greater priority.

I entirely agree with your concern in the matter and I am determined to do all I can to persuade the Government to revise its plans with a view to hastening the improvements to this road. I believe that the real answer is to complete the motorway - the M.2. - to Dover. Any other solution will be second-best. I further believe that our entry into the European Economic Community has altered the situation and the need for the motorway is now of top priority and urgent.

As you probably know, I have been campaigning for this road improvement for six years and I was prepared to accept the solution of making the A.2 into a dual-carriageway road with by-passes of the villages when I saw the Minister responsible two years ago, providing the Government got on with the job with speed. I also obtained from him the promise, at long last, of a by-pass for Canterbury. Our entry into Europe must make us think again. The motorway is essential. I have therefore asked to see the Secretary of State, Mr. Peter Walker, to ask him for a complete reappraisal of this road problem, with the object of giving a safe highway to the continent as soon as possible.

Yours sincerely,

*David Crouch*

Brian A. Lewis, Esq.,  
'Weston Villas',  
1, High Street, Bridge,  
Canterbury, Kent.

# WHITFIELD PROTEST ASSOCIATION

Chairman:  
Dr. A. K. Thomas,  
Archers Arrow,  
Honeywood Road,  
Whitfield, Dover.

Secretary:  
Mr. J. A. Lewis,  
9 Bewsbury Crescent,  
Whitfield, Dover.  
Kearsney 3503

Treasurer:  
Mr. G. R. W. Dampier,  
6 Archers Court Road,  
Whitfield,  
Dover.

8th June 1972

Dear Mr. Purchase,

Thank you very much for your letter.

Unfortunately I shall not be able to attend on Sunday morning as I shall be away.

If I can get someone to be over there who is good in front of a camera I most certainly will.

Regarding contacting people I have not stopped from the word "Go" and I have now the Dover Harbour Board and D.R.D.C. on my side and Dover Borough in a somewhat hesitant mood.

Yours sincerely,

*P. P. Dr. A. K. Thomas*

*W.F.*

John Purchase, Esq.,  
Rosebank,  
High Street,  
Bridge,  
Canterbury.

# The **A2** Group

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Mr. G. R. W. Dampier,  
6 Archers Court Road,  
Whitfield,  
Dover.

14th June, 1972.

Mr. John Purchase,  
Rosebank,  
High Street,  
Bridge.

Dear Mr. Purchase,

It would appear that the time is now ripe for a concerted effort to improve the whole of the A.2 from Brenley Corner to Dover.

I understand that your M.P., Mr. Crouch, has spoken on these lines and I have written to him today to suggest that a meeting of all interested parties should be arranged.

Do you think this a good idea? If so, can we meet fairly soon and discuss ways and means?

I am very anxious that we should go full steam ahead as no doubt we shall not get another opportunity as good as this.

Yours sincerely,

*A K Thomas.*

Chairman.

*P.S. Your message received - very glad you have started the ball rolling! Will be there. A.K.T.*

13.6.72

NO one can blame the residents of Bridge for their anger at the failure of successive governments to by-pass the village, an anger inflamed into passion over the recent tragic death there and the unnecessary destruction of property. The village has been patient long enough and the promise of a by-pass in 1974 does not solve either the immediate or the long term problem.

The immediate problem is the massive build-up of cars and container traffic, particularly the very large ones, that thunder through the village street in spite of the 30 m.p.h. speed limit.

It could be partially improved by banning large lorries from the A.2 and forcing them to use the A.20. This is a solution that would be almost impossible to enforce.

The start of the by-pass could be speeded up, but only with the ready agreement of landowners over the proposed route. We do not know yet whether the County Council has started the legal process of acquisition.

The long term solution, obviously, is to extend the M.2 to Dover. It is obvious to everyone who lives near Canterbury, but apparently not to the government. Even if this were agreed, it would take two years for the purchase of land. At the moment there is no tentative route.

If only a route could be planned and the whole scheme treated as a matter of urgency. It would save both the Canterbury and Lower Harbledown bypass, as well as the improvement of the A.2 to Dover.

The Lower Harbledown by-

pass is a particular nonsense with some traffic using the existing A.2, while others will be made to follow a single width carriageway to be constructed through the Hall Place estate and Dukes Meadows. The Canterbury by-pass, the route of which is not publically defined, is too close to the city and must result in unnecessary demolition of good houses.

Canterbury certainly urgently needs a by-pass, but it should be sufficiently far away to avoid divorcing part of Wincheap from the city centre.

The problem is, what can be done? Some years ago the Council was forced to support the A.2 improvement scheme because it was warned that if it objected to it and agitated for the M2 extension, it would not only get nothing, but

would forfeit the County Council's support for the by-pass.

Our Member of Parliament, David Crouch, has kept up pressure on the Minister of Transport to accelerate the programme. He has succeeded in getting the by-pass in the Ministry programme, but a start is not envisaged before 1978 and completion in 1980.

Can we, in Canterbury, wait another eight years? Are the villagers of Bridge prepared to wait for four more years? The answer, surely, is "No".

The only hope of achieving action speedily is for David Crouch to attempt to bring the Minister down here to see for himself and to hear the views of local people. Such a personal confrontation would be far better than all the local resolutions and well-intentioned "sit downs".

## Crouch to press for action after M2 "No"

The Government has turned down appeals to extend the M2 motorway to Dover. But Canterbury's M.P., Mr. David Crouch, is determined to have the motorway extended.

In reply to a Parliamentary question from Mr. Crouch, Minister of State at the Department of the Environment Mr. Graham Page said that the existing proposals should prove adequate to meet expected traffic needs. The route will not be extended until the mid-1970s.

Said Mr. Crouch, "I am not at all satisfied with this answer. It only reveals that the Department of the Environment continues to underestimate the problem of the A2 and the feeling of everyone who has to use the 20-mile stretch from Dover to Brenley Corner.

"They all have to experience frustration and danger of driving on an English country lane instead of a modern motorway. And, as those who live on the route know, the danger is very real indeed. The road is a death trap.

The Secretary of State's decision is almost certain to arouse anger among councillors and residents who have to live in fear that another death crash like the one at Bridge will again happen.

Mr. Crouch said, "I am determined that something must be done. I believe that with a united effort we can bring to the Government not only how strongly we feel but that we must have a safer road."

Now he has arranged talks with Secretary of State Mr. Peter Walker and Mr. Page. Meetings with local authorities have also been arranged.

## The A2 death toll rises

# Boughton van driver killed in night crash...

## .. another disaster at Bridge averted

THE traffic terror of the A2 trunk road claimed another victim yesterday (Thursday). In the early hours a 26-year-old Boughton man, Mr. Leslie R. G. Milburn, of 167b The Street, died after his van was in head-on collision with an articulated lorry drive unit near his home. The accident happened soon after 1 a.m. on the Faversham side of the village at Nash Court Hill, near the junction of the A2 and Chalky Lane.

The tractor unit was being driven towards Dover by Mr. Arthur H. Page, of Ashford, who was uninjured, although he was treated at the Kent and Canterbury Hospital for severe shock.

After the impact the van was embedded under the front of the lorry and it took firemen from Faversham and Canterbury 37 minutes to free the driver's body.

And on Wednesday at Bridge there was near-disaster when the brakes failed on a lorry only yards from the spot where an articulated meat lorry plunged into a row of shops and houses killing the driver.

Loaded with tons of orange juice in barrels, the London-bound lorry slewed across Bridge Hill, mounted the pavement and stopped inches from a row of houses.

Later the driver, a Mr. Pepper from London, blamed the incident on a brake defect.

He told the "Kentish Gazette": "I was going very slowly and had dropped down into the lowest gear. I had been braking all the way down the hill and when I tried to brake harder, at the bottom, the brakes just pulled me across to the right.

"I mounted the pavement and decided to stop there rather than risk re-crossing the road. I wasn't out of control.

"It's a long haul down the hill and I think the brakes may have got a bit hot. I knew the hill was there and I saw the protest signs in the village on my way down to Dover."

Later, a police spokesman said the lorry would be examined and tested.

### Case underlined

Yesterday, Mr. John Purchase, of Bridge, a leading campaigner for an end to the A2-crash horror, said: "Naturally we are sorry to hear about the Boughton tragedy but both these incidents underline our case."

Mr. Purchase and his co-protesters are arranging a public meeting at the County Hotel, Canterbury, which will start at 8 p.m. next Friday.

Canterbury's M.P., Mr. David Crouch, who has taken up the protesters' fight at top Government level, and Mr. Roger Moute, Faversham's M.P., plus Dover M.P. Mr. Peter Rees, will be invited to attend.

On Monday, Mr. Purchase led a representative demonstration outside Bridge-Blean Rural Dis-

trict Council offices.

The target of the protest was senior Government road engineer, Mr. Rex Hammond, who was attending a special meeting of the council to discuss the A2.

Before going in, Mr. Hammond listened patiently as Mr. Purchase explained the protesters' case.

Mr. Crouch also attended the meeting.

### Great emphasis

After the meeting, Mr. David Foreman, the Deputy Clerk, said: "The many shortcomings of the existing road and apparent delays in overcoming the difficulties were put by members with great emphasis to the two Government representatives who explained the many hurdles that even small schemes must jump.

"Mr. Crouch revealed that Mr. Graham Page, the Minister responsible for roads, was concerned with local people's concern over the A2 and Mr. Crouch emphasised his intention to get that concern translated into action. Mr. Page is to visit the area shortly."

Mr. Foreman added: "Members made it clear that needed as soon as possible were the Bridge by-pass, Canterbury by-pass and the completion of dual-carriageways between villages and, immediately, some action by the police to enforce speed limits.

"The members gave friendly but firm notice of the council's intention to continue to press very hard for these improvements."

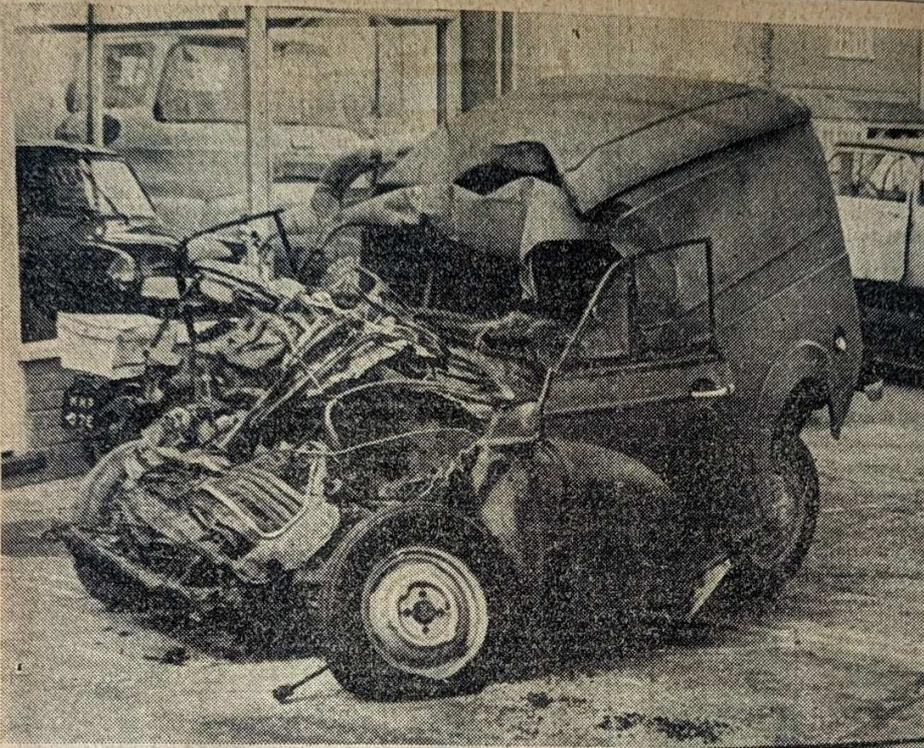
### Mid-Kent Motorway

The Department of the Environment revealed this week that Mr. Page will shortly announce proposals for a further 283 miles of the Mid-Kent Motorway (M20) between Maidstone and Folkestone.

The announcement is expected to be made on June 27 and at the same time related proposals will be published for interchanges with existing roads and private accesses affected by the motorway.

In a statement the department says: "The M20 motorway forms part of the plans to relieve the heavily congested all purpose roads south and east of London, in particular it will relieve the overloaded A20 trunk road. If it is decided to build a Channel Tunnel the M20 will become the principal route for road traffic to and from the Tunnel."

The department is organising two exhibitions. One will be held in the exhibition hall of the Public Library, Church Road, Ashford, on June 30 and July 1, and the other will be in St.



The A2 claimed another victim when the driver of this Morris Minor van died after it was in collision with an articulated lorry tractor unit at Boughton early yesterday (Thursday).

blue leather trim, taxed, mileage	£1695
white/gold jersey trim	£1295
blue/blue jersey trim, owner, taxed	£1095
2000, yellow/black trim	£1075
1000 S.L. Estate, metallic owner, low mileage	£1060
ende Luxe, Tahiti blue with er, low mileage	£985

**WORK** on the by-pass for Upper Harbledown should start in 1974, Mr. Graham Page, Minister responsible for roads, announced this week. The scheme has been transferred from the trunk road preparation pool into the firm roads programme.

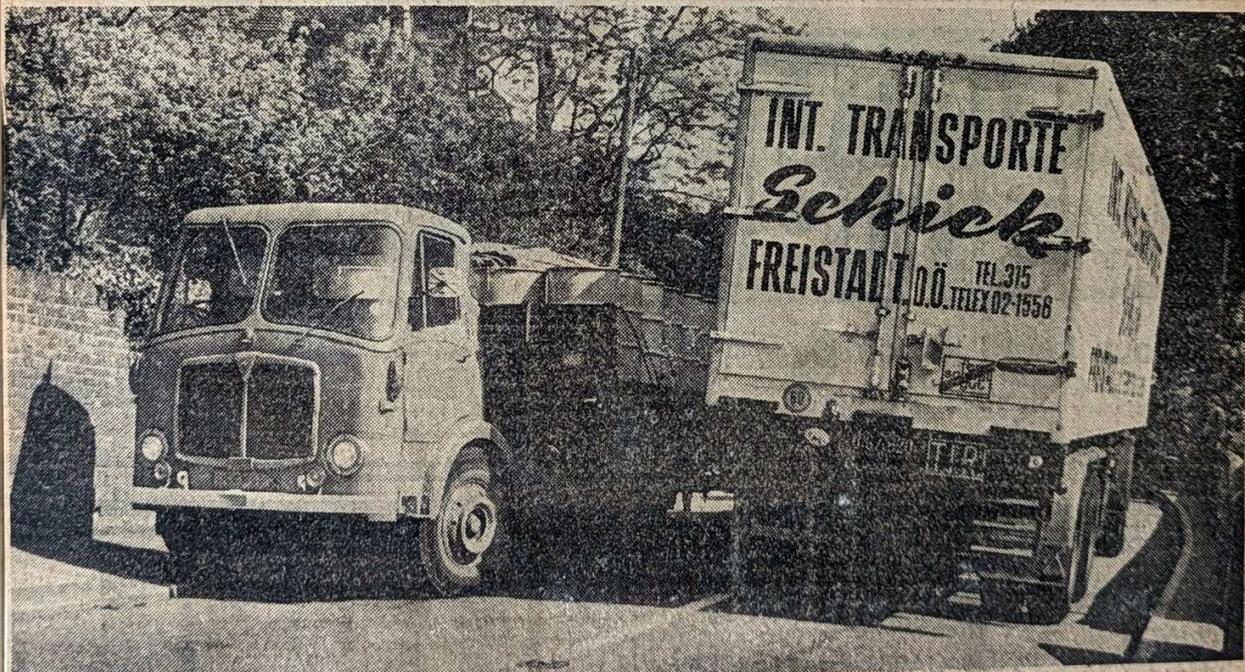
"The by-pass is urgently required to relieve congestion and difficult conditions caused by heavy through traffic using this narrow and tortuous section," Mr. Page said.

The new road, 2,510 yards long, will be partly dual and partly single 24 ft. wide carriageways with 12 ft. wide grass verges.

It will leave the existing A2 about a half-mile west of the Plough Inn, passing south of the village and rejoining the A2 near Palmar's Cross Hill.

At the Plough Inn end it links up with a new length of dual-carriageway on which work has begun, and at its eastern end with the Lower Harbledown by-pass, which it is planned to start in 1973, although Bridge-Blean

K&.  
16.6.72



Another incident on the A2 at Bridge brought home the village's vulnerability on Wednesday. This time a heavy lorry suffered brake trouble and ended up on its offside of the road only inches away from a wall.

Joseph's Roman Catholic Hall, Narrabeen Road, Cheriton, on July 14 and 15.

Plans of the proposals will be on display and officials of the department's South Eastern Road Construction Unit will be present to explain the proposals and answer questions.

Because of the inter-relationship of the motorway, the Channel Tunnel project and the related railway link, and the need to present as complete a picture as possible of what is proposed, representatives of the department's Channel Tunnel Studies Unit and the British Railways Board will also be present to deal with questions about these aspects, and material showing the Channel Tunnel proposals will be on display.

The motorway project is under the overall supervision of the department's South Eastern Road Construction Unit. The preparation of the motorway project has been carried out by the Kent County Sub-Unit, chief engineer, A. D. W. Smith.

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16.6.72

Times 27.6.72

General vacancies	Multilingual	SA
COMMON MARKET	See Situations Wanted	LAI
CONTEMPLATING MURDER OR SUICIDE	drive the A2 through suitable sites available at pretty villages in Garden of England. Government needs more accidents before building the Dover Road, therefore no fees. Details Canterbury 61459.	T
EXAM FRIGHT	Box 2738 K. The Times.	01
SPEECH/ELOCUTION	teacher, licence W.I. area required by businessman	IND
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Confrontation—between Government road engineer, Mr. Rex Hammond (centre) and A2 protesters, outside Bridge-Blean Rural District Council offices on Monday. Afterwards, Mr. David Foreman, Deputy Clerk, said the council members told Mr. Hammond that it would continue to press for improvements on the A2 and would ask for the police to enforce speed limits.

KE 16.6.72

## A2 protesters lobby Ministry man

A TOP Government road engineer was confronted by protesters calling for an end to the A2 traffic horror when he came to Canterbury yesterday (Monday) for special talks with Bridge-Blean Rural District Council.

The meeting was called after the council had urged more positive action following the recent death crash in the narrow Bridge High Street.

Councillors arriving for the meeting ran a gauntlet of placards protesting "How many more must die?" and "Keep death off our road."

The demonstrators, representing protest groups from Harbledown, Bridge, Temple Ewell and Whitfield, waited patiently outside the offices for the key figures to arrive.

First on the scene was Canterbury's M.P., Mr. David Crouch, who told the demonstrators he was hoping to bring a Minister

down to see the road within the next two or three weeks.

Then came the man the protesters were waiting for—Mr. Rex Hammond, senior road engineer at the Department of the Environment, who has special responsibilities in the South-East.

As Mr. Hammond walked between the protesters, Mr. John Purchase, of Bridge, stepped forward and explained the need for a better A2.

Mr. Hammond listened to Mr. Purchase for a short time before going into the meeting, which was held behind locked doors.

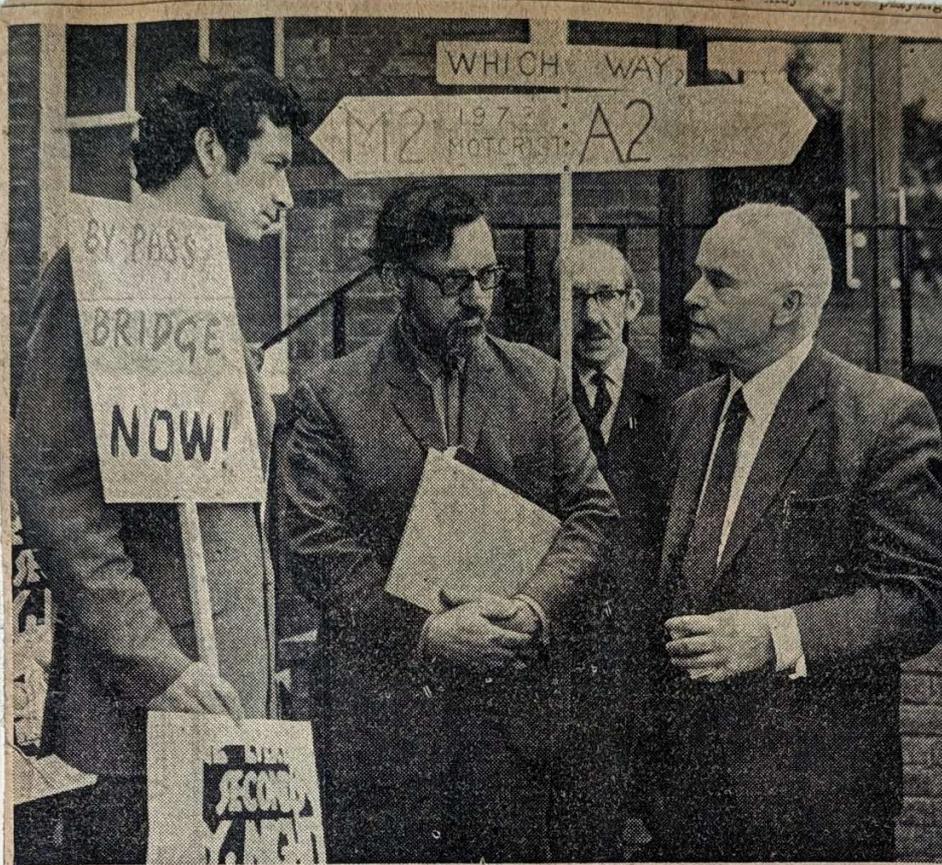
After the demonstration Mr. Purchase said, "We have given the Ministry a two-week ultimatum. Unless something constructive is done within that time we shall hold a demonstration they will not dismiss as easily as today's."

Mr. Purchase and his co-protesters are considering the possibility of holding a major demonstration at Dover's Eastern Docks, which would

hinder the movement of heavy lorries, but would not be on the public highway and therefore not liable to police action.

Mr. Purchase added, "We have just seen the latest figures for Dover which show that in 1972 the number of heavy lorries passing through the docks during March had increased by 44.46 per cent over March last year."

KA - 13.6.72



A2 protesters buttonholing Ministry man Mr. Rex Hammond outside Bridge-Blean Rural District Council offices yesterday (Monday).

# Bridge lorry crash mystery still unsolved

## Inquest told of driver's pains

THE accident in which a 31-ton lorry demolished a Bridge grocery store and a family's home "remains an unsolved mystery," said the Coroner, Mr. Wilfred Mowll, on Tuesday at the end of a two-hour inquest on the driver.

A verdict of accidental death was returned by the jury on Mr. Reginald Christopher, aged 53, of 11 Cornwallis Road, Dagenham. His Scania articulated lorry crashed into the home of Mr. and Mrs. Colin Lewis, at 90/92 High Street, at 3.15 a.m. on May 26. It was loaded with 14½ tons of chilled beef.

At the inquest a statement was read from Mrs. Grace Christopher, the widow, which said that for 18 years he had suffered from stomach ulcers, and two years ago had brought up blood while driving.

### More ulcers

At the beginning of this year Mr. Christopher received treatment for more ulcers and had begun to complain of pain beneath his shoulder blade.

He had told her the pain was sudden and felt as if a knife had been run through him.

Two days before the accident he went to work at midnight after complaining of the pain, returning at 7 a.m. He had suffered a lot of pain during the following day and had had little sleep, working again from 11 p.m. until the next morning.

On the night before the accident Mrs. Christopher woke him at 10.15 and gave him a meal she had prepared. She later found he had not eaten it by the time he left for work at 11.30 p.m.

Mr. Christopher enjoyed night duty, and said he did not find it tiring. He had often driven to Dover and knew the A2. His last medical examination had been about two years before.

Mr. Joseph Palmer, transport manager, of 38 Myrtle Road, Romford, said that he had not known of the pains from which Mr. Christopher suffered. He produced the driver's log for the day of the accident which had not been completed.

Dr. G. B. Forbes, consultant pathologist at Kent and Canterbury Hospital, said that apart from lacerations Mr. Christopher had suffered fractures of the spine and neck.

He had found no evidence of peptic ulcers, but had found a sizeable cancer of the lung which could have caused the pain in his shoulder and back. This cancer was inoperable and Mr. Christopher would have died within the next year or two. There was nothing wrong with his heart or brain and he was in a fit state of health to drive the lorry. No alcohol was found in his blood.

Dr. Forbes gave the cause of death as fracture of the spine. Death was instantaneous.

Mr. Leonard Turner, of Forge Cottage, 51 High Street, Bridge, said he had been awake before the accident and heard a heavy lorry coming from Canterbury. Its engine was making a whining noise and sounded as if it was doing 40-50 m.p.h. Then he heard the crash.

Master baker Mr. Edwin Baker was working in his bakery in High Street, Bridge, when he also heard a whine from a lorry coming from Canterbury just before the crash. He said the whine sounded as if it came from the transmission.

Police Sergeant Brian Foster said he had examined a Scania lorry of similar design, but had found no way a driver could catch his foot under any of the pedals.

### 'High revs'

The whine could have come from the vehicle being driven in low gear at "high revs" so that it could climb the hill on the other side of the village.

Police Sergeant Stanley Groves said that it was not until 9.15 a.m. that Mr. Christopher was released from the cab of his 40ft. lorry.

Sgt. Groves read a report from an inspector from the Department of the Environment which outlined the damage to the vehicle.

It said that the vehicle had been serviced on May 14, and the trailer had good tyres and brakes. The tyres on the lorry were only 10 per cent. worn, but because of the damage the brakes and steering could not be tested.

No mechanical fault could be found which might have caused the accident.

Mr. Mowll said that although the brakes and tyres appeared to be in good order there had been no sign of brake marks on the road surface.

He felt that combined circumstances might have led to the accident in that Mr. Christopher might not have been fully conscious, and might have suffered from pain as he was driving through Bridge, perhaps going too fast.

## Meeting over A2

A massive public demonstration against the traffic terror on the A2 trunk road will take place in Canterbury this (Friday) evening.

Speakers who have been invited to address the meeting, which starts in the County Hotel at 8, include Canterbury's M.P., Mr. David Crouch, and Mr. Roger Moate, M.P. for Faversham.

K& 23.672

AMBASSADE VAN HET KONINKRIJK DER NEDERLANDEN

ROYAL NETHERLANDS  
EMBASSY

Economic Department  
38 Hyde Park Gate  
London S W 7

15th June 1972

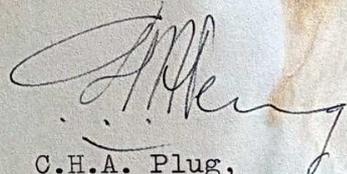
No. 9463

Dear Sir,

I refer to your letters of 1st and 10th June, last, and wish to advise that I have handed your letter, addressed to the Minister of Transport, to the Netherlands representative at the European Conference of Ministers of Transport held in London this week.

However, I should like to point out that the proper person to whom to address your representations is the Minister for Transport Industries in the Department of the Environment.

Yours faithfully,



C.H.A. Plug,  
Counsellor (Economic).

Mr. John Purchase  
Rosebank  
High Street  
Bridge  
CANTERBURY  
Kent.

From: . Roger Moate, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

21st June 1972

Dear Mr. Purchase,

Thank you very much for your letter of 15th June on behalf of the A.2 Group. May I offer my own congratulations to you on the formation of this group and wish you every success in what I believe to be a vital cause.

I am very sorry indeed that I will not be able to attend the meeting because of prior constituency engagements but you can be assured that I am wholeheartedly behind all <sup>your</sup> efforts, not only to improve the A.2 but to ensure that the Government takes steps to remedy the previous failure to make motorway provision from Brenley Corner to Dover.

The maps of the proposed motorways of Britain demonstrate clearly the glaring omission of proper motorway connections to the crucial south east ports. We must strive to correct this, both in the interests of the quality of life in the south east and for the sake of commercial common sense.

At last we are getting the proposed Boughton and Dunkirk by-pass and I have been informed that, subject to the satisfactory completion of the statutory procedures, work should commence in the middle of next year. That we have had to wait so long <sup>and</sup> for this piecemeal approach is a major criticism of all previous Governments.

J. Purchase Esq  
25 High Street  
Bridge  
Canterbury  
Kent



Some of the 300 A2 protesters who decided on Friday to take "whatever action necessary" to get a motorway from Brenley Corner to Dover.

## A2 Group is re-formed

# Traffic terror protests reach new peak

PROTESTS against the traffic terror of the A2 reached a new peak at a public meeting on Friday. Angry villagers living along the road mandated the re-formed A2 Group to take "whatever action necessary" to change the Government's mind.

There were calls for a "commando group" from the 300-strong audience at the County Hotel, Canterbury, which would take direct action, to press demands for a continuation of the M2 motorway.

One speaker suggested: "Hire a TIR lorry and take it to Westminster" and veteran campaigner Cllr. A. J. Ross said they should sit down on the Minister of the Environment's doorstep.

Traffic problems at each of the villages on the road between Brenley Corner and Dover were outlined and Kent County Council representatives reaffirmed their support, but warned against pressing for a motorway so much that other work was stopped.

The A2 Group, which was first formed in 1965 and died through lack of interest, was re-formed, by the meeting which elected 11 committee members, who represent every affected community.

Three local M.P.s were invited to the meeting but none attended. Mr. David Crouch (Canterbury), Mr. Peter Rees (Dover) and Mr. Roger Moate (Faversham) sent apologies and gave their support to the protesters.

Mr. Crouch wrote that the motorway should have top priority, especially as entry into the Common Market had altered the situation.

The meeting's chairman, Cllr. Tony Payne, of Harbledown, said: "The traffic situation is worsening to such an extent that it is seriously interfering with daily life."

Villagers could not walk the pavements without fear and they were at risk even in their own homes, he said.

The reasons for the situation were a total lack of overall planning for roads in this part of Kent and the failure of those responsible to grasp the elementary evidence of their own statistics.

The A2's capacity was 9,000 passenger car units a day, but

in 1970 it carried 16,250, said Cllr. Payne.

Dover Harbour was the busiest in Europe and continued to expand. In 1962, 2,052 freight lorries were shipped through the port, in 1970 there were 83,277 and the 1971 figures were running 49 per cent up.

The Harbour Board predicted a total of 230,000 lorries a year by 1975.

The protesters must be determined not only to stimulate action but to ensure the job of improving the A2 was finished, he said.

### ONLY AGENTS

Cllr. R. H. Cooper, chairman of Kent County Council's Roads Committee, said they sympathised but were only agents of the Department of the Environment.

He pointed out that in fact injury accidents at Bridge were half the national average for that type of road.

"We would have liked to have seen a motorway very much but were not able to get it," he said. The County Council wanted to help people living along the A2.

"Help us into a coffin," a woman cried out.

Mr. Allen Smith, the County Surveyor, said: "There is an overall plan for the road—admittedly it is not the best plan. The County Council certainly wanted a motorway and were pressing for this back in 1963-64."

Work took so long because of the statutory processes which were laid down to protect people. The Dartford diversion took 10 years from start to finish, he pointed out.

"A lot of tripe—lies and humbug," said a woman as she walked out of the meeting.

It was central government's policy that the M20 motorway be extended from Maidstone to Folkestone, said Mr. Smith.

### MAIN ROAD

Asked whose fault it was that the A2—the main road from London to Europe with entry into the Common Market coming—could not cope with the traffic, Mr. Smith said: "It is the fault of all of us, it is the fault of the elector."

Since the war successive governments had not spent the money on roads which was needed, he said.

This end of the A2, was more lightly trafficked than the other end, he said. There were 14,000 a day here but at Dartford the figure is 50,000 and that was where the money in Kent had been spent.

Toll roads were suggested, and Mr. Smith said this was being looked into but junctions were relatively close and tolls would be expensive to collect.

Mr. Smith warned the protesters: "Do not press for a motorway so much that the present work is stopped."

Dr. A. K. Thomas, of Whitfield Protest Association, said the proposed line for the Dover eastern by-pass was unacceptable as it ran through the hub of Whitfield.

A second line was being put forward by the County Council but the whole process of a public inquiry had to be gone through, he said.

Cllr. C. B. W. Stevens, of Boughton where work on a by-pass is due to start, also warned of the delays caused by inquiries.

Their public inquiry lasted only eight hours instead of an expected four days because many objectors failed to appear, he said.

Mr. John Purchase, of Bridge, said that the village's problems were caused by the hills at each end and the closeness to the High Street of the speed limit signs.

It was nonsense to expect traffic to slow down to the correct speed in the distance given, he said.

There was no pedestrian crossing because villagers wanted a pedestrian-controlled one—any other kind was useless.

Of the section completed above Barham and Kingston, Mr. Purchase said: "They have tackled the open sections first and it is sheer bosh."

People driving from these two villages still face the prospect of joining an A2 where vehicles were passing at more than 70 m.p.h.

Mr. Roy Seaborne, of Canterbury, criticised the possible starting time of the Canterbury by-pass of "the late 1970s or early 1980s."

### IN OPERATION

The Buchanan Report of 1969/70 had said nothing could be done about traffic in the city until a by-pass was in operation.

The proposed Upper and Lower Harbledown by-passes would cause a block when the traffic reached the built-up areas of Canterbury.

Cllr. Michael Fuller, chairman of Canterbury City Council's Town Planning Committee, said that a by-pass for the city was vital.

The City Council was getting together with other councils from Brenley Corner to Dover to co-ordinate joint action to get the road finished.

Cllr. Ross said he had been fighting this battle for 12 years.

"It must be apparent from what they themselves have to say that the County Council cannot do anything except support our protests," he said. "They are only agents. The person you have to get at is the Minister of the Environment."

"If you cannot get any satisfaction out of him, go and sit on his bally doorstep—and if you are aggressive enough you will eventually get something done," said Cllr. Ross.

There were two lines of action open to the A2 Group, said Mr. Purchase: The official channel, which meant getting more facts through a census and then pushing through every avenue of approach, and the unofficial sit-ins and marches.

It had been suggested that the best place to sit was outside the Eastern Docks at Dover and, if there were enough of them, it would be impossible to jail them all, he said.

To take unofficial action they needed the mandate of the meeting, he said. This was given unanimously.

The committee members elected were: Mr. John Purchase (Bridge), Mr. Roy Seaborne (Canterbury), Cllr. Michael Fuller (Canterbury), Cllr. Tony Payne (Harbledown), Cllr. C. B. W. Stevens (Boughton), Mr. Brian Lewis (Bridge), with representatives to come from Dunkirk, Lydden, Temple Ewell, Whitfield and Guston.

K.H. 27.6.72

# CON TO FIGHT FOR M2

**CANTERBURY** and villages along the A.2 from Brenley Corner to Dover have formed a commando squad determined to take whatever action necessary to make the Department of the Environment change its mind over the extension of the M.2.

Anger over the hazards inflicted on villagers by gigantic lorries using the A.2 was brought to a new crescendo

when a 30 ton T.I.R. meat transporter demolished a house and shop at Bridge, killing the driver.

The commando squad move followed a packed public meeting at the County Hotel, Canterbury, on Friday when the village protest groups confronted a team from Kent County Council's Surveying Department and the chairman of the county Highways Committee Mr. R. H. Cooper.

People came prepared to listen and to answer back. Angry hecklers who challenged Mr. Cooper's statement that the A.2 improvement programme was "rolling ahead according to schedule but taking a long time" either walked out of the meeting or stayed to hear the full story.

But the militant protesters were warned by Mr. Cooper: "If you are prepared to scrap all the work in progress on improvements you will have to go through all the public enquiries involved in a new road and it could take 15 to 20 years."

The meeting was opened by Bridge-Blean Rural District Councillor Tony Payne who gave two reasons for the A.2 situation.

Firstly there was a total lack of overall planning for traffic in this part of Kent, and secondly a total failure by the authorities

Canterbury International Club meets at the Friends' Meeting House, 7.30 p.m.

Canterbury and District Young Farmers' Club meets at the Swan Hotel, Sturry, 8 p.m. every week.

Whist drive, 2.30 p.m., Howard House, Holter's Mill, St. Stephen's Road (Royal British Legion Women's Section).

Canterbury branch of the

Growing unusual Simmons.

How to rob banks violence—Knowles. Middlesex—Stevenson.

Oil painting: basic techniques—Brooks.

Passage to America—Pears book of light Nilson.

to grasp the elementary evidence of their own statistics.

## FREIGHT FIGURES

He said the A.2 road capacity was 9,000 car passenger units (a method of estimating used by officials) but in 1970 it carried 16,250.

Dover continued to expand as a port. In 1962 2,052 freight lorries were shipped through Dover harbour. By 1970 this figure rose to 83,277 and last year's figures were 49 per cent up on this.

"By 1975 Dover Harbour Board confidently predict that they will be handling 230,000

CONTINUED ON PAGE 8

k.o.  
27.6.72

freight lorries per year. To alleviate this problem the Bridge bypass is officially scheduled to start in — and I quote — late 1974 if sufficient funds are available," Councillor Payne told the meeting. Kent County Surveyor, Mr. Allen Smith, said the county council acted as agents for the government over major trunk roads.

Refuting the claim that there was no plan for the overall improvement of the A.2, he said there was a scheme covering the road all the way from Brenley Corner to Dover.

All the proposed bypasses were tied down by statute and however much the villages protested they could not alter the law as it stood.

The extension of the M.20 motorway to Folkestone was about to be advertised. It was government policy to build the A.20 to motorway standard and not the line of the A.2.

Mr. Smith produced a list of all the proposed A.2 improvements which includes a bypass for Canterbury. But a construction date for this has not been fixed or even the line clearly established.

The date according to Department of the Environment's plan was probably the late '70s or early '80s.

## A.2 CHAMPIONS

All the protest groups along the A.2 were given a chance to speak to the meeting and among them was Bridge champion Mr. John Purchese, who first began campaigning for a bypass for the village ten years ago.

Councillor Payne, speaking for Harbledown, said it was ridiculous to consider building a bypass for the village before the complete Canterbury bypass was considered.

He disliked the proposals for the village on all grounds and the parish council were still waiting after a year for the line to be published.

Mr. Roy Seaborne, putting Canterbury's views to the meeting, said the concept of a bypass for the city was not new. Nothing could be done about the city's traffic problems until a bypass was built.

Councillor C. B. W. Stevens, for Boughton, whose bypass is scheduled for an early start, warned protesters not to hold public inquiries. The process delayed the start of road construction by months.

The meeting unanimously agreed that the Commando Squad could take any action necessary to make the Department of the Environment change its plan for the A.2.

Representatives include Mr. John Purchese and Mr. John Lewis for Bridge, Mr. Roy Seaborne and Cllr. Mike Fuller (Canterbury) and Councillor Payne, representing Harbledown.

# Bridge death crash cause a mystery

THE accident in which a 31-ton lorry demolished a Bridge grocery store and a family's home "remains an unsolved mystery," said the Coroner, Mr. Wilfred Mowll, on Tuesday at the end of a two-hour inquest on the driver.

A verdict of accidental death was returned by the jury on Mr. Reginald Christopher, aged 53, of 11 Cornwallis Road, Dagenham. His Scania articulated lorry crashed into the home of Mr. and Mrs. Colin Lewis, at

90/92 High Street, at 3.15 a.m. on May 26. It was loaded with 14½ tons of chilled beef.

At the inquest a statement was read from Mrs. Grace Christopher, the widow, which said that for 18 years he had suffered from stomach ulcers, and two years ago had brought up blood while driving.

At the beginning of this year Mr. Christopher received treatment for more ulcers and had begun to complain of pain beneath his shoulder blade.

He had told her the pain was sudden and felt as if a knife had been run through him.

Two days before the accident he went to work at midnight after complaining of the pain, returning at 7 a.m. He had suffered a lot of pain during the following day and had had little sleep, working again from 11 p.m. until the next morning.

On the night before the accident Mrs. Christopher woke him at 10.15 and gave him a meal she had prepared. She later found he had not eaten it by the time he left for work at 11.30 p.m.

Mr. Christopher enjoyed night duty, and said he did not find it tiring. He had often driven to Dover and knew the A2. His

last medical examination had been about two years before.

Mr. Joseph Palmer, transport manager, of 38 Myrtle Road, Romford, said that he had not known of the pains from which Mr. Christopher suffered. He produced the driver's log for the day of the accident which had not been completed.

Dr. G. B. Forbes, consultant pathologist at Kent and Canterbury Hospital, said that apart from lacerations Mr. Christopher had suffered fractures of the spine and neck.

He had found no evidence of peptic ulcers, but had found a sizeable cancer of the lung which could have caused the pain in his shoulder and back. This cancer was inoperable and Mr. Christopher would have died within the next year or two.

There was nothing wrong with his heart or brain and he was in a fit state of health to drive the lorry. No alcohol was found in his blood.

Dr. Forbes gave the cause of death as fracture of the spine. Death was instantaneous.

## WHINING NOISE

Mr. Leonard Turner, of Forge Cottage, 51 High Street, Bridge, said he had been awake before the accident and heard a heavy lorry coming from Canterbury. Its engine was making a whining noise and sounded as if it was doing 40-50 m.p.h. Then he heard the crash.

Master baker Mr. Edwin Baker was working in his bakery in High Street, Bridge, when he also heard a whine from a lorry coming from Canterbury just before the crash. He said the whine sounded as if it came from the transmission.

Police Sergeant Brian Foster said he had examined a Scania lorry of similar design, but had found no way a driver could catch his foot under any of the pedals.

The whine could have come from the vehicle being driven in

low gear at "high revs" so that it could climb the hill on the other side of the village.

Police Sergeant Stanley Groves said that it was not until 9.15 a.m. that Mr. Christopher was released from the cab of his 40ft. lorry.

Sgt. Groves read a report from an inspector from the Department of the Environment which outlined the damage to the vehicle.

It said that the vehicle had been serviced on May 14, and the trailer had good tyres and brakes. The tyres on the lorry were only 10 per cent. worn, but because of the damage the brakes and steering could not be tested.

No mechanical fault could be found which might have caused the accident.

Mr. Mowll said that although the brakes and tyres appeared to be in good order there had been no sign of brake marks on the road surface.

He felt that combined circumstances might have led to the accident in that Mr. Christopher might not have been fully conscious, and might have suffered from pain as he was driving through Bridge, perhaps going too fast.

## The A2 will be adequate, M.P. told

The Department of the Environment is satisfied that when the A2 improvements are completed the road will be adequate to meet expected traffic needs, Canterbury's M.P., Mr. David Crouch, has been told.

Mr. Crouch had tabled a number of questions in Parliament on the road problems in East Kent, for Mr. Peter Walker, the Secretary of State for the Environment, to answer.

Mr. Walker has replied through two of his junior ministers, Mr. Keith Speed, Under Secretary of State at the Department of the Environment, and Mr. John Peyton, Minister for Transport Industries.

The written replies were published last Thursday, the day after Mr. Crouch discussed the whole A2/M2 problem with Mr. Speed.

In answer to Mr. Crouch, Mr. Speed said: "Traffic flows in Lydden in August, 1970, were 11,176 vehicles in an average 16-

hour day. Heavy goods vehicles formed only 7.8 per cent. of total traffic.

"A motorway would not be justified unless improvement of the existing road would fail to meet the forecast traffic requirements. The planned improvements will fully meet these requirements.

"Officials in the Department of the Environment and of Kent County Council, our agent authority for this road, have constant experience of traffic conditions on the A2.

"I am satisfied that plans for the road will prove adequate to meet expected traffic needs.

"The proposals for the Channel Tunnel have neither delayed the comprehensive improvement of the A2 nor influenced the decision not to extend the M2 to Dover.

### Pressed ahead

"The preparation and planning of major road schemes, and particularly the statutory procedures, necessarily take time. The schemes on this route are being pressed ahead as fast as possible."

On the delay of the Bridge by-pass, Mr. Speed said: "The line of the new road has not been established by statutory procedures. Draft orders will be published in the autumn, but the time necessary to complete these procedures and to complete design of the scheme make it unlikely that construction can start before 1974.

"There are no plans for extending the M2 to Dover.

"All practicable steps are taken to shorten the preparatory period for roadworks. The preparation pool and firm programme arrangements, the more flexible procedures recently introduced under the Highways Act, 1971, and the adoption of modern management techniques are all helping to keep it to a minimum.

"The flow of traffic on the route is monitored regularly and the improvements now programmed for the A2 between Brenley Corner and Dover and the proposed extension of M20 to the South Coast are designed to cater for forecast increases in traffic on the two routes over the next 20 years."

Mr. Crouch had also asked if Mr. Walker would set up a commission to study the whole question of the need for a Channel Tunnel, and Mr. Peyton

KG 14.7  
72

ITALIAN EMBASSY

LONDON, W.1  
14, THREE KINGS YARD

No. 1599 - E/5/Trasp.

3rd July, 1972

John Purchase, Esq.,  
Rosebank,  
High Street,  
Bridge,  
Canterbury,  
Kent.

Dear Sir,

I refer to your letter of the 10th June 1972 to which you attached a communication for transmission to the Italian Minister of Transport on the question of the possibility of securing its commercial traffic.

From: Peter Rees, Q.C., M.P.



30th June, 1972.

Dear Mr. Purchase,

Thank you for your letter of 29th June and for the newspaper report of your meeting, which I read with great interest and sympathy.

As you know, I am working with your own M.P., Mr. David Crouch, towards the same objective.

Yours sincerely,

*Peter Rees*

John Purchase, Esq.,  
The A.2. Group,  
25 High Street,  
Bridge,  
Canterbury,  
Kent.

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*[Signature]*  
bardozzi

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

CLERK OF THE COUNCIL: I. F. SOILLEUX, D.M.A.  
TREASURER: B. G. S. HASTE, A.A.C.C.A., A.C.C.A., A.R.V.A.  
ENGINEER & SURVEYOR: R. J. THACKRAY, C.ENG., A.M.I.MUN.E., A.M.I.H.E.  
SENIOR PUBLIC HEALTH INSPECTOR: J. W. A. BREWSTER

COUNCIL OFFICES,  
OLD DOVER ROAD,  
(ENTRANCE FROM COSSINGTON ROAD)  
CANTERBURY, KENT

TELEPHONE: CANTERBURY 66411 (4 LINES)

YOUR REF.  
MY REF. PJT/SD

3 July 1972

Dear Mr Purchase

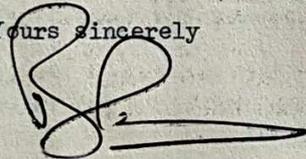
The Council at their meeting on 28 June adopted a recommendation from their Building and Planning Committee that I should be instructed to take steps to have the lettering removed from the boarding erected at 90/92 High Street, Bridge

The Council appreciate your group's motive in painting the boarding in this way at that particular time but feel that it is not now unreasonable to ask that it be removed

I would point out that the letting constitutes an advertisement for which planning permission should strictly have first been obtained and that Bridge is within an area in the Kent County Development Plan designated as one of special control for the displaying of advertisements

In the circumstances I should be pleased to receive your assurance that the letting will be painted out at an early date or a planning application deposited for its continued display

Yours sincerely



Engineer and Surveyor

J Purchase Esq  
25 High Street  
Bridge  
Canterbury  
Kent

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Kent.

P.J. Thackray Esq.,  
Engineer and Surveyor,  
Bridge-Blean Rural District Council,  
Old Dover Road,  
Canterbury, Kent.

4.7.1972

PJT/SD

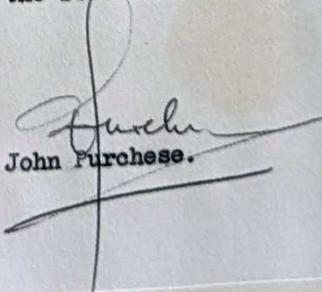
Dear Mr. Thackray,

I am very grateful that you should have written to me concerning the property at 90/92 High Street Bridge, because - firstly - it gives me an opportunity of expressing the thanks of everyone in the village and those sympathetic to the road problem in the County for the extremely efficient and prompt way in which your Department and you yourself coped with the immediate problem of safeguarding the property at the time of the incident.

As to the slogans BAN TIR NOW and BY-PASS BRIDGE, you may be interested to know that a great many people reading the decision of the Planning and Building Committee expressed their surprise that a local body could be so far out of touch with the feelings of those who have to live in the vicinity of the road. I am not speaking of young radical people but middle-aged and elderly and responsible folk. One man of 66 volunteered to me to paint the sign back if your Council was foolhardy enough to obliterate it (his words).

We are not anxious to create difficulties with an Authority who has no control over the road; and there must of necessity be only some weeks left before the hoarding is dismantled for rebuilding of the premises, so I would be grateful if you would send me the Council's planning application form which we will return completed at once to the Council, so that a Planning Application can be made. After all, the wording has a salutary effect on drivers as we know from our surveys where we have interviewed TIR drivers at the cafe stopping places on the A2; and life and limb should be firmly in the forefront of the order of priorities in this matter.

Yours sincerely,

  
John Purchase.

KG 14.7.72

# When lorries run riot in towns and villages

The disastrous effects of allowing heavy lorries to run riot in historic towns and villages, in residential areas and in shopping streets were highlighted by Mr. Arthur Percival, secretary of the Faversham Society, when he spoke to delegates of Europa Nostra at their annual conference in London on Saturday.

Mr. Percival was one of two Civic Trust delegates to the conference. Among other contributors to the session on "Traffic in Historic Towns," were the Minister for Transport Industries, Mr. John Peyton, M.P., and Sir Colin Buchanan, author of "Traffic in Towns."

Europa Nostra, a consultative organisation of the Council of Europe, is an international federation of national bodies concerned with the protection of the environment.

Suggesting that the heavy lorry problem had now reached crisis proportions, Mr. Percival showed a series of slides illustrating the severity of the impact of these vehicles.

## Unpleasant accidents

As long as heavy lorries use shopping streets as through routes, Mr. Percival said, there would be unpleasant accidents.

He added: "The results of an Automobile Association inquiry, just out, show that one lorry in 10 is overloaded, which can only mean that many more unpleasant accidents are in store for us."

Heavy lorries frequently damaged property. "They collide with buildings, with street furniture, with trees; they are forever mounting pavements, wearing away grass verges; they annex any convenient piece of street or open space as a marshalling yard. When we say that road transport is 'cheap,' do we take into account the cost of repairing all this damage?"

Historic buildings were particularly vulnerable. Among the slides shown by Mr. Percival were two illustrating local incidents—one of a lorry which ran into a Tudor building in Boughton Street two years ago, and the other of the "blitz"-like damage done to a 17th Century building in Bridge in May.

## Not the point

In his address, Mr. Peyton had discounted fears about the possibility of allowing 40-ton lorries on the roads after Britain had entered the Common Market. Though such vehicles would certainly be heavier than the existing 32-tonners, they need not necessarily be any bigger, Mr. Peyton had said.

This was not really the point, Mr. Percival said. It was a law of physics that the heavier a moving object, the more damage it did when it hit something.

True, in some cases the existing 32-tonners did so much damage that 40-tonners could do no more, but in other cases the

extra weight and momentum could only lead to greater damage—and worse injury and loss of life. Mr. Percival said he did not see how we could be complacent about this.

Discussing possible solutions, Mr. Percival said in the short term, local authorities could impose weight or width restriction orders, designed to eliminate either all heavy lorries, or those not requiring access, from a particular road, street or area.

In the long term, more use could be made (at least for bulk freight) of the nation's most under-utilised capital asset—its railway system.

## Historic towns

In the meantime a concerted effort should be made to keep heavy lorries out of historic towns, shopping streets and residential areas.

Following Mr. Percival's talk, the conference passed a resolution, drawing attention to the grave injury done to the structure of ancient buildings, and the degradation of whole streets and areas by reason of the intolerable noise, vibration and pollution, which is caused by the passage of large and heavy motor vehicles through the narrow streets of old towns and villages.

The resolution emphasises the need to classify roads by categories according to their size and character, with a view to restricting large and heavy vehicles to those roads which are capable of accommodating them without damage to buildings or undue disturbance to the inhabitants.

It calls upon the European governments to study this problem together, with a view to adopting common policies to achieve this end; and in the meantime urges governments and local authorities to prohibit the use of streets in old towns and villages and in residential and shopping areas as through-traffic routes for large and heavy motor vehicles and where necessary, to construct by-pass roads around such places.

The resolution will be submitted to the Council for Europe.

KG 7.7.72

## Bridge A2 slogans

Sir,

A frequently voiced objection to Britain's entry into the E.E.C. concerns the increase of bureaucracy which, it is feared, will ensue. The inhabitants of Bridge-Blean need have no anxiety on this score. Nothing emanating from Brussels is likely to match, far less exceed, the absolutism practised by their Rural District Council.

Its ukase on the subject of the slogans on the remains of Nos. 90 and 92, High Street, Bridge, is not only bureaucratic in the extreme, but also ludicrous, arrogant and perfidious. The first because, by usage if not by definition, the term "advertisement" implies the promotion of an event, an offer of goods or services, etc.; the second because it is indicative of a conviction on the part of servants that they are masters; and the last because it is against the interests of the very persons whom the council is paid, or has volunteered, to serve.

I cannot escape the impression that it is high time these little Hitlers were cut down to size.

D. S. JORDAN.

Lyndene,  
Preston Hill,  
Wingham.

## A2 Group plans two big demos

Pressure from the re-born A2 Group for speedier improvements to the trunk road between Faversham and Dover is growing.

More big demonstrations are planned to draw the Environment Department's attention at ever-increasing frustration at delays, Mr. John Purchase, one of the organisers, revealed yesterday (Thursday).

On July 22, members will be heading for the department's headquarters in Marsham Street, London. Supporters will travel by bus and Mr. Crouch will be asked to hand in a memorandum to the department.

On August 5, a "walkabout" is planned at Dover when it is hoped that about 300 members will march from consulate to consulate of Common Market countries to underline the inadequacy of the "Gateway to Europe" trunk road.

After that the demonstrators will march to the Eastern Docks to hand in a memorandum to the Dover Harbour Board.

KG 7.7.72





Department of the Environment, Room S6/05  
2 Marsham Street London SW1P 3EB

Direct line 01-212 7102  
Switchboard 01-212 3434

B A Lewis Esq  
Weston Villas  
1 High Street  
Bridge  
CANTERBURY  
Kent

Your reference

Our reference  
TPRA 234/19/01  
Date  
June 1972

29

Dear Sir

1. I have been asked to reply to your letters of 5 and 8 June, both with enclosures, which were addressed to the Minister for Transport Industries about the A2 trunk road between Brenley Corner and Dover.
2. I should like to say how sorry we were to hear of the recent fatal accident in Bridge. Our Regional Controller (Roads & Transportation) is investigating the circumstances of this with the local police to try to discover its cause and to determine whether there are any measures which might minimise the risk of further accidents.
3. I understand you have already written to the Department about the improvement of A2 and that replies have been sent to you from the Regional Controller's office in Guildford. I am afraid there is little I can usefully add to what has already been said to you. As you know plans are already being implemented for the conversion of A2 to dual carriageways from the end of M2 (Brenley Corner) to Dover, with by-passes of the villages along its route. The schemes associated with this comprehensive improvement are going ahead as fast as resources permit.
4. Then the construction of the proposed by-pass of Bridge depends among other things on the making of Statutory Orders which are required to establish the route of the new road, the layout of the associated side roads and possibly for the compulsory acquisition of land. These Orders have to be published in draft form and a period has to be allowed for objections to be made. Dependent on the volume of objections and their nature it may also be necessary to hold a Public Inquiry. I am afraid these are time-consuming processes, but they have been designed to protect the interests of the individual by giving those who may be affected opportunity to comment on or object to the proposals. I am sure you would agree that it is essential for the interests of the public to be so protected. We expect to publish the draft Orders in the autumn and if they are subsequently made, work should start on the by-pass in 1974.
5. Because these statutory procedures have to be undertaken I am afraid I can offer no hope that an earlier start of work would be possible as you have suggested.

Yours faithfully

*W H Alexander*

W H ALEXANDER

REGIONAL CONTROLLER  
(ROADS AND TRANSPORTATION)

Department of the Environment

~~Divisional Road Engineer~~

(South Eastern)

Edgeborough 74 Epsom Road Guildford Surrey

Telex 85335 AB Drese Guildford

Telephone 0483 (Guildford) 71101 ext 274



Your reference

J Purchase Esq  
Rosebank  
High Street  
Bridge  
CANTERBURY  
Kent

Our reference

DSE 200/09/TR 34/020

Date

4 July 1972

Dear Sir

LONDON-CANTERBURY-DOVER TRUNK ROAD A 2 - BRIDGE BY-PASS

1. Mr Harold Wilson MP has passed your letter and enclosures dated 5 June 1972 about the need for a by-pass of Bridge to Mr John Peyton, Minister for Transport Industries, who has asked me to reply to you on his behalf.

2. At the present time, the main through traffic routes between London and the Channel Ports are by way of the A.2 and A.20 trunk roads. Ultimately, however, it is proposed that these two routes will be superseded by a Mid Kent motorway running roughly parallel to the A.20, details of which were published in draft form for public comment on 27 June last. This new motorway, when constructed, would attract much of the through traffic which now uses the A.2 trunk road and would also provide access to the Channel Tunnel if constructed. It is however, still accepted that it will be necessary for the A.2 to be improved, and this is being and will be achieved by providing second carriageways alongside that existing where possible and constructing by-passes around the villages including Bridge. It is anticipated that this work will be substantially complete by the mid 1970s.

3. Preliminary work on the preparation of the Bridge By-Pass is now in hand and is proceeding satisfactorily. It will not, however, be possible for any construction work to be put in hand until such time as the necessary Legal Orders under Sections 7 and 9 of The Highways Acts 1959 to 1971 have been made. These Orders are required to establish the route of the new road and to authorise the alteration of side roads which would be affected, and it may well be necessary, because of objections, for a Local Public Inquiry to be held. In connection with this, I can advise you that it is hoped to be able to publish these Orders in draft for public comment later this year. It will also be necessary for the land which is required for the scheme to be acquired. Whilst we prefer to acquire such land by agreement wherever possible, it may be necessary to resort to compulsory purchase, in which case a further inquiry may be required. These legal processes have been designed basically to protect the individual by giving members of the public whose property or interests are likely to be affected the opportunity to comment on or object to the proposals. Whilst these processes do, unfortunately, take a considerable amount of time to complete, you would agree, I am sure, that it is essential for the interests of the public to be protected in this way. I am attaching a copy of a booklet which is published by the Department about these Orders which I think you may find of interest.

4. I have carefully investigated the suggestion that heavy goods vehicles should be prohibited from the section of the A.2 which passes through Bridge. This, however, could only be done if there was a suitable alternative route to the Channel Ports which was immediately available. The only alternative for this type of traffic which would be available is the A.20 trunk road which also passes through a number of small villages and is itself already badly overloaded. In fact the A.20 carries a larger volume of traffic between London and the Channel Ports than the A.2, and in view of this, the diversion of any additional traffic from the A.2 onto this route could not be justified.

1.

From: David Crouch, M.P.



July 6, 1972

Dear Mr. Purchase,

Thank you for your letter of June 29th and the newspaper report of the meeting of the A2 Group in Canterbury last week.

I had already seen one report, but I was glad to have your copy as it served as valuable material for my meeting yesterday with the Parliamentary Under-Secretary of State at the Department of the Environment, Mr. Keith Speed, M.P., with whom I discussed the whole problem.

I will keep you informed of progress in this.

Yours sincerely,

*David Crouch*

John Purchase, Esq.,  
The A2 Group,  
25, High Street, Bridge,  
Canterbury, Kent.

M. R. Crux, A.R.I.B.A., M.S.I.A.,  
Helios House,  
The Street,  
Barham, Nr. Canterbury. 982-339

5th July, 1972.

J. Purchase, Esq.,  
Rosebank,  
High Street,  
Bridge,  
Nr. Canterbury.

Dear Mr. Purchase,

I attended the meeting that you held in the County Hotel a fortnight ago and made the point that the road proposal to by pass Dover has been designed as a single carriageway road. If there is to be an Inquiry about this road it seems to me that your group should make representations about this proposal which in some ways seems to me the most extraordinary proposal of all when one considers that no major road nowadays is built to single carriageway. I visited the Exhibition at Dover when the road was first shown and asked one of the Ministry's designers how they had arrived at the conclusion that the road should be single carriageway and he assured me that this had been done on the basis of projected figures for continental traffic in 1990. By chance we had obtained forecast figures from the Dover Harbour Board sometime ago in connection with another purpose and on checking through these figures I cannot possibly see how they can be reconciled to the Engineer's claim. According to information that we were given, the Harbour Board were expecting a compound annual increase of 12% per annum of traffic until the opening of the tunnel. This would bring about by 1977 a load of  $2\frac{1}{2}$  million vehicles per annum. Should the tunnel be built somewhere about 1978 they estimated that this would halve the amount of traffic but that there would then be a rise of 8% compound per annum so that by 1985 they thought they would be back to 2 million vehicles per year. We were also given information showing the amount of anticipated traffic per day throughout the year which showed that in mid-August of 1985 there would be slightly in excess of 13,000 vehicles per day going to the Harbour in each direction. I would think we must assume that at least 15% would be the sort of heavy traffic about which we are all complaining and for these, as you know, three passenger car units are allowed making a total to be carried in one direction only of 16,912 p.c.u.'s. As far as I could tell the Department of the Environment recommend that dual carriageways be provided for a load in excess of 9,000 p.c.u.'s so that clearly there must be a case for dual carriageway and in fact if the calculations are only 20% under there would even be a case for three lane dual carriageway.

I think someone must press for the proper design of this road otherwise I think we shall see the same situation that is occurring on Barham Downs where a second carriageway is to be added to that section above Bishopsbourne which was built as a single carriageway road ~~until~~ a few year's ago. If, of course, we could get the section of road to by pass Dover upgraded to motorway standards this would solve the Whitfield village problem because they would no longer make use of roundabouts on the road at all which may perhaps be the best solution.

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Kent.

D. Crouch Esq., M.P.,  
House of Commons,  
London SW1

12-7-72

Dear Mr. Crouch,

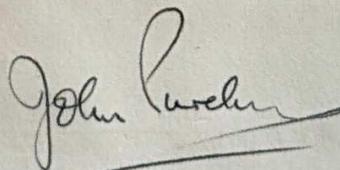
Last week the Committee Members of the A2 Group met to plan the first moves over the road following the public meeting held in Canterbury.

We are going to hold a 24hr. census which will record types of vehicles as well as numbers, and as soon as we have held this we will provide you with the figures obtained, broken down into hours, numbers and types, together with any analysis we feel would be helpful. One of the problems as we see it is that the Department of the Environment surveys have only counted axles (with the electronic counters) and made these figures up into pcu's rather than checked what vehicles are involved.

I enclose a copy of our newsletter sent to the 200 people who attended the public meeting. You will see that we intend delivering a memorandum to the D. of E. at 2 Marsham Street SW1 on Saturday week. The intention had been to ask you if you would be able to attend to help in the handing over; but Brian Lewis (our Secretary) was due to enter Kent and Canterbury Hospital for the extraction of four wisdom teeth and between ~~we~~ we have not contacted you early enough to give fair warning. What we will do if we may is to give you an advance copy of the memorandum early next week, and should you agree with the contents possibly you could endorse the views. We wish to stress to the Minister the need for overall planning, a minimum of dual carriageway the entire way from Brenley Corner to Dover and some sense of urgency, with the EEC so close. The latest figures from Dover are disturbing; in the month of April 1972 there was a 37.93% increase in goods vehicles compared with a year ago, and the tonnage carried stood at 190,542 tons against the previous year, an increase of 22.69%.

Thank you for your barrage of questions in the House last week. I agree with your published views that it provoked some thought in the minds of the authority and could result in a speed-up in bringing the A2 up to fit European standards.

Yours sincerely,



BRIDGE-BLEAN RURAL DISTRICT

COUNCIL

Address: Council Offices  
41 Old Dover Road  
Canterbury

Date: 14 July 1972

TOWN AND COUNTRY PLANNING ACTS

In any future correspondence  
please quote

7 July 1972

Advertisement sign 90/92 High Street Bridge

Dear Sir(s),

Your application for planning permission dated the 7 July 1972 has been received and if within † two/three months of the above date★ you have not been given notice by the Local Planning Authority of its decision, you are entitled, unless the application has already been referred by the Authority to the Secretary of State, Department of the Environment, to appeal to the Minister in accordance with Sections 23 & 24 of the Town and Country Planning Act, 1962, by notice served within six months from that date. (Appeals must be made on a form which is obtainable from the Secretary of State, Department of the Environment, Whitehall, London, S.W.1.). You may, however, by agreement in writing with the Local Planning Authority, extend the period in which a decision of the Authority is to be given.

~~† It will be necessary for consultation to take place between the Local Planning Authority and the Department of the Environment before your application can be dealt with.~~

Yours faithfully,

Engineer & Surveyor.

To

J Purchase Esq.  
Mill Cottage  
Bekesbourne  
Canterbury

† Delete when necessary.

# The **A2** Group

Hon. Secretary/Treasurer  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- *Will Cottage, Bechtbourne, Kent.*

The Minister of State,  
The Department of the Environment,  
2, Marsham Street,  
London, SW1P 3EB

22.7.1972

Dear Mr. Walker,

I have been instructed by my Committee (which was elected at a public meeting held recently in Canterbury by some 300 interested people) to write to you concerning the Department's attitude to the A2 trunk road.

In 162 days from today's date we are due to join the Common Market, but there appears no sign of recognition of this fact when the present piecemeal improvements on the A2 south of the M2 are examined.

The A2 is at present carrying a high proportion of the heavy goods vehicles arriving from countries in Europe and parts of Asia by cross-channel ferry at Dover. "In the month of April 1972 there was a 37.93% increase in goods vehicles through Dover compared with a year ago, and the tonnage carried at 190,542 tons was 22.69% up". (Freight Transport Association).

The A2 in parts is 18' wide. Following the Brussels Agreement 40 ton lorries will start using the road next January. We feel that tremendous danger will result for both the drivers and the people who live on the road. There has been no hint of urgency put into the work of improving the A2 where roadworks have started, and we continue to receive bland assurances from all official sources that the A2 is adequate. The Member of Parliament for Canterbury, Mr. David Crouch, recently tabled 11 Questions on the subject, and we join him in his anxiety.

The M20 is offered by the Department as the answer to the A2 problems, but even when this is built it will not present the relief your Department suggests, since - for one thing - there are no links at the ends. The proposed M20 stops at Folkestone, so Dover traffic will be impeded reaching the M20. At the London end it does not link satisfactorily with either the Dartford or Blackwall Tunnels, but lurches into the suburbs of Lewisham. Excepting for a short section in the Rochester Way area, the A2

*In any inquiry please quote*

CUA2/SERCU  
.....

DEPARTMENT OF THE ENVIRONMENT,  
2 MARSHAM STREET,  
LONDON, S.W.1.

Date as postmark

Receipt is acknowledged of your letter dated  
22 July 1972

reference A2

which is receiving attention

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

provides an excellent road from North of the Blackwall Tunnel all the way to Brenley Corner, with good connections for the Dartford Tunnel. Consequently, when one also considers that the A2 is the old Roman Watling Street, you have a straight line road from London to within twenty miles of Dover - and the heavy goods driver will continue to use A2. The planned hovercraft link between Foulness International Airport and the Herne Bay area of the Kent coast will additionally load the A2 with goods and passengers.

The census figures on which so much of the Department's calculations rest, appear to be pcu figures obtained with electronic counters. We are not satisfied with this, and propose to hold a 24 hour census of our own, analysing types of vehicles as well as numbers, in hourly groupings.

To make the EEC countries aware of the risks their TIR drivers take in journeying from Dover to Brenley Corner we have been in touch with the Ambassadors of each country, and their Ministers of Transport were contacted when in London recently for discussion with Mr. Peyton.

We now propose to ensure that the commercial interests of the EEC countries are made aware of the inadequacies of the A2. They may be surprised, as it is commonplace in Europe to find motorways right up to the principal ports, as you probably know.

A German Television team has already filmed on one of the bad A2 spots. The crew were in Britain posing the general question "Is Britain ready to join the EEC"?

If the M2 is not to be extended from Brenley Corner to Dover, an immediate concerted programme must be implemented to include a Canterbury bypass (taking in Harbledown), bypasses for the villages undertaken and a route for the Dover Docks section so designed that does not bisect the village of Whitfield.

Having 162 days is not long. If the Government is serious in its attempts to make a success of membership of the Community it might not, now, be far-fetched to suggest that the Department of the Environment treat the matter as one of national urgency.

Yours faithfully,

Our Reference No.

DSE 200/09/TR34/020

Your Reference No.

Department of The Environment,  
The Divisional Road, Engineer (South Eastern),  
"Edgeborough",  
Epsom Road,  
Guildford, Surrey.

*Chese*  
chese  
A2 Group

Date 27th July 1972

I have to acknowledge receipt of your letter dated 22nd July 1972 (and enclosures) which is receiving attention

Yours faithfully,

*Pamela A Needs (Ms)*

for Divisional Road Engineer.

Subject: Traffic on A2

From: David Crouch, M.P.



July 17, 1972

Dear Mr. Purchase,

Thank you for your letter reporting on the recent meeting of the A2 Group in Canterbury.

I will be most interested to receive your figures of a 24 hour road census by types of vehicle. This will be most valuable ammunition to use in the argument with the Department of the Environment.

By all means let me have a sight of the memorandum you are preparing for delivery to the Department of the Environment and I will certainly consider whether I can endorse it.

I would like to come to a special meeting of the officers of the A2 Group in the very near future to report progress and to discuss the whole situation. I am asking my secretary to contact you with a view to fixing this up.

Yours sincerely,

*David Crouch*

John Purchase, Esq.,  
Mill Cottage,  
Bekebourne, Canterbury,  
Kent.

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Kent.

18.7.1972

D. Crouch Esq., M.P.,  
House of Commons,  
London, SW1

Dear Mr. Crouch,

t Thank you for your letter received this morning.

By this time you should have received the draft memorandum to Mr. Peter Walker, so in due course we will hear your comments.

I shall be having talks this evening with my colleagues about the Census, which we agreed in principle at our last Committee Meeting. The problem of course is how to hold one on a weekday/night 24 hours, as figures taken over a weekend would tend to be inaccurate. Brian Lewis and I did in fact have a Census back in May 1964, where heavy commercial vehicles produced the following facts:-

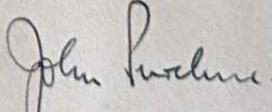
Highest numbers:	4-5p.m.	8 heading N,	23 heading S
Lowest ..	: 12 midnight -	5a.m.	None heading N
	12 ..	- 6a.m.	None heading S

Traffic flow was 6,645 vehicles for 24 hrs.

I have the full figures, but they are rather academic now. When we have held the Census (about two to three week's time) I will see you get the figures ahead of any publication we <sup>may</sup> make do.

If your Secretary would be good enough to telephone or write to Brian Lewis, (our Secretary), at 1 High Street, Bridge - Tel: Bridge 254 - we would be very happy to hold a special meeting with you to discuss common arrangements and strategy. I hope you got the information I telephoned through to Mr. Brown when I saw in the Gazette the list of your Questions asked the other day.

Yours sincerely,

  
John Purchase

PS. I spoke to Canterbury Rotarians today on the road problem. They were unanimously alarmed over a by-pass for Canterbury - an urgent necessity.

The aims of the A2 Group are to persuade the Department of the Environment, and the Ministry of Transport Industries, that their present policy of piece-meal improvement along the A2 Trunk road from Brenley Corner to Dover need radical rethinking. The problem is one that should be conceived as one major problem, with traffic densities far higher than envisaged at present. There should be dual carriageway the entire length of the road if the policy of extending the M2 to Dover is not followed.

These points have been made in Parliament by our Members without the Government giving any sign of recognition of the size of the problem. To help them understand this better the A2 Group will be delivering a Memorandum to the Department of the Environment at 2 Marsham Street, London SW1P 3EB on Saturday July 22 at 11.30 a.m. It would be helpful if our supporters who can manage it could be there to give some encouragement. We can arrange bus transport from East Kent Bus Station in Canterbury to and from Marsham Street if sufficient members wish to use this means. The cost would be about 70p per head. Would anyone wishing to go please drop a note to the Chairman at the address at the end of this Newsletter, by Saturday July 15 giving details of numbers required, name address and telephone number please.

On Saturday August 5 we propose to hand in Memoranda to the Consuls of the EEC countries who have offices in Dover, followed by a Note to Dover Harbour Board. Meeting place is 134 Snargate Street, Dover at 10.30 a.m. No buses will be laid on for this as there are plenty of ways to get to Dover cheaply. Naturally, we would be delighted if you came to both gatherings with posters, placards or devices saying that action must soon be taken over the A2 as there are only 176 days to our joining the EEC (as at 8.7.1972) !

People you may wish to contact in the A2 Group are:-

Sec/Treasurer: Brian A. Lewis, 1 High Street, Bridge, Canterbury,

Cllr. A.G.L. Payne, "Woodside", Bigberry Hill, Harbledown, Kent.  
Canterbury, Kent

Roy F. Seaborne, 11 Manwood Avenue, Canterbury, Kent

Cllr. Michael F. Fuller, 33 St. Michael's Place, Canterbury, Kent.

Cllr. C.B.W. Stevens, 148 High Street, Boughton, Faversham, Kent.

Although a lot of figures are available of traffic returns from a number of sources, few of these clearly differentiate between private cars, lorries and the very large TIR lorries; the pcu unit was devised since the electronic counters merely recorded the number of axles passing the check point. We will be mounting our own traffic census at a midpoint firstly along the A2 to get some fresh figures, and any one who could help with this work which would involve shifts over a 24 hour period, should get in touch with the Hon. Secretary.

Good campaigning. We will be in touch with you again shortly.

JOHN PURCHESE,  
Chairman A2 Group,  
Mill Cottage,  
Bekesbourne,  
Canterbury, Kent.

From: David Crouch, M.P.



July 20, 1972

Dear Mr. Purchase,

Thank you for sending me a copy of your letter to Mr. Peter Walker, dated July 22nd, concerning the A.2.

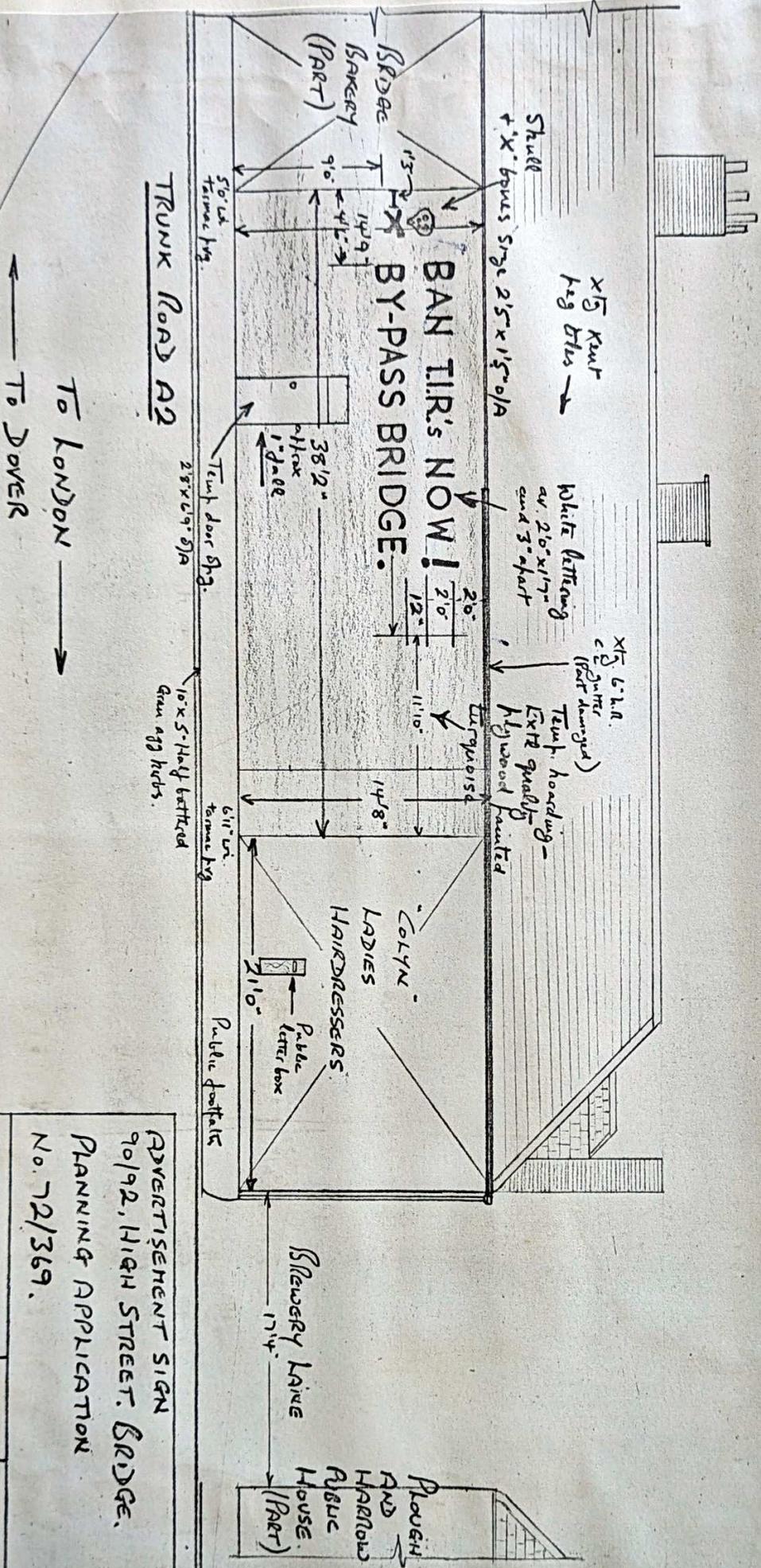
I think this sort of letter is valuable support in the campaign to improve the road to Dover. Keep it up - providing you can continue to make valid points of criticism, comment or constructive ideas.

Yours sincerely,

*David Crouch*

John Purchase, Esq.,  
Mill Cottage,  
Bekesbourne, Canterbury,  
Kent.

NORTH EAST ELEVATION.



ADVERTISEMENT SIGN  
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G.A. LEWIS, F.A.C.S. "WESTON VILLAS" 1, HIGH STREET BRIDGE CANTERBURY, KENT.	27.7.72	1/8" = 1'0"

# THE GREAT COMMON MARKET LORRY ROW

As the hard bargaining between Britain and the Six E.E.C. countries on a common road transport policy gets under way FRANK GOULD looks at the background to the dispute and its likely outcome.

THIS week a high level E.E.C. delegation is visiting Britain to discuss with government officials the E.E.C. proposals for the weight and dimensions of road vehicles.

A Common Transport Policy is a part of the Treaty of Rome, and, once a member of the Community, Britain will be bound by whatever regulations are adopted.

These discussions are likely to be the beginning of a series of long, drawn-out negotiations because to accept E.E.C. proposals would mean increasing the maximum weight of lorries permitted on our roads from 10 imperial to 11 metric tons per axle weight and from 32 tons to 40 tons gross weight.

The British government has expressed "very strong reservations" on the E.E.C. proposal, as it is entitled to do as an applicant country. Its opposition to the Community's plan is supported by the three other applicant countries—Denmark, Ireland and Norway—who all broadly operate a maximum

limit of 10 tons per axle weight. But this is not the only reason why the discussions are likely to be protracted. It has taken the Six E.E.C. countries ten years to reach a compromise on this problem which affects not only transport costs but also the ability of lorry manufacturers to produce and sell to the whole E.E.C. market. In addition it affects other extremely sensitive social issues like noise and air pollution, congestion and damage to buildings, especially historic ones, caused by very heavy lorries.

The French have hitherto operated a maximum limit of 15 tons per axle weight. So have Belgium and Luxembourg. Germany, Italy and the Netherlands have previously only permitted a maximum of 10.

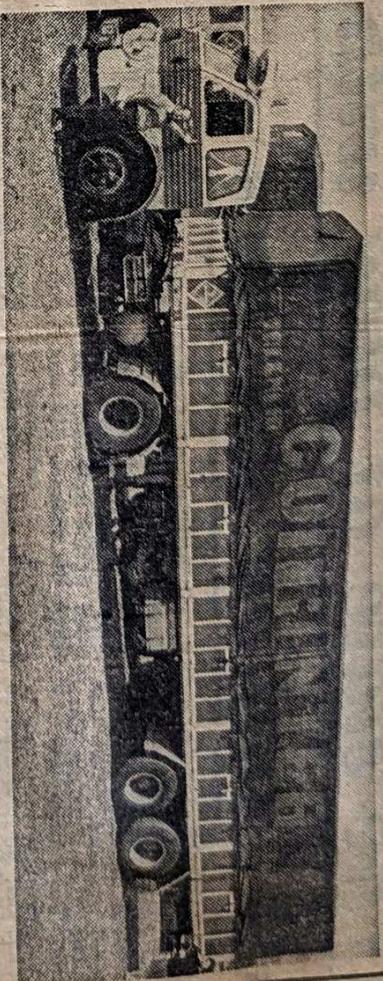
So among the Six a considerable compromise has already taken place. It therefore seems extremely unlikely that with the original Six ranged against the four newcomers any further downward compromise will be reached. The French group

have, after all, already retreated from 15 to 11, which is quite a steep drop, and it seems unlikely that the other three, having conceded a rise, can now renege.

One of the pressures on the countries with the lower weight limits to raise them has been the growth of the large roll on/roll off sea containers and the increase in the use of articulated vehicles. But there have been pressures working in the opposite direction too.

What seems to have brought about the E.E.C. compromise on a figure towards the lower limits operating among them was the new evidence on the effect of lorry weights on road surfaces. Broadly, these new studies show that increases in weight per axle have proportionately a far more destructive effect on road surfaces than increases in gross weight.

It is precisely this evidence that makes the proposals for an increase in weight per axle to 11 tons so important for Britain. The Government has not disputed the estimate that an increase in axle weight to 11 tons per axle would involve costs of



£200m. for road and bridge reinforcement. But in addition to these would have to be added the environmental costs of heavier lorries in what is already a pretty overcrowded island.

As far as heavy lorries are concerned we have of course seen nothing yet. Although the number of big, heavy, Continental lorries on our roads has increased dramatically over the past year or so, once we are inside the Common Market intra-Community road haulage will increase even more rapidly along with the rapid increase in intra-Community trade that will take place. In the last two years as it is the U.K. Road Haulage Association estimates that road haulage between Britain and the Continent has doubled.

The increase in maximum lorry weights will of course, if it materialises, be welcomed for economic reasons by British road hauliers. Greater maximum

weights increase the payload and simultaneously their profits. But it will also accelerate the existing trend towards a greater and greater proportion of freight being transported in heavier and heavier lorries.

The economies from greater payloads if the E.E.C. higher maxima are adopted are unlikely though to lead to lower transport unit costs because a further aspect of the common E.E.C. transport policy which we would be bound by is the prospective eight hour driving day of the E.E.C. in contrast to our own 10 hour driving day.

Applied to the industry overall this would mean a 10 p.c. increase in labour costs which themselves comprise about one third of total costs in the industry. In round figures this could mean an increase of £100m. on the industry's wages bill for the year. This would more than offset any payload economies which would in any case only

accrue to operators at the heavy end of the industry.

Harmonisation of transport policy is very precious to the Community. It is clearly highly inefficient and costly for lorries on international routes to have to unload part of their freight as they pass through one frontier to conform with a lower maximum weight limit or to travel underladen because of differences in weight limits in different countries.

Of course there will be a time period over which adjustments can be made, which makes the change a little less painful, and for Britain it is possible that an extension of time on this will be made available. It is also likely that the heavier lorries will be restricted to "designated" routes which means that small villages should escape the less attractive side-effects. Even so, the environmental lobby can be expected, not unreasonably, to scream blue murder.

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury,  
Kent.

16th July 1972.

Your Ref: TPRA 234/19/01.

Department of the Environment,  
2, Marsham Street,  
London SW1P 3EB.

Dear Sirs,

With further reference to your letter dated 29th June, I understand from the third paragraph that I should have received a communication from the Regional Controllers office in Guilford.

I have waited until this date (16th July) for a reply and now my patience is expired. The interdepartmental efficiency can be described as nothing other than disgusting.

Let us be quite certain about the issue. We are entering the Common Market in January, just 168 days from now and are totally unprepared. Your Department are responsible for providing little other than a cart track between Brenley Corner and Dover. The fact is that 40 ton intercontinental freighters into an 18 foot wide so called 'highway' wont go.

The present A2 situation must be treated as a national emergency. Lives are at stake on this stretch of road and no body living on it wishes to finish up as just another stastic entered onto a file and forgotten.

Can I assume that the Regional Controller is that apathetic that he can not even bother to write?

Yours faithfully,

Brian A. Lewis.

DG



Department of the Environment  
2 Marsham Street London SW1 P 3EB

Direct line 01-212 7102  
Switchboard 01-212 3434

B A Lewis Esq  
Weston Villas  
1 High Street  
Bridge  
CANTERBURY  
Kent

Your reference

Our reference

TPRA 234/19/01

Date

27 July 1972

Dear Sir

1. Thank you for your letter of 16 July.
2. I am afraid you have misunderstood para 3 of my letter of 30 June. When I said that "replies have been sent to you from the Regional Controller's office" I meant their letters of 20 November 1970 and 8 December 1971 in reply to your letters to the Department of 28 October 1970 and 22 November 1971 respectively. My letter of 30 June was in fact the Department's reply to your more recent letters of 5 and 8 June to the Minister for Transport Industries. There was I am afraid no intention that Regional Controller should also reply to these letters.
3. As I have already explained the statutory processes, with the provision for public objection to proposals, are time consuming, they simply cannot be speeded up and I am afraid I can offer no hope of an earlier start of work than 1974.

Yours faithfully

W H ALEXANDER

26.7.72

There is a great deal of confusion concerning the pros and cons of the construction of a proposed new road to relieve Church Hill, Harbledown.

In a letter to me, dated 10th July, the County Surveyor said:

'You will recall that Professor Buchanan supported the construction of a single carriageway by-pass to Harbledown in his report on Canterbury and the Department of the Environment has my full support in its anxiety to bring some relief to the residents of Harbledown.'

Because this statement is far from representing the true facts, I am enclosing a copy of my reply to the County Surveyor, together with the relevant extracts from the Buchanan Report.

I too am most anxious to see relief brought to Harbledown, but I am quite sure that the only satisfactory solution is to build the Canterbury by-pass with the Wincheap road as envisaged by Professor Buchanan. This should be proceeded with immediately and all our efforts should be directed towards that end.

A senior official, during a recent visit to the Bridge Blean R.D.C. agreed that this could be completed in five years. Let us see that it is done!

Tony Payne

**A2 Group**

# **DOVER** **walkabout** **PROTEST**

---

**Meet at Snargate St.**  
**Sat. August 5 10.30am.**

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**Demand a safer A2 - bypass**  
**Canterbury and the Villages**

## INTERNAL MEMO

DATE 6th July, 1972.

FROM G. J. Harrison.

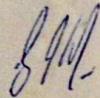
TO N. Fowler.

SUBJECT

COMPANY

I confirm the following figures from the Freight Transport Association:-

" In the month of April 1972 there was a 37.93% increase in goods vehicles through Dover compared with a year ago, and the tonnage carried at 190,542 tons was 22.69% up. "



G. J. Harrison.

Figs. for May.

	1972	1971	
May	12,580	8,794	42.14% increase.
Jan-May	57,146	40,779	40.14% increase

## GJH/TC. Tonnage up (cargo).

	1972	1971	
May.	225,416	170,799	31.98% inc.
Jan-May	1,032,682	856,062	20.63% inc

June.

Heavy Goods up 32.38%.

# Bugle blast rallies A2 protesters

By DON PACKHAM

A CLARION call on a bugle sounded in a Westminster street was the latest move in the villagers' campaign to win a better A2 road for Bridge, near Canterbury.

The musical reveille was performed by Mr. Robert Richard Milford, who plays the bugle with the City of Canterbury band.

It was his contribution to the Bridge residents' call at the Department of the Environment offices in Marsham Street to present a memorandum for the Minister, Mr. Peter Walker.

Explained organiser Mr. John Purchase: "The reveille was to wake up the Ministry to the needs of the village."

About a dozen campaigners travelled to London on behalf of the A2 group. Their written memo was the latest effort to win a speeding-up of improvements and a by-pass at an early date.

The memorandum said that introduction next January of 40-ton lorries on the A2 would cause "tremendous danger" for drivers and roadside residents.

It said: "There has been no hint of urgency put into the work of improving the A2 where roadworks have been started and we continue to receive bland assurances from all official sources that the A2 is adequate."

Among other developments in the A2 con-

troversy this week was the news that the proposed Canterbury by-pass is not scheduled to be completed until the "mid 1980's."

The news came in an answer to Bridge-Blean Rural Council's telegram plea for a meeting with the Minister of Transport, Mr. John Peyton. He is fully engaged with meetings at present but he expressed sympathy for the council's problems.

KCC divisional surveyor Mr. Gilbert Bragg has agreed to a request from Bridge Parish Council to position a name-sign "Bridge" on the approach hill from Dover to give drivers as early a warning as possible.

28-7-72  
R.M.

Protest: 1,200 sign anti-smell petition

Protest: A2-Group seeks urgent action

# Environment Minister under fire

TWO strongly worded protests, dealing with entirely separate subjects, but both affecting the lives of hundreds of people in villages around Canterbury, were sent this weekend to Mr. Peter Walker, the Secretary of State for the Environment.

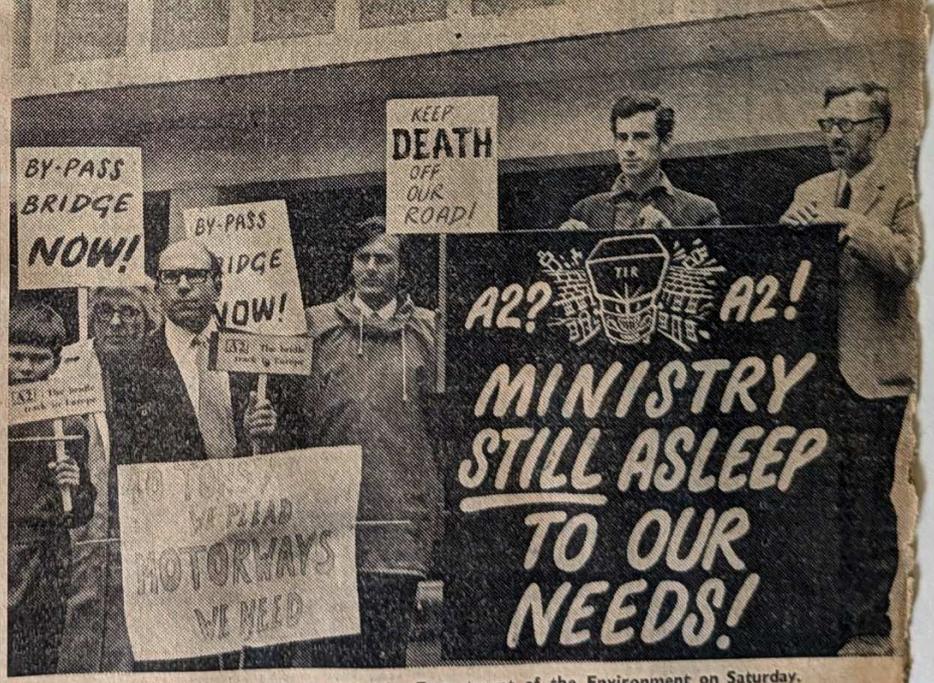
One, a petition signed by 1,200 angry residents, is a concerted

The memorandum points out that there are only 162 days left before Britain enters the Common Market but says there appears to be no sign of recognition of this when the present piecemeal improvements of the A2, south of the M2, are examined.

It says that the introduction on the A2 of 40 ton lorries next January, will cause "tremendous danger," for both the drivers and

It urges Mr. Walker: "If the M2 is not to be extended from Brenley Corner to Dover, an immediate concerted programme must be implemented to include a Canterbury bypass (taking a Harbledown), bypasses for the villages undertaken and a route for Dover Docks section so designed that it does not bisect Whitfield."

"Having 162 days is not long. If the Government is serious



A2 protesters outside the Department of the Environment on Saturday.

effort by the people of Sturry, Westbere and Fordwich, to "put an end to the pollution" from Canterbury Sewage Works.

For the other protest, members of the A2-Group, spearheading the fight to end traffic chaos on the London to Dover trunk road, went to London on Saturday to hand in a memorandum to the Department of the Environment offices.

Protest 2: The A2-Group, representing villages along the trunk road, took with it to London Mr. Richard Milford, a bugler from the City of Canterbury Band. And while the memorandum was handed in, he ceremoniously blew reveille in a bid to "wake up the ministry to the problem of the A2."

the people who live on the road.

"There has been no hint of urgency put into the work of improving the A2 where roadworks have been started, and we continue to receive bland assurances from all official sources that the A2 is adequate."

The group feels that the proposed M20 London-Folkestone motorway will not relieve the A2 problem and has already contacted Ambassadors and Transport Ministers from the E.E.C. countries to outline the road's dangers.

The memorandum adds: "We now propose to ensure that the commercial interests of the E.E.C. countries are made aware of the inadequacies of the A2. They may be surprised, as it is commonplace in Europe to find motorways right up to the principal ports."

its attempts to make a success of membership of the E.E.C. it might not, now, be far-fetched to suggest that the Department of the Environment treat the matter as one of national urgency."

# A2 GROUP PLAN TRAFFIC CENSUS

K.O. 25-7-72

**C**AMPAIGNERS FOR THE IMPROVEMENT OF TRAFFIC CONDITIONS IN EAST KENT HAVE TOLD THE DEPARTMENT OF THE ENVIRONMENT THAT THEY ARE GOING TO CARRY OUT THEIR OWN SURVEY ON TRAFFIC USAGE OF THE A2.

Members of the A2 Group have sent a letter to Mr. Graham Page, the Minister of State responsible for road traffic.

They posed the question that, with only 162 days before Britain joined the Common Market, was the country ready to accept the volume of traffic which could legally use our roads after our entry?

Forty-ton lorries would be able to use our roads, they pointed out, and that included the A2—at present only 18 feet wide in parts.

**They also questioned the validity of the Government's comments that the M20 would relieve the crowded A2.**

Tremendous danger would result both for residents and drivers after our entry into the European Community and the fact that the M20 would "lurch into the suburbs of Lewisham" while the A2/M2 provided an excellent route from the north of the Blackwall Tunnel would attract drivers to it in preference to the new road.

The group is planning a 24-hour census of traffic because they say that the Government's figures are not satisfactory.

Ambassadors of the European countries have been lobbied by the group in an effort to bring to their attention the conditions

their drivers are likely to encounter in Britain.

The A2 Group is planning a personal approach to the minister and hope that Mr. David Crouch, M.P., will accompany them.

The letter concludes:

"We now propose to ensure that the commercial interests of the Common Market countries are made aware of the inadequacies of the A2. They may be surprised, as it is commonplace in Europe to find motorways right up to the principal ports.

"Having 162 days is not long. If the Government is serious in its attempts to make a success of membership of the community it might not, now, be far-fetched to suggest that the Department of the Environment treat the matter as one of national urgency."

## A2 Group marches again

Members of the A2 Group will be on the march again tomorrow (Saturday) in protest against the traffic chaos on the main link between London and the Channel ports.

They plan a "walkabout" at Dover, starting from Snargate Street at 10.30 a.m. During the march through the town's main streets, they will call at consulates of Common Market countries to hand in a memorandum drawing industrialists' attention to the danger their drivers face on the A2.

Afterwards the demonstrators plan to picket the port's Eastern Docks, through which the giant TIR lorries pass on their way to London.

## Desperate Harbledown

Sir,

If nothing else has been achieved in the past few months, at least Harbledown folk are taking an interest in what is happening in their village! It has been said that I have also egged on Bridge-Blean Rural District Council and the choice of words is apt—the incubation period for road schemes is long and no one is sure what will finally be hatched!

Joking apart, there is no doubt that with the other villages along the A2 Harbledown is desperate for a rapid solution to its traffic problem, desperate enough to turn out and take action if need be and, perhaps, so desperate as to grasp at any straw, however inadequate.

The special parish meeting which has been called for August 21 will be an interesting one, particularly if this time everyone knows that it is to take place. Unfair is a mild word to describe campaigning which selects those for an idea and omits those against.

There were a number of people on Church Hill and Summer Hill who were not aware of the scheming which resulted in Monday's attempt to pressure the

parish council. If the village wants to have a poll to test opinion, then there are important criteria to be observed:

(a) It should be well known in advance what the poll is about and voting must be for a known proposition.

(b) Everyone eligible should be invited to take part.

(c) Care should be taken to ensure that visitors are excluded from the poll, although they may have a valuable contribution to make to the discussion.

What a tragedy it will be if the village becomes divided over a problem which affects everyone and which is capable of an obvious solution satisfactory to all.

If Mr. Finn, whose property is so much at risk from collision with traffic, would talk with his farmer colleagues along the probable route of the Canterbury by-pass, an early and easy settlement of the route might be possible.

Who knows, when the bulldozers move along the south side of Upper Harbledown they might keep going to Bridge. The money saved at Lower Harbledown would take them a good way too.

It is the Canterbury by-pass which stands at the centre of this debate and a little support from Canterbury city would be welcome. Does anybody live or work at Wincheap? Here is an area practically choked to a standstill and which would find almost total relief with the construction of Canterbury's by-pass and the new Wincheap radial road.

Is there not a traders' or residents' association which will join in the fight? Is it not realised that if the Lower Harbledown Road is constructed as planned, Wincheap will probably be left out, because Harbledown with the New Dover Road will be the principal routes into the city? Are there no active voices living in New Dover Road?

Let us not pretend that the problem can be solved by polite touching of the forelock to the masters—get out and do something about it!

See you all in Snargate Street, Dover, 10.30 tomorrow (Saturday) morning.

A. G. L. PAYNE (Cllr.),  
Woodside,  
Bigberry Hill,  
Harbledown.

Mill Cottage, Bekesbourne, Canterbury,  
Kent.

Sir Clifford Jarrett,  
Chairman of the Board,  
Dover Harbour Board,  
Dover,  
Kent.

3rd August, 1972.

Dear Sir,

Your Board has been placed in an impossible position by H.M. Government, in that however excellent your cargo-handling facilities, however many your berths and the ferries to operate at them, the road system feeding the port of Dover does not meet requirements.

Your latest published figures show increases in every field, 42.14% for heavy goods. We are joining the Common Market in 4½ months time, and the Department of the Environment are acting as though an 18' carriageway (in the villages) is the most appropriate roadway man's wits can devise for 40 ton TIR lorries.

I understand that your Board has a member from the Department of the Environment with a watching brief. May I respectfully suggest this is made an acting brief so that some reduction in the appalling pressure of traffic along the A2 from Brenley Corner to Dover can be expected before next year's flood.

Yours faithfully,

Letter to Consuls.

Mill Cottage, Bekesbourne, Canterbury,  
Kent.

3rd August, 1972.

Dear Sir,

Britain is now only 4½ months away from joining the European Common Market. You, Sir, being directly concerned with the import/export trade of your country must be aware of the tremendous increase in shipments of goods through Dover to be expected.

Even before joining the EEC, traffic has been increasing at a surprising rate. Dover Harbour Board figures for May show an increase of 42.14% over the previous year's month of May for heavy goods.

All this traffic would be welcome had the British Government shown awareness of the results of its own actions. Unfortunately it has ignored the road feeding the port of Dover - the A2 - so that village streets of 5½ metres width have to cope with 32 ton vehicles now, and 40 ton vehicles next year.

For the safety of your nationals who drive heavy TIR vehicles we urge you to point out to your trading interests the dangers of the inadequate road leading from Dover to the M2 at Brenley Corner.

Yours faithfully,

A2 GROUP. Press Release for Saturday August 5th. 1972. "Walkabout Dover".

The A2 Group is concerned about the A2 Trunk Road from Brenley Corner to Dover. Because the Department of the Environment and the previous Ministry of Transport have failed to recognise the problem of a country lane carrying an ever increasing number of 32 ton lorries, numbers which will flood next year when we join the Common Market, the A2 Group is publicising the danger.

Recently the Ministers of Transport of the EEC countries were in London for talks with Mr. John Peyton, Minister of Transport Industries. We told them of the problem. Now we are telling the commercial interests of the European countries. Today we are delivering letters to the Consuls of Belgium, Denmark, Finland, France, Germany, Italy, Netherlands, Norway, Portugal, Spain and Sweden.

We are also delivering a letter to Sir Clifford Jarrett, Chairman of Dover Harbour Board. The Board has one of the most progressive ports in Britain under its control, and the one port which will, by far, be affected by the entry to the EEC, due in 148 days today.

Are we to see these 148 days pass with masterly inaction at the Department of the Environment? We sounded Reveille outside their concrete headquarters in Marsham Street, London, a fortnight ago. We hoped it would wake them up.

Now we say it plainly. Bypass Canterbury and the villages on the A2 as a matter of national urgency. Otherwise life, property and even money will be lost when the real flood of traffic comes.

Text of letters.  
(To the Consuls)

John Purchase: Chairman A2 Group.

Dear Sir,

5.8.1972

Britain is now only 4½ months away from joining the European Common Market. You, Sir, being directly concerned with the import/export trade of your country must be aware of the tremendous increase in shipments of goods through Dover to be expected.

Even before joining the EEC, traffic has been increasing at a surprising rate. Dover Harbour Board's figures for May show an increase of 42.14% over the previous year's month of May for heavy goods.

All this traffic would be welcome had the British Government shown awareness of the results of its own actions. Unfortunately it has ignored the road feeding the port of Dover - the A2 - so that village streets of 5½ metres width have to cope with 32 ton vehicles now, and 40 ton vehicles next year.

For the safety of your nationals who drive heavy TIR vehicles we urge you to point out to your trading interests the dangers of the inadequate road leading from Dover to the M2 at Brenley Corner.

Yours faithfully,

John Purchase: Chairman, A2 Group.

Sir Clifford Jarrett,  
Chairman of the Board,  
Dover Harbour Board,  
Dover, Kent.

5.8.1972

Dear Sir,

Your Board has been placed in an impossible position by H.M. Government, in that however excellent your cargo-handling facilities, however many your berths and the ferries to operate at them, the road system feeding the port of Dover does not meet requirements.

Your latest published figures show increases in every field, 42.14% for heavy goods. We are joining the Common Market in 4½ months time, and the Department of the Environment are acting as though an 18' carriageway (in the villages) is the most appropriate roadway man's wits can devise for 40 ton TIR lorries.

I understand that your Board has a member from the Department of the Environment with a watching brief. May I respectfully suggest this is made an acting brief so that some reduction in the appalling pressure of traffic along the A2 from Brenley Corner to Dover can be expected before next year's flood.

Yours faithfully,

John Purchase: Chairman, A2 Group.  
Mill Cottage, Bekesbourne, Canterbury, Kent.

# TEMPLE EWELL WITH RIVER PARISH COUNCIL

Mrs. J. LYONS,  
CLERK  
Telephone:  
KEARSNEY 2293

15 COXHILL GARDENS,  
RIVER,  
DOVER.  
2nd August 1972

J. Purchase Esq.,  
High Street,  
Bridge, Near Canterbury.

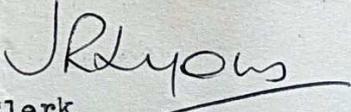
Dear Sir,

This Parish Council is gratified to note your interest and efforts regarding the appalling menace of traffic on the A.2, which affects Temple Ewell no less than Bridge.

It is regretted, however, that your efforts are not directed through your Parish and Rural District Councils, which are also working to this end. I am asked to point out that certain Government departments do play one group off against another, and splinter groups acting independently can often delay or cause a settlement contrary to their interests.

This Council, therefore, while much appreciating your good intentions, would ask that further publicity and meetings be held in conjunction with your elected council representatives and support.

Yours faithfully,

  
Clerk

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Kent.

The Clerk to the Council,  
Temple Ewell with River  
Parish Council,  
15 Coxhill Gardens,  
River, Dover.

Dear Mrs. Lyons,

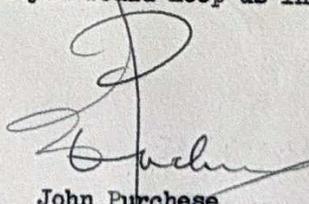
Thank you for your letter received this morning; noting your Council's interest in our activities, and saying that your Council would ask that further publicity and meetings be held in conjunction with your elected representatives.

On the Committee of the A2 Group we have the Chairman of the Roads Committee on Canterbury City Council, the Chairman of Boughton Parish Council and a Councillor on the Bridge-Blean R.D.C. and we work with two County Councillors - so I feel that you cannot say that we are operating outside bodies that are elected to Local Government.

Of course the Department of the Environment will play off one body against another. All the more reason why there should be a concerted push by the collective Parish Councils along the road, and the A2 Group would be happy to see this happen.

If you would care to appoint one of your Councillors to represent your interests on the A2 Group, who are well aware of your local problems; we should be delighted. Maybe you would keep us informed of the moves you make in the matter.

Yours faithfully,

  
John Purchase

Chairman, A2 Group

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Canterbury, Kent.  
10.8.1972

The Chief Constable of Kent,  
Sutton Road,  
Maidstone,  
Kent.

Dear Sir,

The continuing growth of TIR traffic on the A2 prompts me to write asking for information on three points; but I would like to preface this letter with the sincere thanks of the A2 Group for the co-operation received from the Police at Canterbury and Dover during recent demonstrations about the A2 and its traffic.

Yesterday at Bridge there was a slight accident between a private vehicle and a TIR from Yugoslavia. There was quite some delay in clearing the affair up, I understand, due to the Yugoslav driver and mate being unable to speak English.

My query is: are there any plans to deal with non-English speaking TIR drivers? Might I recommend the system used in hospitals when a foreigner is admitted who cannot be questioned about symptoms etc. Nearly all hospitals have Red Cross Cards (of which there are about sixty - one for each language) where questions that might need to be asked are listed with the translation alongside. The question is pointed to; Yes or No answers are obvious; more detailed answers are printed as alternatives and the foreigner points to the correct one. If mobile Police carried cards which said (for example):-

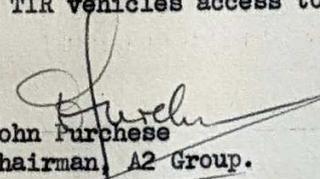
"Write down in block letters your Company name"

"I am a Police Officer, come with me to the weighbridge"  
it might facilitate enquiries at the roadside.

We have been told by a senior person in a firm dealing with TIR at Dover that many vehicles his Company handles have not got road fund licences displayed. Apparently this matter has been referred to the Police at Ashford but no action appears to have been taken. Could we have your assurance that British owned TIR noted as not showing proper licence details will be questioned further, and action taken?

And, finally, could you indicate what system of vouchers or other documentation exists to qualify the foreign TIR vehicles access to the roads of Britain?

Yours sincerely,

  
John Purchase  
Chairman, A2 Group.

KENT COUNTY CONSTABULARY

TELEX No. 96132  
MAIDSTONE 65432  
EXT. No. 308  
REF. No. 179/197/01  
YOUR REF.:



SUTTON ROAD,  
MAIDSTONE.

BS/sgt

16th August, 1972

Dear Sir,

I am directed by the Chief Constable to refer to your letter dated 10th August, 1972, relative to the growth of TIR traffic. In order to assist both the police and foreign drivers in relation to the language difficulty, traffic patrols of this constabulary are issued with foreign phrase books. As you remark the 'yes' and 'no' answers are obvious, but difficulty does arise in the more complicated matters.

The use of unlicensed British vehicles on public roads is primarily a matter for the relevant Taxation Authority, and the police co-operate in these matters. TIR vehicles are dealt with in the same manner as any other vehicle, and any evidence of unlicensed vehicles is forwarded to the Taxation Authority.

The question of vouchers is, of course, one which is dealt with by international agreement and it is possible that the South Eastern Traffic Commissioners, Ivy House, 1-5 Ivy Terrace, Eastbourne, may be able to supply you with further information.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'C. D. L. Duce'.

Chief Superintendent  
Traffic Division

Mr. J. Purchase,  
Chairman, A2 Group,  
Mill Cottage,  
Bekesbourne,  
Canterbury, Kent.

# NEW A2 CAMPAIGN HOTS UP

**S**TEPPING up its campaign for a bypass for Canterbury, the A2 Group has appealed to the consuls of 11 European countries to protect local villages from the dangers of "floods" of 40 ton lorries.

Members are concerned about the use of the stretch of trunk road from Brenley Corner to Dover after Britain joins the Common Market.

In a press release issued on Friday Mr. John Purchase, the chairman of the group, said "Because the Department of the Environment and the previous Ministry of Transport have failed to recognise the problem of a country lane carrying an ever increasing number of 32 ton lorries, numbers which will

flood next year when we join the Common Market, the A2 Group is publicising the danger."

**On Saturday letters were delivered to the consuls in Dover and to Sir Clifford Jarrett, chairman of Dover Harbour Board.**

Mr. Purchase pointed out that the board had one of the most progressive ports in Britain under its control — "The one port which will, by far, be affected by the entry to the E.E.C., due in 148 days today.

"Are we to see these 148 days pass with masterly inaction at the Department of the Environment? We sounded Reveille outside their concrete headquarters in Marsham Street, London, a fortnight ago. We hoped it would wake them up.

"Now we say it plainly. Bypass Canterbury and the villages on the A2 as a matter of national urgency. Otherwise life, property and even money will be lost when the real flood of traffic comes."

The letter delivered to the consulates of Belgium, Finland, France, Germany, Italy, Norway, Holland, Portugal, Spain and Sweden reads:

"Britain is now only 4½ months away from joining the European Common Market. You, Sir, being directly concerned with the import/export trade of your country must be aware of the tremendous increase in shipments of goods through Dover to be expected.

"Even before joining the EEC, traffic has been increasing at a surprising rate. Dover Harbour Board's figures for May show an increase of 42.14% over the previous year's month of May for heavy goods.

"All this traffic would be welcome had the British Government shown awareness of the results of its own actions. Unfortunately

it has ignored the road feeding the port of Dover — the A2 — so that village streets of 5½ metres width have to cope with 32 ton vehicles now, and 40 ton vehicles next year.

"For the safety of our nationals who drive heavy TIR vehicles we urge you to point out to your trading interests the dangers of the inadequate road leading from Dover to the M2 at Brenley Corner."

In the letter to the chairman of Dover Harbour Board the group maintained that the Board had been placed in an impossible position by the Government.

However excellent cargo-handling facilities, however many berths and the ferries to operate them were provided the road system feeding the port did not meet requirements.

"Your latest published figures show increases in every field, 42.14% for heavy goods. We are joining the Common Market in 4½ months time, and the Department of the Environment are acting as though an 18' carriage-way (in the villages) is the most appropriate roadway man's wits can devise for 40 ton TIR lorries.

I understand that your board has a member from the Department of the Environment with a watching brief. May I respectfully suggest this is made an acting brief so that some reduction in the appalling pressure of traffic along the A2 from Brenley Corner to Dover can be expected before next year's flood," the letter concludes.

K.O. 8.8.72

## DAILY EXPRESS 11<sup>th</sup> AUG 1972 Down comes a house

A 30-TON lorry loaded with onions careered down a hill in Folkestone yesterday, crashed through railings, flattened a lamp post, crossed another road, and then demolished a house. The driver struggled for more than half a mile to control the vehicle before leaping to safety. He said later that his brakes failed.

## opinion

K.O. 8.8.72

**I**T is an experience to stand at the side of Rheims Way watching the traffic passing on any evening. It is jammed nose to tail. There are thousands of private cars, very few of which have local registration plates, with roof racks covered with luggage and interiors crowded with holi-makers; there are caravans and, of course, the enormous container lorries from all European countries. Looking down at the beautiful Westgate Gardens and the languid Stour, the peace was constantly jarred by the squeal of brakes or protesting tyres and the hiss of air brakes as drivers realised that the warning signs "Roundabout Slow Down" really meant what they said.

Further along this main thoroughfare at St. George's Gate, the continuous stream

had to cross the opposite traffic flow in order to pass up St. George's Place on its journey to the coast and the port of Dover. At that spot, within a few hundred feet of Britain's finest cathedral, at the entrance to the old walled city, one could watch the way in which man's scientific progress clashed with the protection and preservation of one of Britain's historic cities.

It is not possible to halt vehicle production and only partially possible to control its use, but it becomes increasingly evident that roads should be built to carry this private and commercial traffic. It is vitally urgent that the motorway construction programme must include bypasses for all towns and, as a first priority, for historic ones.

The public purse is not a bottomless pit and allocation

of priorities requires completely fresh thinking. England has the finest and best kept minor roads in Europe and the worst record for building new major roads. This has to be reversed.

Recently on a journey from Sevenoaks to Dartford, it became obvious that hundreds of thousands of pounds are being spent, between Shoreham and Eynsford, on widening the best and safest section of that route. That amount of money might well have paid for the Bridge by-pass.

Work has now started on the Upper Harbledown by-pass. Why should that have priority over the safeguarding of the City of Canterbury?

We accept that the road between Rheims Way and Whitstable Road is desirable, but would not the prior construction of the city's by-pass

remove much of its immediate need?

These examples illustrate the need for altering the priorities on highway expenditure. Admittedly it is easier to acquire farm land and plan construction of roads in sparsely populated areas. But the urgent need is to remove traffic from the urban areas and the village main streets where the danger to life and property is the greatest.

It is not too late to change the policy at government and County Council level. Cut down the expenditure on country lanes and increase the amount of money being spent on building those vitally and urgently required roads, particularly the motorways or near motorways.

Preserve our cities and our precious village community life.

# AIGN

## A2 protesters block lorry's

### path at Dover

protesters blocked the a large TIR lorry and at Dover Harbour on Saturday as a token demonstration against the heavy traffic using the A2.

This protest by a representative group of people living in villages along the road came at the end of a march during which letters were handed to the consuls of 11 European countries and the Harbour Board.

Led by veteran campaigner, Mr. John Purchase, who is chairman of the A2 Group, the group stood in the path of the lorry for a short time waving placards.

Earlier Mr. Purchase told the marchers: "We have told the political people about this road — now we have to tell the commercial interests. You have got vehicles worth £12,000 each and drivers' lives are at stake."

In their letter to the consuls, the A2 Group say traffic through the harbour in May had increased by 42.14 per cent on last year's figures.

Entry into the Common Market would bring a "tremendous increase" in the shipments of goods.

"All this traffic would be welcome had the British Government shown awareness of the results of its own actions," the letter continues.

"Unfortunately it has ignored the road feeding the port of Dover — the A2 — so that village streets of 5½ metres width have to cope with 32-ton vehicles now, and 40-ton vehicles next year.

"For the safety of your nationals who drive heavy TIR vehicles we urge you to point out to your trading interests the dangers of the inadequate road leading from Dover to the M2 at Brenley Corner."

Mr. Kenneth Davis, general manager of Dover Harbour, accepted the A2 Group's letter to

Sir Clifford Jarrett, chairman of the Harbour Board.

This said that the board had been placed in an "impossible position" by the Government. However excellent the cargo-handling facilities, the road system feeding the port did not meet requirements.

It was understood that the board had a member from the Department of the Environment with a watching brief.

The letter suggests this is to be made an acting brief "so that some reduction in the appalling pressure of traffic along the A2 from Brenley Corner to Dover can be expected before next year's flood."

The protesters had an example of the inadequacy of the road system close at hand. On Lydden Hill some 60 TIR lorries were parked nose to tail in the near-

side lane, waiting for a chance to enter the harbour.

And on Barham Downs another dozen lorries had been stopped by police at the lay-by to prevent too much congestion.

Heavy lorries passing through Bridge make as much noise as a jet aircraft taking off 100 yards away, according to figures released exclusively to the "Kent Herald" by Mr. Purchase.

A student from the Open University, Mr. W. G. Marks, visited the village on Friday morning. He is working on a "noise map" of Britain and took readings in Bridge High Street.

Noise levels reached a maximum 98 dba — a reading representing the noise pressure on the instrument.

"This is equivalent to a jet aircraft taking off at about 100 yards," said Mr. Purchase.

"So obviously the noise levels are considerably higher than we would have expected. I was very surprised."

The minimum reading taken was 74 dba.



Protesters . . . and their target. Forty marchers warned 11 foreign consuls and Dover Harbour Board of the inadequacy and danger of the A2 on Saturday when they stopped one TIR lorry at the docks in a token protest. Meanwhile 60 TIR lorries blocked one lane of Lydden Hill, waiting to get to the harbour.

KH. 9.8.72



### The Channel tunnel

From Mr A. G. L. Payne

Sir, Your observation (August 7) that the Channel tunnel is of more benefit to the French than the British, is one which should be given more and deeper consideration.

It is generally not appreciated that even now Kent is having to bear the brunt of our increasing trade exchange with the Continent. Last May Dover Harbour Board handled 43 per cent more heavy goods lorries than in May 1971 and that year was 40 per cent above the year before. Within a short time of entry with the EEC the present flow of one heavy freight lorry every four minutes will increase to a flood.

The diversion of British trade through France via the tunnel is less significant than the diversion of traffic from the Continent, which will benefit France to a greater extent.

If built the tunnel will concentrate even more traffic in Kent, at the expense of other east coast ports. Already Dover is the focus for traffic entering from five continental ports, namely Boulogne, Calais, Dunkirk, Ostend and Zeebrugge. No wonder the roads on the continental side seem empty when compared with the A2 Dover to London Road, which is still only eighteen feet wide in any place along the twenty miles to the Motorway M2. No wonder the A2 is called the "Bridle Track to Europe".

Yours faithfully,

A. G. L. PAYNE.  
Woodside, Bigberry Hill,  
Harbledown, near Canterbury.  
August 8.



# A2 protest group moves into Europe

THE A2 Group, protesters who want village by-passes and a ban on heavy TIR vehicles along the "country lane" trunk road through Kent, carried their campaign on Saturday to the gateway of Europe.

And next, they intend to take their case right into the continent itself.

In the next few weeks the Group will be placing advertisements in leading European newspapers warning trading organisations about the hazards drivers face on the narrow, inadequate A2 between Dover and Faversham.

Mr. John Purchase, the group's leader and spokesman, told of this new tactic on Saturday when he led a demonstration by about 40 supporters to the gates of Dover's Eastern docks and car ferry terminal.

By DON PACKHAM

He said the adverts would be appearing in the German "Die Welt", French "Le Monde" and Italian "La Stampa".

Said Mr. Purchase: "We shall say that our campaign deserves their support because they are sending a £12,000 vehicle and the lives of their drivers along one of the most hazardous roads in Britain."

The A2 Group's initial confrontation with Europe came on Saturday when members journeyed to Dover and handed in a memorandum of their case to the Consul for continental countries at offices in Snargate Street.

## POLITE

Then behind an assortment of placards the demonstrators, dodging the busier streets to ease the burden on police in the port, marched to the Eastern docks to present

another memo to Mr. Kenneth Davis, general manager of Dover Harbour Board.

Holidaymakers just arriving from across the Channel peered in wonderment at the strange English custom of parading behind slogans like "The Road to Europe is a Country Lane" . . . "A Roman Trackway for Roman 40-Tonners!" . . . "Ministry Still Asleep to our Needs".

But it was all good natured and polite — with just a solitary woman police sergeant to shepherd them all along the seaf-ront.

Eventually a Dutch TIR lorry and trailer — similar to the 70 or so that are parked most times on Lydden hill awaiting space on the packed Channel ferryboats — emerged from the docks.

The driver sat patiently as the protestors

swarmed in front of his cab — then faced the other way for the benefit of a posse of photographers!

The A2 group, backed by villagers from all along the trunk road, is hammering away at the point that in four and a half months time Britain is due to enter the Common Market.

And that, they claim, will mean a much bigger influx of heavy container lorries rumbling through the confined village streets of Lydden, Bridge, Harbledown and Boughton.

The group's next move is to hold its own census of traffic along the road.

Declared Mr. Purchase, from Mill Cottage, Bekesbourne: "We are not satisfied with the Ministry figures. We think that TIR vehicles are far more than they claim."

He said that a recent check showed that TIRs were going through at an average of two a minute. And Harbour Board statistics reported a 42.16 per cent increase of heavy lorries passing through the port in May compared to the same month a year earlier.

Not the last word from Mr. Purchase: "The Department of the Environment is just not interested in this road. We have got to shame the Government into action!"

Sir,

I should like to thank R. J. Macdonald and S. R. Brown for taking the trouble to reply in the "Kentish Gazette" (August 4) to my letter of the previous week and to the resolution from Canterbury Constituency Labour Party in support of the dockers. I should also like to thank the anonymous sender of a copy of an editorial from a daily tabloid newspaper better known for its nudes than its news.

Both your correspondents and the editorial are of the opinion that trades unions and shop stewards "seek to destroy the economy of this country at all costs" and, moreover, to abolish "law and order." S. R. Brown and the editorial suggest that all this is the work of Communist agitators.

I am indeed grateful for this complex explanation, because in my simple way I assumed that working people would not wish to take industrial action unless they had a genuine grievance.

For one thing, I thought the drop in income and the resulting hardship would be a considerable deterrent, and for another I did not believe that trades unionists were disciplined revolutionaries, since even during the depression and the General Strike of 1926 there was no attempt by trades unionists to seize power.

But now that my eyes have been opened, I perceive another sinister threat to the whole constitution and fabric of our society. I refer, of course, to the open and determined defiance of the law by the militant demonstrators who sat down in the A2 and obstructed the lawful passage of vehicles on the Queen's highway.

I fail to understand how anyone can "condone such wilful and destructive behaviour," which is clearly calculated to jeopardise our balance of payments and destroy the economy. I ask myself, who is governing the country, those sitting in Parliament or those sitting in the A2?

I also note with alarm that some of the agitators subscribe to the Conservative and Liberal ideologies; ideally these people should be made to "go to the Communist bloc" where law and order are rigorously enforced and where protesters, agitators (and trade unionists) are reputedly kept under the thumb of the Government—a state of affairs which S. R. Brown clearly admires.

Your correspondents are rather hysterical over the word "profits." In fact, I merely made the obvious comment that only an unjust society can allow some of its members to reap large profits while many of the people who actually worked to earn them are now losing their livelihood through redundancy.

Redundancy in the docks is not due to higher wages but to the container system, which has been pushed through to bring higher profits to dock employers without any thought of the social consequences.

Who bears the high cost of redundancy payments and of supporting unemployed dockers and their families? The ordinary taxpayer, of course. Modernisation is all very well, but only if planned carefully to avoid such injustice.

Employers themselves are obviously not happy with the Industrial Relations Act, and the C.B.I. is urging its members to avoid using it. By attempting to force the Act into the delicate area of industrial relations, it is the Government, not the trade unions who are responsible for economic disruption.

The last Labour Government mistakenly tried to interfere in the same field but rightly gave way to pressure from below, as any democratic organisation ought to. Your correspondents have not really read my letter; they only saw the word "dockers" and saw "red."

J. M. CROWTHER (Dr.),  
(Secretary, Canterbury Constituency Labour Party.)  
2 Raymond Avenue,  
Canterbury.

K.M.  
11.8.72

## CAR FUMES TEST ON CUSTOMS MEN

Blood samples taken from Customs and immigration officials who work at Dover Docks are being studied by Department of Trade and Industry analysts for possible poisoning from petrol and diesel fumes. The officials check the passengers passing through the car ferry terminal.

The terminal is used daily by up to 500 freight lorries and 10,000 holidaymakers' cars which pollute the area with their fumes. The blood tests were ordered after three officers were suddenly taken ill.

D. Tel.  
26.8.72

KG. 11.9.72

GERMAN CONSULATE

Ref. DCR/GM

LIMEKILN STREET  
DOVER

KENT

Telephone DOVER 1201  
Telex 96115

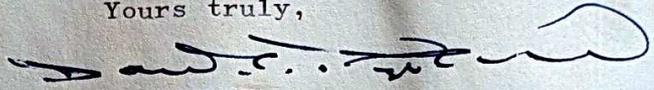
11 August, 1972.

John Purchase, Esq.,  
Chairman A2 Group,  
Mill Cottage,  
BEKESBOURNE,  
Canterbury,  
Kent.

Dear Mr. Purchase,

Further to your letter of the 3 August I confirm that your letter has been passed to the German Embassy, London, and they have acknowledged receipt of same and have noted contents thereof.

Yours truly,



David C. Ryeland

Consul

ROYAL NORWEGIAN VICE-CONSULATE  
(DOVER, FOLKESTONE, DEAL AND RAMSGATE DISTRICT)

LIMEKILN STREET  
DOVER

TEL: DOVER 1201

TELEX: 96213

11 August, 1972.

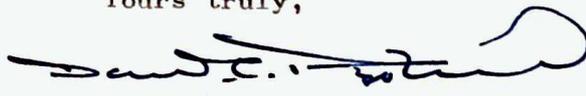
DER/GM

John Purchase, Esq.,  
Chairman A2 Group,  
Mill Cottage,  
BEKESBOURNE,  
Canterbury,  
Kent.

Dear Mr. Purchase,

Further to your letter of the 3 August I have now received a reply from the Consular Division of the Royal Norwegian Embassy, London, and they have asked me to acknowledge receipt of your letter on their behalf and that they have noted the contents thereof.

Yours truly,



David C. Ryeland

Vice-Consul.

Telephone: DOVER 1201

Telex: 89115xx 96115

VICE CONSULADO DE ESPANA  
VICE CONSULATE FOR SPAIN

D.C. Ryeland  
~~D.C. Ryeland~~  
Vice-Consul

LIMEKILN STREET  
DOVER

No. DCR/GM

10 August, 1972.

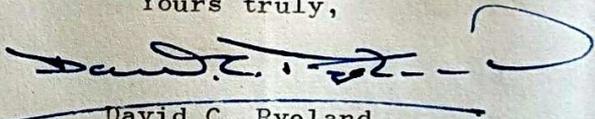
John Purchase, Esq.,  
Chairman A2 Group,  
Mill Cottage,  
BEKESBOURNE,  
Canterbury,  
Kent.

Dear Sir,

I acknowledge receipt of your letter of the  
5 August handed in by your Committee.

I have to advise you that the letter has been  
transmitted to the Spanish Authorities giving  
your Group's views concerning these road improvements.

Yours truly,



David C. Ryeland

Vice-Consul.



# Thirty-ton lorry crashes into Lydden garden

A 30-TON TIR lorry plunged off the A2 at Lydden yesterday (Monday) crashing through garden walls and shrubbery before slewing to a halt feet away from the home of an 83-year-old pensioner.

The London-bound lorry, carrying 20 tons of onions, scythed down a telegraph pole as it careered into the garden of Mr. Albert Banister, of Bernellan, London Road.

It was the sort of crash—only 200 yards from the scene of an almost identical smash last December—that Lydden and other A2 villagers have come to fear.

This time three lorries were involved, two TIRs and a Kent County Council maintenance van.

The front of the council van was crushed and its two occupants were rushed to Buckland Hospital, Dover.

They were Mr. Brian Parker, aged 23, of 17 Botler Cottages, Eastry, who was detained with head injuries and lacerations, and Mr. John French (54), of The Street, Nonington, who was

allowed home after treatment for lacerations.

One of the TIR drivers, Frenchman M. Camille Logereau, aged 24, was treated for a sprained wrist. Part of his load of onions was scattered over the road and nearby gardens.

The accident happened at 11.30 a.m. and five hours later the road was still partially blocked as breakdown men using special heavy lifting gear struggled to drag the lorry back on to the road.

A Seaboard emergency team was rushed to the scene to make safe the power cables that had crashed down across the road.

## HEARD NOISE

Mr. Banister, who was alone in his bungalow, said he heard a noise but thought nothing about it. When he looked out of the window he saw the mammoth lorry in his garden.

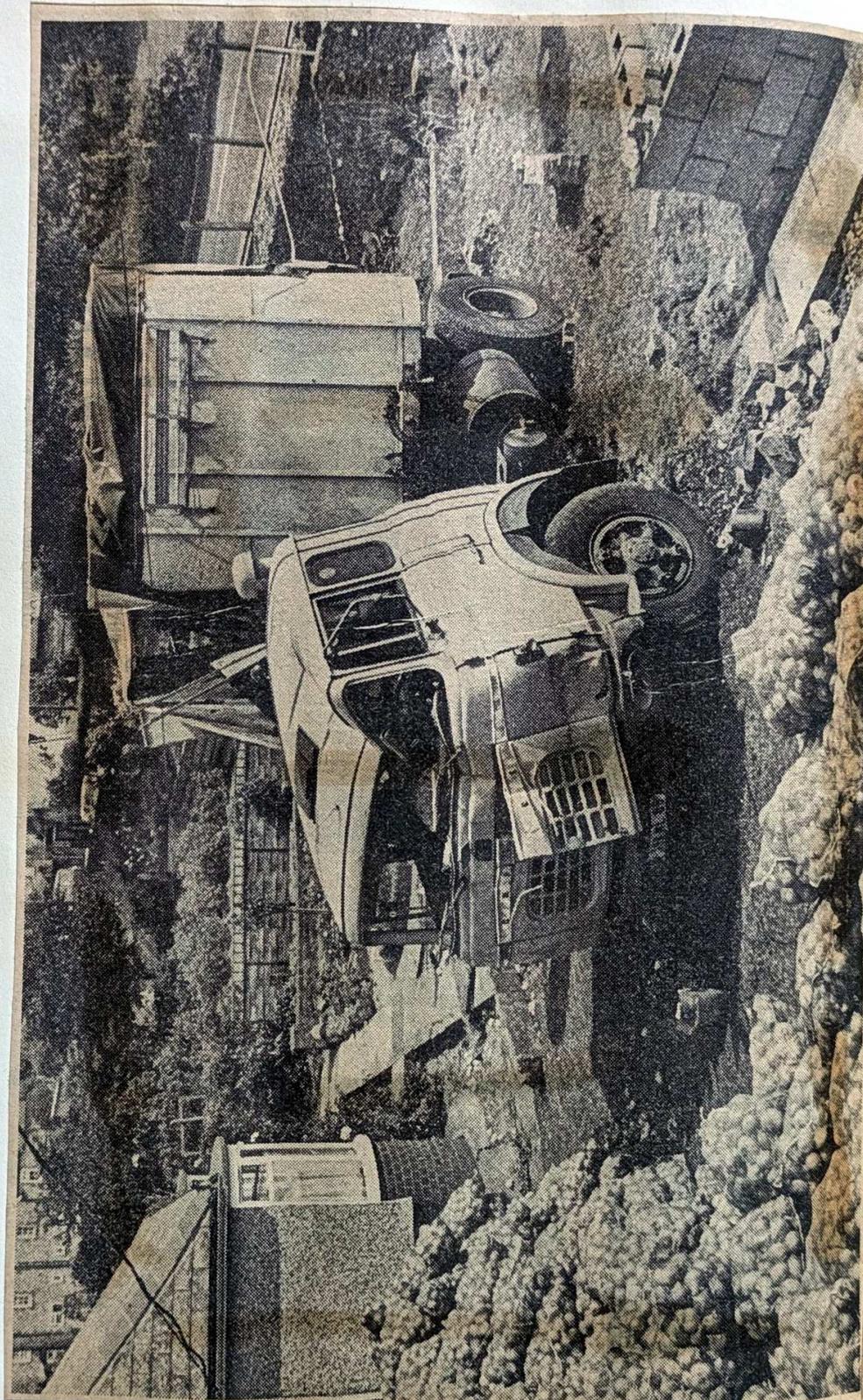
He said: "It could easily have come into the house. I was very lucky."

His son, Mr. A. E. Banister, owner of the neighbouring Lydden Garage, said he had been sitting in the office when he heard a bang and a crash. Looking up, he saw the lorry "flying" into his father's garden.

He said that this was the third such accident in the village in recent years.

"We are always having near misses, especially by the antique shop (just up the hill). But we've never had one just here," he added.

The other TIR lorry involved, a Swiss beer tanker and trailer, was only slightly damaged, and was allowed to continue its journey to Dover.



BELGIAN CONSULATE

Phone Dover 1808  
Extn: 3229

SOUTHERN HOUSE  
DOVER  
KENT

11th August, 1972.

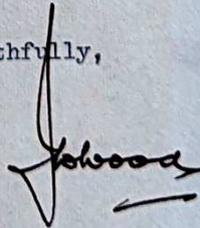
Dear Sir,

Thank you for your letter of the 3rd August. It would be in everyone's interest if a Bye-pass route were made from the end of the M2 to the Eastern Docks, and I understand that the Dover Harbour Board have, together with other interested parties, actively campaigned to have such a trunk road provided.

You, more than anyone, will realise that the provision of such a road is a political decision, and there is nothing I can personally do to agitate for its provision.

I do, however, wish you well in your campaign.

Yours faithfully,



J. Purchase, Esq.,  
Chairman A.2 Group,  
Mill Cottage,  
Bekesbourne,  
Canterbury.

# Again... what villagers have to live with

## Lorry plunges through garden

**I**N YET another road disaster on the A2 on Monday—this time at Lydden—three people were injured and a 30-ton TIR lorry plunged through a garden slewing to a halt feet away from the home of an 83-year-old pensioner. The London-bound lorry, carry 20 tons of onions, scythed down a telegraph pole as it careered into the garden of Mr. Albert Banister, of Bernellan, London Road.

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### Onions scattered

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ing up, he saw the lorry "flying" into his father's garden.

He said that this was the third such accident in the village in recent years.

"We are always having near misses, especially by the antique shop (just up the hill). But we've never had one just here," he added.

The other TIR lorry involved, a Swiss beer tanker and trailer, was only slightly damaged, and was allowed to continue its journey to Dover.

## Tourists escape in A2 crash

Twenty-three French holiday-makers had a narrow escape when their coach was involved in collision with a Danish TIR lorry on the A2 at Harbledown on Tuesday.

Three passengers—two women and a man—were slightly injured after the London-bound lorry scraped the side of the coach and were treated at the roadside for facial cuts.

The party of tourists was returning from a three-day holiday in London, when the accident happened near the junction with Plough Lane. Several windows in the coach were broken.

### Blocked again

The A2 was blocked again yesterday (Thursday) afternoon while breakdown men hauled a Turkey-bound lorry back on to the road after it had toppled on to its side at the bottom of Lydden Hill.

The lorry, carrying crates of machinery, parked on the hard shoulder but part of the verge gave way and it fell into a roadside ditch.

## 7,310 per cent traffic rise

Sir,

The density of traffic on the A2 through the villages of Bridge and Harbledown has increased tremendously this year and now with the dock strike we have large concentrations of TIR juggernaut lorries waiting for long periods at Barham (three deep) and Lydden Hill (two deep).

The following facts that I presented to the County Council at its last meeting may be of interest to your readers.

In 1962, 2,052 lorries passed through the port of Dover; in 1972, 152,000 (estimated). This is an increase of 7,310 per cent! During the same period (10 years) the Ministry of Transport has been busy doubling the carriageway from Brenley Corner to Dover and they have managed to complete three miles! I estimate it will take well after the year 2000 to complete it.

The County Council was not worried about it. It passed an amendment endorsing the present policy and another urging that lorry traffic should go on the railways!

ALFRED ROSS,

Out Elmsted Farm,  
Barham.

Sir,

Now that the stacking of TIR vehicles arriving at Dover has been going on for some weeks it has been possible to draw conclusions from observations made. The Dover Harbour Board and the police have been keeping the Eastern Dock clear by holding up to 120 TIR at Connaught Barracks; a further checkpoint on Lydden Hill has been seen holding up to 80 at a time, and Barham checkpoint has been called into play on occasion. At Farthingloe TIR arriving via the A20 have been held.

It is clear that 90 per cent of TIR traffic is using the A2 to reach Dover. The numbers held at Farthingloe have been decried by comparison. Even when a crash at Lydden the other day blocked the A2 for some hours, drivers ignored the diversion signs that would have led them to the A20. And yet the Department of the Environment say that the A20 is the intended route for this traffic.

To obtain clear figures the A2 Group is mounting the first of two traffic census operations this coming week. From Thursday midday, August 24, to Saturday midday, August 26, we will have continuous manning of a census point south of Canterbury. The first 24-hour period will represent weekday activity, the second will show abnormal weekend loading at a holiday period.

The figures from this census will be complemented by the second census to be held shortly afterwards on all the Canterbury radial roads simultaneously. This should indicate traffic flow and demand relative to the A2. The figures and analysis will be made available in the first instance to Mr. David Crouch, M.P. for Canterbury, who has asked for them to help in his approaches to the Department of the Environment.

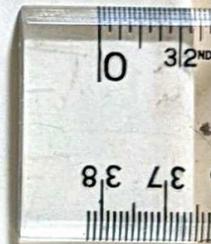
The two serious and three minor incidents involving TIR locally in the past eight days worry us; they should worry the Department of the Environment who have just airily dismissed the request for 40 m.p.h. slow-down lanes at Bridge, a request backed by the R.D.C., the K.C.C. and even the Chief Constable.

Will they ever learn?

JOHN PURCHASE

(Chairman: A2 Group)  
Mill Cottage,  
Bekebourne.

65 18.8.72





K4 B 82

Eighty-three-year-old Mr. Albert Banister surveys what remains of his garden at Lydden, which was destroyed when this TIR lorry ploughed through it on Monday.

## VILLAGERS FIGHT FOR BETTER A2

By HUGH FERGUSON  
Environment Correspondent

VILLAGERS who have been protesting about the "appalling inadequacy" of the A2 from the M2 to Dover, are to meet Mr Page, Minister for Local Government and Development.

They will demand a drastic acceleration of the road improvement programme when he makes a fact-finding tour on Sept. 12.

Successive governments have refused to consider extending the motorway for the 23 miles to Dover since construction ended near Boughton in 1963.

Instead the A2 has been slowly converted to dual carriageway but the amount of traffic, particularly heavy lorries, has increased all the time.

Mr Page's visit follows urgent pleas to him and to Mr Walker, Environment Secretary, by Mr David Crouch, Conservative MP for Canterbury. Apart from hearing the views of the villagers, the Minister will confer with county council officials and Kent M Ps.

### Market entry

"Our entry into the Common Market makes it an alarming prospect. Dover will be the chief port for Europe and, with the likelihood of the allowed length of goods vehicles being raised from 32ft to 40ft, a road which is only 18ft wide in places will not be sufficient."

He felt there was an imperative need for the Government to use "crash" measures so that work on the A2 and Canterbury by-pass could be finished considerably sooner.

D.T. 2.9.72

## FRENCH JUGGERNAUT 26 TONS OVER LIMIT STOPPED AT DOCKS

By JOHN LANGLEY, Motoring Correspondent

A LARGE French lorry loaded with steel was more than 26 tons overweight when officials checked it off a ship at Southampton.

Its gross weight was 58 tons 10cwt, against the official British maximum of 32 tons. It was impounded at the dockside to become the first victim of a prohibition order under the Foreign Vehicles Act.

The Act came into operation on Aug. 1. Until now the Department of the Environment has been using cautions to give foreign vehicle operators a chance to familiarise themselves with the British regulations.

The Department has announced that it plans to start operating the new law more strictly from the middle of this month. But the lorry was so overweight that in this case they operated the "get tough" policy on the spot.

As well as being overloaded the French juggernaut was found to be more than four feet longer than the British legal maximum of nearly 50 feet.

The French driver was told he could not continue until the excess part of his load had been removed.

This was done and the load of steel continued its journey to Hartlepool in two lorries.

Weight checks are now being made at the ports used most by Continental hauliers.

Officials are hoping that the warnings they have been giving will be some deterrent on overloading by the time they begin operating the new Act in earnest later this month.

From: David Crouch, M.P.



August 17, 1972

Dear Mr. Purchase,

Mr. Crouch has asked me to let you have the enclosed interim reply from the Department of the Environment about the A.2.

He will write to you again as soon as he hears from the Minister.

Yours sincerely,

DJ

John Pu  
Mill Co  
Bekesbo  
Kent.



DEPARTMENT OF THE ENVIRONMENT  
2, MARSHAM STREET  
LONDON S.W.1

7 August 1972

Dear Mr Crouch

The Parliamentary Under Secretary of State has asked me to let you know that he has not overlooked your letter of 20 July enclosing one from Mr Purchase about the A2.

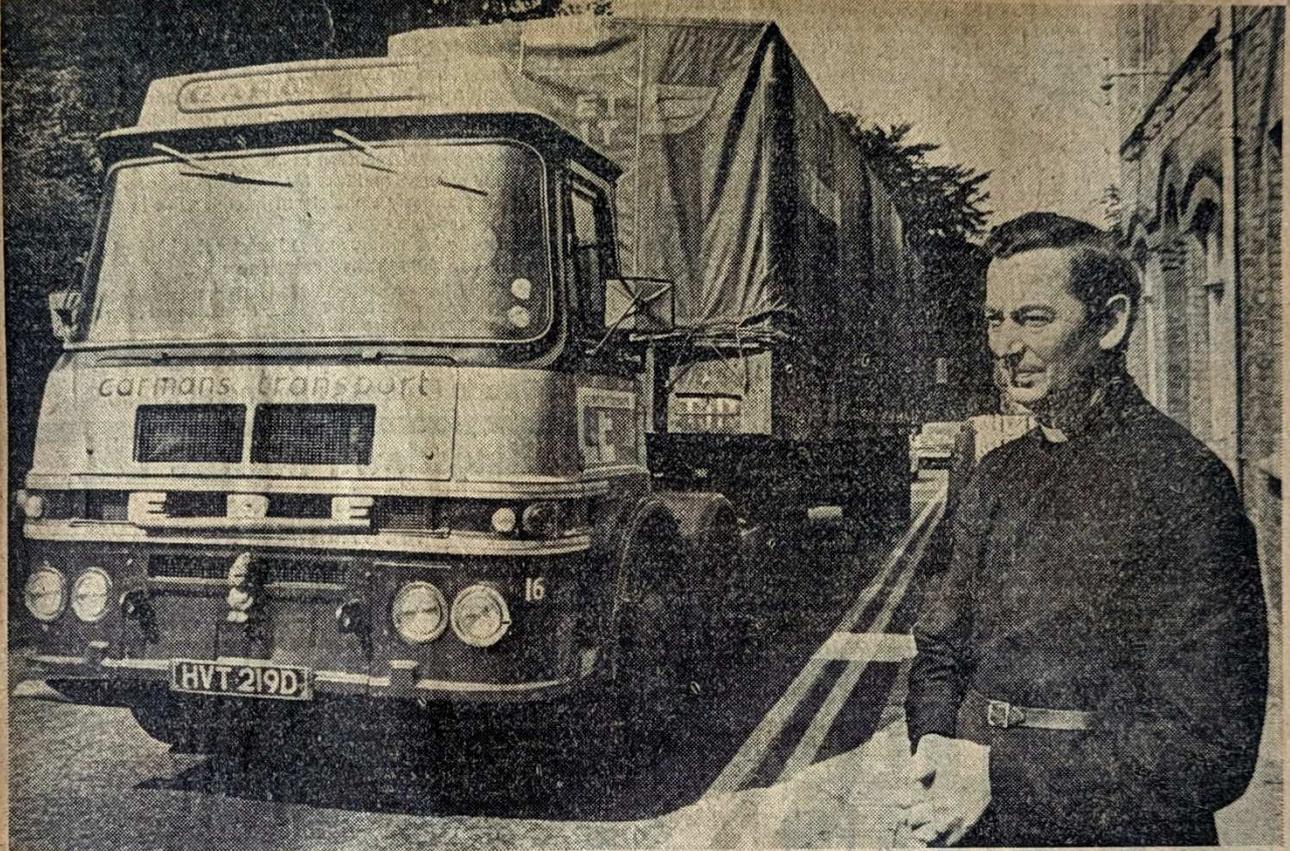
Mr Speed will let you have a reply as soon as possible.

Yours sincerely

A handwritten signature in cursive script, appearing to read "A J Shelley".

A J SHELLEY  
Private Secretary

David Crouch Esq MP



Harbledown's Rector, the Rev. Cyril Munt, who forecast a loss of lives and homes to the ever-growing volume of traffic on the A2 at a meeting about the village's by-pass on Monday.

# Rector warns of danger to lives and houses

## But village wants by-pass shelved

**P**EOPLE living in the traffic-battered A2 village of Harbledown are in danger of losing their lives and their homes if there is any more delay in ridding the busy trunk road of heavy lorries, the Rector, the Rev. Cyril Munt, warned on Monday.

During a noisy confrontation between the divided factions of the village—one seeking an immediate Lower Harbledown by-pass, the other wanting its deferment—Mr. Munt stressed: "We are concerned with preserving our lives and our homes."

"If something is not done very quickly, we are in danger of losing both. In eight years a lot of us will have been killed on the road by the lorries, asphyxiated by the fumes or forced to move because our houses will not be habitable any more."

By a small majority, the angry villagers plumped for the scheme to be put back until a definite route for the Canterbury by-pass is agreed.

### Special meeting

The vote — 49 for deferment and 44 against—was taken at a special meeting called by the parish council to gauge villagers' feelings before councillors made a firm decision.

In May, the parish council called for the interim Lower Harbledown road to be put back—but this led to protests, which culminated in a meeting three weeks ago when villagers said,

He did not favour either road especially but thought something had to be done soon. Traffic had increased, causing danger to people going to the church or church hall.

In the last nine months two children had been knocked down. Fortunately, they were not killed but unless something was done they would see a loss of life, he said.

In 1953, a parish meeting was held to discuss the Harbledown by-pass and Mr. Munt hoped they would not still be holding meetings in another 20 years.

Eight years' delay was a figure given by Kent County Council in a letter read by Mr. Norman Upton, the parish council chairman.

"It is bound to be several years before the Canterbury by-pass is built and, having at long last got the Harbledown by-pass scheme almost to fruition, it would be a great shame to drop the scheme at this stage," said the county council. "Doing so would do nothing to support the Canterbury by-pass."

### Public inquiry

Cllr. Tony Payne said the

traffic from London would still use Harbledown as its way into the city.

The Harbledown road would be elevated and would affect many homes in the village—although relieving Church Hill.

Cllr. Payne thought land for the Canterbury by-pass could more easily be obtained because fewer individual plots were involved.

He hoped his fellow-councillors would not "commit this village to this disastrous permanent mistake."

Villagers at present suffering the effects of the heavy traffic

wanted the village by-pass to be built now—with demands for a Canterbury by-pass to come later.

But one woman—living in Lanfranc Gardens, which will be affected by the proposed road—appealed: "Let us at least learn by a bit of experience and not make another bad mistake."

"You have got to build for the future," urged another speaker.

And a third warned that soon 40-ton lorries could use the new single-carriageway by-pass. The road would not alter the situation, just those affected by it.

### A2 census

Members of the A2-Group are today (Friday) halfway through a continuous 48-hour census of traffic passing through Bridge.

The survey—"a vital part of our campaign," said one of the organisers—started at midday yesterday and will finish at the same time tomorrow.

It is intended to provide an accurate breakdown of all traffic using the road from which the A2-Group hopes to be able to deduct the number of heavy lorries.

Twenty-three members from Bridge, Harbledown and Canterbury are helping with the project, which is based in Mr. Brian Lewis' garden, at 1 High Street, Bridge.

During the height of the Bridge by-pass campaign in 1964 a census was taken which showed that 6,700 vehicles passed through the village in 24 hours.

25-8-72

Godfrey Davis  
Rent-a-car Agents

# The Juggernaut threaten Bri



**THUNDERING THROUGH:** The lovely village of Bridge in Kent... and one of

HUNDREDS of juggernaut lorries rumble into Britain from the Continent every day in defiance of the Government's weight limit laws.

Officials are overwhelmed in their attempts to stop them because of shortage of men and equipment, and the need to keep ports operating smoothly.

The lorries make life almost intolerable in dozens of villages and towns and tear up roads which were not designed to take such enormous loads.

At the same time, some British haulage firms add to the misery by overloading their lorries to cash in on the booming road transport industry. This overloading—often many tons greater than the lorry was designed to carry—makes vehicles dangerous and causes pollution as strained engines pump out clouds of black exhaust smoke.

Attempts by some weights and measures inspectors to stamp out the practice have been met with threats and violence. Mr Bryan Dixon, deputy chief weights and measures inspector for Kent, had to have police protection for three months after threats on his life. His wife and daughter aged five were also threatened—in phone calls—and his home was attacked.

**'One night lorry drivers with a grievance followed me home, broke**

**in and covered the whole downstairs with red paint,' said Mr Dixon. 'Even my children's toys were slashed and daubed in paint.'**

'Drivers with overloaded lorries have driven straight at me when I have tried to flag them down, and the insults and jostling I receive have become commonplace. I sat in a transport cafe one day and overheard some drivers talking about me, saying they would run me over next time they saw me.'

Mr Dixon has a staff of 20 inspectors. They deal with between 2,000 and 3,000 complaints each year, ranging from holidays that go wrong to short changing at restaurants. 'On top of all our normal work we now are having to cope with lorry inspection,' he said. 'Our organisation is just groaning at the seams. Even with half a dozen extra men, we would still be unable to do the job properly.'

In spot checks at Folkestone, Mr Dixon discovered that nearly all Continental lorries arriving by ferry are well over the permitted maximum of 32 tons.

Drivers are now being given warning notices, which they must take back to their firms. But under new regulations which came into force on August 1, officials have the power to hold lorries until they have removed excess loads.

'The trouble is that there is no weigh-bridge on the docks themselves,' said Mr Dixon. 'We have been promised one in six weeks, but it will be behind the Customs



BY  
HAF  
ENV

shed and almost impossible to get at. Even if we find a lorry to be grossly overloaded and refuse to let it in, there is nowhere to park without blocking the port altogether.

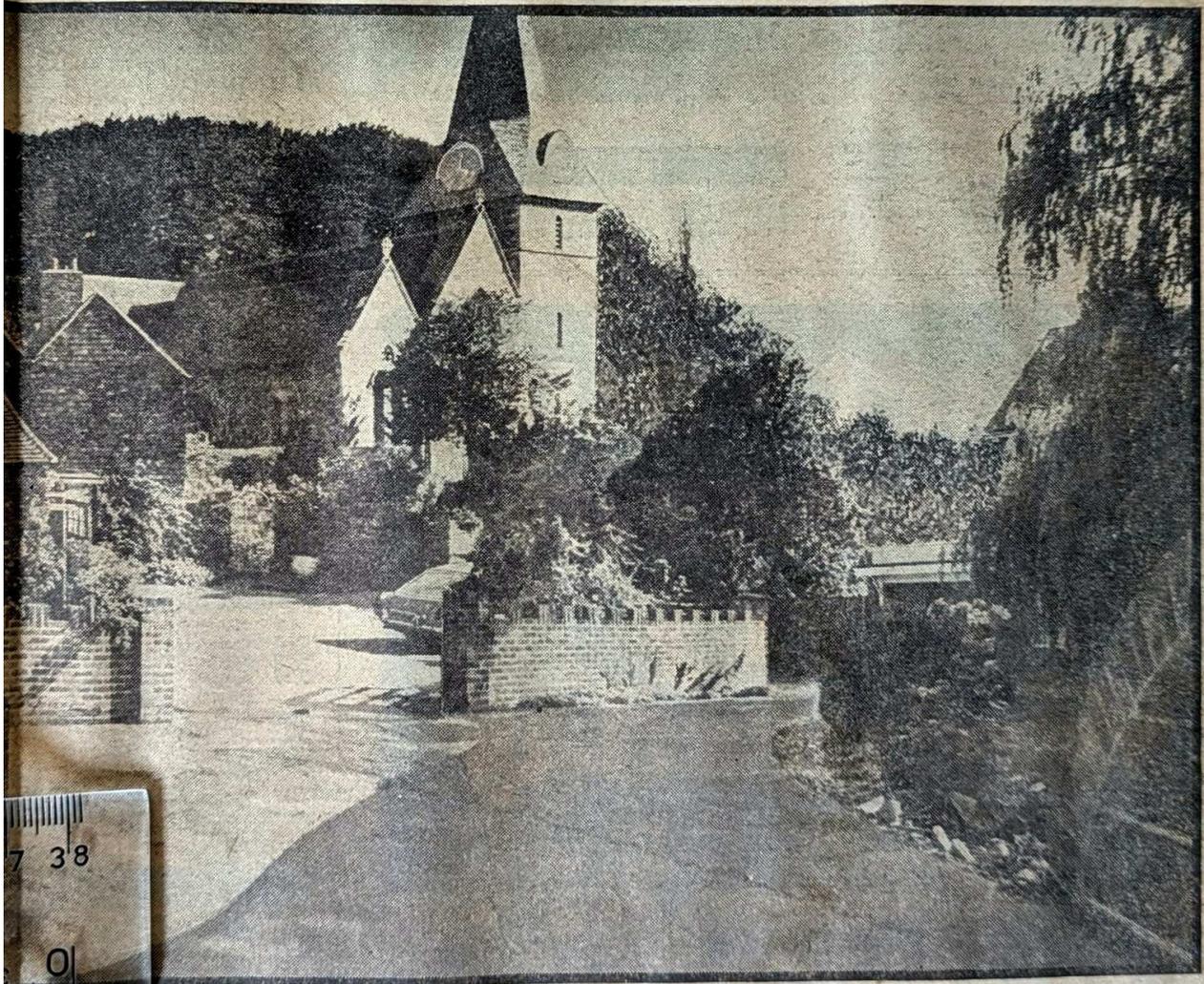
I watched a lorry being checked. It was loaded with highly inflammable and explosive resin—and at a total weight of 36 tons was four tons over the permitted maximum. The tyres were almost bald and one was split dangerously. The driver, who spoke no English, had arrived in Folkestone from Dusseldorf.

'If he is in an accident, there could be a terrible explosion,' said Mr Dixon. 'But what is the alternative? If I hold him here, another tanker will take part of the load. That could be dangerous... two half-empty tankers, each with the liquid swilling about inside. There is just no alternative but to let him go—and just hope.'

**Continental firms are equipped with lorries to carry up to 50 tons. They drive all over the Continent without any problem. And are**

# Invaders which threaten Britain's heritage

D Mail  
23872



Invaders that invade it.

Picture: GEOFFREY WHITE

**VEY ELLIOTT**  
ENVIRONMENT REPORTER

determined not to unload and reload into two smaller lorries just to drive in England.

At Dover no weight checks have been made at all yet because there is no weighbridge near the docks. So 300 lorries a day, nearly all of them over the 32-ton limit are rumbling off ships unchecked.

'If we did bring in proper checks there it would be chaos,' said Mr Dixon. 'The port is finely adjusted to a smooth traffic flow. We would have to take vehicles across the flow of traffic on to a portable weighbridge and weigh each of their axles separately. Then, if they were too heavy, we would have nowhere to store them.'

So the lorries continue to pour into Britain. And ten miles up the A2 from Dover, they reach the embattled village of Bridge, where one house has already been totally wrecked when a heavy lorry ploughed through it, and many others are crumbling.

centuries-old cottage with a neat garden at the back, which overlooks a Norman church and a row of elms. But the lorries now pass within inches of the front door.

'Five years ago the traffic was not too bad,' said Mr Rose. 'But within the last year, the big lorries have come. They go past every minute of the day and night, throwing up fumes and dirt and shaking the house to its foundations.'

'We paid £6,500 for this place. I doubt if we would get the £500 back now. In a year this village could be a ghost place or a heap of rubble.'

The villagers tried blocking the traffic by lying down in the road. They erected an enormous sign calling on the Government to ban the heavy lorries. And those who could moved out.

The Government is under pressure from all sides. Environmentalists say juggernauts must be banned because of the noise, the fumes and the sheer hell of trying to live with them. Scientists say they must be banned because British roads will crack up under the weight.

But road hauliers claim that the bigger the lorry, the cheaper the cost of transport. 'We will be able to pass on the saving to the consumer,' said a spokesman.

The sad fact is that the Government will almost certainly have to capitulate. Talks are now under way in Brussels to

set a limit which will be standard throughout member countries. It is likely to be over 40 tons. Transport Minister Mr John Peyton is trying hard to get it lowered. But few people believe he has much chance.

Already plans are being prepared for special routes for the monsters. Some experts want lorry parks on the outskirts of cities so that juggernaut container wagons can stop and offload on to fleets of smaller delivery vans. Even so, to get to the main routes, lorries will have to pass through villages and tiny twisting back streets. And the haulage industry is not likely to co-operate in the lorry park schemes if they can deliver door to door.

So we will inevitably face even heavier, noisier and dirtier juggernauts on our roads in the next few years. The cost of repairing the roads and bringing them up to the required standard is reckoned to be £150 million.

At home, the policy of overloading by many British companies goes on. They are paid by the ton, and if they can get ten tons over the limit it represents a profit. But every ton over decreases the efficiency of the brakes and adds to the weight of the steering wheel.

Owners who are caught face a fine of £200 for overloading and, under new regulations, the loss of their licence if they can be shown to have committed other offences. But with such a shortage of weighbridges and inspectors, they are prepared to take the risk.

For them, the profits are enormous. For the rest of us, the future looks grim.

## Swatting albatrosses with a butterfly net

WE DON'T WANT these monster lorries on our roads.

They pollute our lives with their fume-laden roaring. They chew up our road surfaces. They barge their gargantuan way through once peaceful villages. On the hills they grind other traffic down to a nerve-twitching crawl.

They are a menace. And, of course, they are illegal.

No lorry, foreign or British, should when loaded exceed 32 tons gross weight on this country's roads.

That is not meant as a pious environmental hope. It is the law.

Yet it is a law which is now being flouted as a matter of cynical routine both by British and by Continental road hauliers.

Weights and measures inspectors, who are supposed to administer the law, are few and sometimes have to face physical intimidation from the drivers.

Weighbridges to check the lorries are inaccessible.

Lorry parks for lightening the load of the Continental juggernauts when they come through the docks are non-existent.

It is like trying to swat albatrosses with a butterfly net.

But the real scandal is political.

After ten years' haggling the six Common Market countries have agreed on a 40-ton limit for lorries—that's eight tons in excess of ours. And nobody, either in the offices of the bureaucrats in Brussels or in the boardrooms of the British road hauliers, believes that Mr Heath's Ministers have the will to veto it.

Well, has the pass been sold or hasn't it?

There's only one way for Mr Peter Walker to prove the courage of his environmental convictions... more inspectors, more weighbridges, more fines for British firms and more Continental drivers forced to unload their over-weight lorries.

This is not a side issue. It is just the sort of civilised ground on which Britain must stand and fight when she joins the Common Market.

# A2 traffic census shows big increase

A DRAMATIC upsurge in the numbers of vehicles using the A2 has been revealed by a round-the-clock watch kept at Bridge since Thursday lunch-time.

Thirty members of the A2 Group from Bridge, Canterbury and Harbledown, marshalled by secretary Brian Lewis, have ticked off and catalogued every car, motor-cycle, bus and TIR lorry thundering through their checkpoint in the village High Street.

At the 80-hour mark Mr Lewis told the "Kent Herald" he had been on duty for 46 hours, sifting, checking and cross-checking the information gathered by his members.

What that information added up to, he said, was firm proof that the traffic far exceeded the capacity for which the road was built.

The census was originally planned to last 48 hours, but the organisers decided to extend it so that they could get the whole picture—peaks and troughs included—of a bank holiday weekend. The detailed check was due to end at midnight yesterday (Monday).

### MAMMOTH LORRIES

In the first 24 hours 16,494 vehicles of all types passed the checkpoint in Mr Lewis' garden—one for every 5.2 seconds of the day. Of the total, 4.3 per cent—708—were mammoth TIR lorries, one for every 1.2 minutes.

Two years ago the Ministry of Transport carried out its own census, which showed that 16,250 passenger car units passed through the village. Applying the Ministry's same formula, Mr Lewis' team has worked out that there were 20,502 p.c.u.s in the first 24-hour period, an increase of 25 per cent.

The maximum capacity that the existing A2 was designed to carry, according to figures given to an A2 Group meeting by the Kent County Council, was 9,000 p.c.u.s a day, said Mr Lewis.

In the second 24-hour period, although the numbers of vehicles went up to 18,194 (22,368 p.c.u.s), there were fewer TIR lorries, because, Mr Lewis believed, there was a holiday on the Continent too.

## Minister to see road for himself

The third period—midday Saturday to midday Sunday—revealed an overall decrease to 15,734 vehicles, which was expected, particularly as an R.A.C. survey showed less holiday traffic about all over the country.

Of the census, Mr Lewis said: "It underlines and strengthens our case that the A2 is not capable of coping with today's traffic."

Eight years ago the group carried out a census that showed that 6,720 vehicles passed through Bridge in a day. The

increase, according to our survey, is 246 per cent.

"We knew things were bad and we know they will be worse, especially when Britain enters the Common Market in January. The frightening thing is that by then we will be getting 1,000 of these TIR bums through every day."

"Until the Ministry wakes to that fact there will be more and more accidents. It is up to the A2 Group to protect its lages."

Mr Graham Page the Government Minister responsible for roads, has told Canterbury M.P., Mr David Crouch, that he intends to inspect the A2 himself in September.

Said Mr Lewis: "I intend to invite Mr. Page to spend a night at my house. He can see—if he can—in my bedroom that he can get some idea of the nightmare of living on the road."

## Minister to see for himself

The Government Minister responsible for roads, Mr Graham Page, is coming to East Kent to see for himself the traffic-crammed A2 and hear the views of people living in earshot of the road.

Mr Page will also be discussing the progress of the A2 development. This visit is a result of representations by Canterbury's M.P., Mr David Crouch, to Environment Minister, Mr Peter Walker, and to Mr Page.

Mr Crouch told them he felt they did not appreciate the strength of local feeling about the inadequacy of existing Government plans to improve the A2 to cope with the rapidly-increasing volume of traffic from Dover.

They did not appear to recognise the implications which Britain joining the Common Market must mean to an ever-greater traffic flow on the road, he said.

Mr Crouch has been pressing the Government for a complete revision of its plans to get an urgent crash programme of improvement. This improvement must be achieved in the next two or three years, he says.

"If we can build the Third London Airport out in the sea, with a 50-mile motorway and monorail to London and develop a city of one-quarter of a million people to support it in eight years, it should not be too much to expect the A2 to be brought up to standard within the next two years," says Mr. Crouch.

Rt.  
5.9.72

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury,  
Kent.

24th July 1972.

Roger Moate Esq., M.P.,  
House of Commons,  
London S.W.1.

Dear Mr. Moate,

I enclose for your information a copy of an article which appeared in the Sunday Telegraph on 16th July together with a car sticker currently being circulated. The article, I think you will agree, is alarming for those of us living on the A2 when it is realised that we enter the Common Market just 160 days from today's date.

Yours faithfully,

Brian A. Lewis.

BRIDGE-BLEAN RURAL DISTRICT COUNCIL  
TELEPHONE: CANTERBURY 66411 (4 LINES).

COUNCIL OFFICES  
OLD DOVER ROAD  
(Entrance from Cossington Road)  
CANTERBURY, KENT

30 August 1972

Dear Sir,

TOWN AND COUNTRY PLANNING ACT, 1962  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1963  
APPLICATION NO. ES/6/72/369  
ADVERTISEMENT SIGN, 90/92 HIGH STREET, BRIDGE

With reference to your application in connection with the above development, I have to inform you that although every care has been taken to avoid delay, owing to unforeseen circumstances, it will not be possible for a decision to be given by the 7 September 1972

It would be of considerable assistance, therefore, if you would agree to an extension of the period within which the application is to be decided until the 7 November 1972 although of course, every effort will be made to determine the application before this extended period ends.

If you agree to this extension of time, perhaps you would date, sign and return the lower section of this letter to me by return of post.

IF YOU DO NOT APPROVE OF AN EXTENSION OF TIME, OR IF YOU FAIL TO SIGNIFY YOUR AGREEMENT AS SOON AS POSSIBLE THE COUNCIL WILL NO LONGER HAVE THE POWER TO MAKE A DECISION ON YOUR APPLICATION AND IT WILL NOT, THEREFORE, BE PRESENTED TO THE MEMBERS FOR DETERMINATION. IT IS ESSENTIAL, THEREFORE, THAT YOU SHOULD REPLY BY THE DATE STATED.

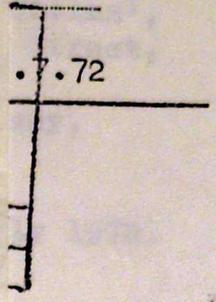
J Purchase Esq.  
Mill Cottage  
Bekesbourne  
Canterbury

Yours faithfully,

*S. J. Thockrey*  
Engineer and Surveyor

W. DAVIS  
ROAD SAFETY ORGANISER  
& HOME SAFETY OFFICER  
TELEPHONE  
CANTERBURY 66411 (4 LINES)

COUNCIL OFFICES,  
OLD DOVER ROAD,  
CANTERBURY



R30/1

WD/SB

26 July 1972

Dear Sir

ACCIDENTS A2 - BRENLEY CORNER TO DOVER BOROUGH BOUNDARY

With reference to your request to the Clerk of Bridge-Blean Rural District Council, I enclose herewith details supplied by the County Surveyor of the number of accidents on the A2 from Brenley Corner and Dover Borough boundary from 1966 - 1971.

Corner  
:-

Yours faithfully

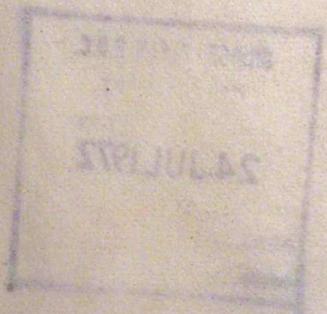
over

*W. Davis*  
Road Safety Organiser  
and Home Safety Officer

Councillor A G L Payne  
Woodside  
Bigberry Hill  
Harbledown  
Canterbury

*W. Emery*  
for County Surveyor.

GRS



KENT COUNTY COUNCIL -- ROADS DEPARTMENT

EXTN. No. 235

Memorandum to: County Road Safety Officer

Your Ref.:

My Ref.: 12.PJK.

COUNTY CLERK'S		
OFFICE KENT 19.7.72		
RECEIVED		
20 JUL 1972		
ACK.		1 / 7
ANS.		1 / 7

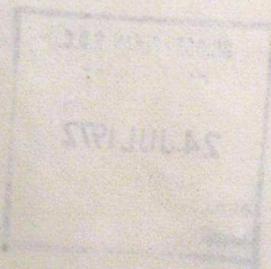
Accidents, A2

I refer to your recent request to Mr. Kinnersley for the total number of accidents on A2 between Brenley Corner and Dover Borough boundary. The figures are as follows:-

Year	Total for Brenley to Canterbury	Total in Canterbury	Total from Canterbury to Dover
1966	110	40	45
1967	106	34	48
1968	96	34	38
1969	105	25	51
1970	91	21	42
1971	122	43	51

*W. Smery*  
for County Surveyor.

GRS



# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury,  
Kent.

29th July 1972.

Sgt. C. Dunster,  
Kent County Constabulary Sub Station,  
Bridge,  
Canterbury,  
Kent.

Dear Sgt. Dunster,

I would like to bring to your attention the apparent lack of Radar Speed Meters in Bridge High Street, A2, during recent weeks.

The Police were at one time providing traps at the rate of approximately one per week at one time but it is evident that such frequency is no longer being observed.

Mr. John Purchase, Chairman of our Group, spoke to Inspector McKissock at Canterbury police station about a month ago concerning the excessive speed of certain Continental T.I.R. vehicles heading for the port of Dover, and assurance was given that more frequent traps would be set up particularly during the early evenings when traffic flows were reduced and speeds accordingly increased. Since this has not transpired, I would be pleased if you could apply whatever pressure is necessary so as to ensure that the welfare of the villagers of Bridge is protected.

I fully appreciate that the police force as a whole is fully stretched due to understaffing particularly having regard to the traffic delays which currently exist at Dover, however, as you are well aware, we can not risk a reoccurrence of the tragic T.I.R. accident which happened in the village last month.

Yours sincerely,

Brian A. Lewis

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury,  
Kent.

18th August 1972.

The Chief Constable,  
Kent County Constabulary,  
Sutton Road,  
Maidstone,  
Kent.

Dear Sir,

As you are aware, the A2 Group has been reformed in an attempt to achieve a safer road from Brenley Corner to Dover.

Both the A2 and A20 roads leading to the channel ports have recently experienced a growing number of accidents involving heavy intercontinental vehicles T.I.R. These vehicles are currently being held by the police at Barham, Lydden Hill, Farthingloe and Connaught prior to their embarkation.

It is evident that the control points have been necessitated firstly due to the dock strike, and secondly due to the vast build-up in heavy goods traffic which we are likely to experience from now on with entry into the Common Market pending.

In spite of entry into the E.E.C., the Department of the Environment fail to acknowledge the necessity of an M2 extension to Dover and insist that the A20 is the main highway to the port from London. In this knowledge, may I enquire

1. What proportion of T.I.R. vehicles are being held at Barham and Lydden A2 compared with Farthingloe A20.

2. What the estimated cost is to the taxpayer for the continuous manning of the control points remembering that approximately 30 officers, floodlights and traffic vehicles are being employed.

Yours faithfully,

(Brian A. Lewis)

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury,  
Kent.

29th August 1972.

David Crouch Esq., M.P.,  
House of Commons,  
London S.W.1.

Dear Mr. Crouch,

I enclose for your information a copy of an article which appeared in the Daily Mail yesterday concerning T.I.R. vehicles. You will note that special reference is made to the A2 where it passes through Bridge.

I understand that Mr. Graham Page, Minister responsible for Roads, intends to inspect the A2 in September and would be pleased to know whether or not the A2 Group can be of any assistance to you at the time of his visit.

To further emphasise our plight, might I suggest that Mr. Page spends the night at my home 1, High Street, Bridge so that he may experience the delights of living on a highway built for little other than horse traffic. I would be more than willing to vacate my bed which is just 24 feet from the road.

The Census is now complete, and we will be forwarding the results achieved in due course.

Yours sincerely,

Brian A. Lewis.

## New move over A2 lavatories

A new bid to get public lavatories built beside the A2 is to be made by Bridge-Blean Rural District Council.

At Wednesday's meeting, Cllr. A. J. Ross (Barham) recalled that a previous scheme had come to nothing. Now, he thought, there was even more need for lavatories, possibly on the lay-by at Barham, where TIR lorries were being held up before being allowed to continue to Dover.

Cllr. Ross said that one notorious weekend recently, when docks-bound traffic stretched back nine miles from Dover, people's gardens at Temple Ewell were used as lavatories.

The Clerk, Mr. Ivor Soilleux, said that under a new Act, highway authorities were allowed to build lavatories. Previously, it was the responsibility of the Transport Ministry.

As a result, he had written to Kent County Council asking if it was the intention to provide lavatories for the A2. He had been told that it was not because schemes in other parts of the county had priority.

It was decided to refer the subject to the Public Health Committee and take it up again with the County Council.

# Bridge traffic census boosts A2 protest

The results of a 108-hour non-stop check on traffic roaring along the A2 through Bridge over the Bank Holiday weekend have boosted villagers' protests that the road is totally inadequate to meet the needs of the 1970s.

This week members of the A2 Group have been sifting through the hundreds of traffic record-sheets collected during their round-the-clock census.

Every car, motor-cycle, bus and lorry was carefully catalogued as it thundered past the checkpoint in the village's narrow High Street.

Within hours of the survey starting last Thursday the figures had confirmed what the organisers expected.

Said the A2 Group secretary, Mr. Brian Lewis, "The information we have gathered is firm proof that the traffic far exceeds the capacity for which the road was built."

The holiday traffic reached a peak on Sunday when between

5 and 6 p.m. a shattering 1,739 vehicles were logged passing the census point—almost one every two seconds.

And the number of heavy lorries rumbling through the village has increased by a staggering 344 per cent since 1964, when the group last took a census.

The organisers are still not satisfied with the results and intend to carry out a further 16-hour census in the near future in an effort to build up a picture of mid-week traffic flows.

Mr. Lewis explained: "We are not happy that the flow of TIR lorries this holiday weekend was truly representative and think it was somewhat reduced. We want to get the full picture of a normal weekday flow and this is why we need the second census."

Mr. Lewis stressed that the national motoring organisations had said the amount of traffic on the roads over the Bank Holiday was less than a normal weekend.

The most important figures came from the first 24 hours (during the Thursday and Friday) and showed that on what was a normal weekday, one mammoth TIR lorry wound its way through the village every 50 seconds.

During that same period 16,494 vehicles of all types passed the checkpoint, giving a figure of 20,502 passenger car units, more than twice the maximum Kent County Council recently admitted the road was designed for, said Mr. Lewis.

### Not capable

Of the census, Mr. Lewis said: "It underlines and strengthens our case that the A2 is not capable of coping with today's traffic."

"Eight years ago the group carried out a census that showed that 6,720 vehicles passed through Bridge in a day. The increase, according to our new survey, is 246 per cent."

"We knew things were bad and we know they will get worse, especially when Britain enters the Common Market in January. The frightening thing is that by then we will be getting 1,000 of these TIR brutes through every day."

"Until the Ministry wakes up to that fact there will be more and more accidents. It is up to the A2 Group to protect its villages."

Mr. Graham Page, the Government Minister responsible for roads, has told Canterbury's M.P., Mr. David Crouch, that he intends to inspect the A2 for himself this month.

Said Mr. Lewis: "I intend to invite Mr. Page to spend the night at my house. He can sleep—if he can—in my bedroom so that he can get some idea of the nightmare of living on this road."

### Cover them up

Bridge-Blean Rural District Council has again told A2 Group members to cover up their slogans calling for a by-pass on the hoarding in front of the shop and cottages severely damaged when a lorry crashed into them.

When the council previously told the group that the slogans were an illegal advertisement, members immediately put in a planning application seeking approval.

But the council says the sign is detrimental to local visual amenities and is a danger to traffic safety.



Members of the A2 Group carrying out their traffic census in Bridge on Monday are (left to right): Mrs. J. Lewis, Mr. Tim Flisher, Miss Pauline Lavin and Mr. Brian Lewis.

Evening Standard 2.9.72

### Road rush

A SURVEY on roads throughout Britain at midday today indicated that there were more vehicles travelling the holiday routes in both directions than last Saturday, the Bank Holiday weekend.

NAA

REGIONAL CONTROLLER (ROADS AND TRANSPORTATION)  
**Department of the Environment**  
~~Divisional Road Engineer~~



(South Eastern)

Edgeborough 74 Epsom Road Guildford Surrey

Telex 85335 AB Drese Guildford

Telephone 0483 (Guildford) 71101 ext 296

J Purchase Esq  
Chairman  
The A.2 Group  
Mill Cottage  
Bekesbourne  
CANTERBURY  
Kent

Your reference

Our reference

DSE/200/09/1/TR 34/01

Date

29 August 1972

Dear Sir

LONDON-CANTERBURY-DOVER TRUNK ROAD A.2

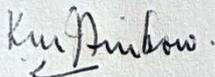
1. I have been asked by the Secretary of State for the Environment to thank you for your letter of 22 July 1972 about the improvement of the above Trunk Road between Brenley Corner and Dover.
2. There is, I regret to say, very little that I can add to what has already been made public about the improvement of this route. The Department is of course very much aware of traffic conditions on the A.2 and I can assure you that we do not consider this route in its present form to be adequate for traffic needs. The Department is completely committed to the overall improvement of this road, but, as I explained in my letter to you of 4 July last, the Department is bound by laws which have been designed to safeguard the interest of the general public to follow certain set procedures which are unfortunately lengthy. Whilst I appreciate and fully sympathise with the concern which is felt by local residents, I regret that in view of these legal processes, there is little that can be done to enable work on the various by-pass schemes which are outstanding to be put in hand any earlier than programmed.
3. In addition to the proposals for the Mid-Kent Motorway, the Department is also carrying out a feasibility study of the route between Brighton and Dover with a view to its ultimate improvement. This study will of course take full account of the likely traffic flows on the section between Folkestone and Dover following the opening of the Motorway. At the western end of the Motorway, plans are already being prepared for a link road between the Dartford Tunnel and the Swanley By-pass. The line for the road was established some years ago and it is anticipated that subject to the completion of the outstanding legal processes, that this road will be opened to traffic prior to the completion of the Motorway. A link between the Motorway and the Blackwall Tunnel is being investigated by the Greater London Council as part of their ringway proposals and I would suggest that you contact the Council direct if you require further information about this proposal. The Department is confident that the Motorway and its associated link roads will adequately cater for traffic travelling between London and areas to the north of the River Thames and Dover. This new road system would attract much of the traffic which now uses the A.2 and would become the main access route to Europe be it by way of the existing ferry facilities or the proposed Channel Tunnel. The improved A.2 will quite adequately cater for the volume of traffic which it is expected will use this route after the construction of the Motorway.

4. The traffic census figures which are quoted by this Department are based on 16 hour manual and automatic counts. Perhaps it would be helpful if I explained at this stage the meaning of the term P.C.U. The results of traffic censuses only provide information about the number of vehicles which, as you will appreciate, can be misleading as vehicles of different types will require different amounts of road space because of variation in size and performance. In order to allow for this in measuring capacity, traffic units are expressed in passenger car units, the basic unit for which is the car. The weighting of other vehicles in relation depends on the type of vehicles involved and their effect on the road. For example, a heavy goods vehicle on a rural road is rated as equivalent to 3 cars, but on an urban road only 2. By expressing traffic figures in this way, the capacity of all roads throughout the country can be compared regardless of the type of traffic involved.

5. I would finally like to assure your Group that everything possible is being done to enable the overall improvement of A 2 to be completed as soon as possible bearing in mind the necessary legal processes. So far as a by-pass of Canterbury is concerned, this has been included in the primary network of Trunk Roads to be completed by the mid-1980's. Consulting Engineers have investigated possible routes for the by-pass and their report is now being considered by the Secretary of State. Until such time as a by-pass can be constructed, it is considered that the proposed by-passes of Upper Harbledown and Harbledown and the new Canterbury Ring Road would cater for the present and expected traffic flows on A 2.

6. I trust that the above information fully answers your enquiry.

Yours faithfully



K M J FINBOW  
for Regional Controller

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent.

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Kent.  
3.9.1972

D. Crouch Esq., M.P.,  
House of Commons,  
London SW1

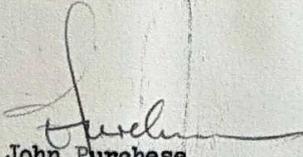
Dear Mr. Crouch,

We have now received a reply from the Department of the Environment to our Memorandum delivered on 22.7.1972 to Marsham Street. It is a most unsatisfactory answer in that the D. of E. still view the A20 improvements as the answer to the TIR problem, but they have no firm plans for the essential links (Dover to Folkestone, A20 to Blackwall Tunnel) and are proposing to study these problems when the Motorway is built. Goodness knows when in the 1980's that will take us!

Because it is clear that the D. of E. still see no urgent action needed on the A2, we in the A2 Group must have the opportunity to talk with Mr. Page when he visits the area. If on his return to London there is not a prompt and definite reappraisal of the timetable on by-passes and a bringing forward of plans for Canterbury itself we shall be forced to take militant public action to bring a national enquiry into being.

The intention of some businessmen in converting Hawkinge aerodrome (it was a Fighter Station during the last war) to a TIR park with capacity up to 2000 is monstrous, because it creates more problems than it solves, for the access roads to the site from the A2 and A20 are worse than the A2 for narrowness, hills, visibility and other factors. Considering the damage done to Connaught Barracks where wholesale resurfacing of the roads and parade-ground is now needed after three weeks of lorry parking, we are saddened by the prospects of damage to the amenities of Hawkinge that the proposed plan would bring. This is in the Dover Division, but should not be overlooked.

Yours sincerely,

  
John Purchase,  
Chairman: A2 Group.

# The **A2** Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:- Mill Cottage, Bekesbourne, Canterbury, Kent  
(Tel: during working hours: Bridge 485)

R. Clayton Esq.,  
RTC, District Officer,  
Transport & General Workers Union,  
1 Woodville Road,  
Maidstone, Kent.

Dear Mr. Clayton,

Your members have to drive up and down the A2 daily, and all must be aware of the dangers when they leave the M2 and start working their way through the villages and the outskirts of Canterbury on their way to Folkestone and Dover docks. Indeed, on May 26th. this year, one of your members was killed when his 30 tonner left the road in Bridge and crashed through a row of shops.

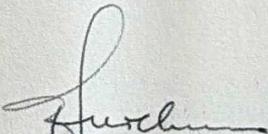
The A2 Group has been trying for years to get improvements to the road hurried up - indeed our view is that the M2 should be continued all the way to Dover - and we are just as worried by the present conditions as must be your members when negotiating the hazards of Boughton, Harbledown, Bridge, Lydden and the approaches to Dover.

At last the Minister, Mr. Page, has been persuaded to see the road for himself and his party will travel by coach from Brenley Corner to Dover next Tuesday afternoon (September 12th).

May the A2 Group suggest to you that to coincide with this visit, or shortly afterwards, the T&GWU write to the Department of the Environment at 2 Marsham Street, London SW1, to say that the road is extremely dangerous to use and by this means exert some considerable pressure on the Department to bring forward the planned by-pass of Canterbury due to start in eight years' time, and to hurry up the bypasses of the villages.

We would be interested to hear your views on this matter.

Yours fraternally,

  
John Purchase,  
Chairman: A2 Group  
(ShoptSteward with  
ACTT for eight years).

## Minister to see A2 problems

The Government Minister responsible for roads, Mr. Graham Page, is coming to East Kent to see for himself the traffic-crammed A2 and hear the views of people living in earshot of the road.

Mr. Page will also be discussing the progress of the A2 development. This visit is a result of representations by Canterbury's M.P., Mr. David Crouch, to Environment Minister, Mr. Peter Walker, and to Mr. Page.

Mr. Crouch told them he felt they did not appreciate the strength of local feeling about the inadequacy of existing Government plans to improve the A2 to cope with the rapidly-increasing volume of traffic from Dover.

They did not appear to recognise the implications which Britain joining the Common Market must mean to an ever-greater traffic flow on the road, he said.

Mr. Crouch has been pressing the Government for a complete revision of its plans to get an urgent crash programme of improvement. This improvement must be achieved in the next two or three years, he says.

"If we can build the Third London Airport out in the sea, with a 50-mile motorway and monorail to London and develop a city of one-quarter of a million people to support it in eight years, it should not be too much to expect the A2 to be brought up to standard within the next two years," says Mr. Crouch.

## Prince unhurt in A2 crash

The Gaekwar of Baroda was shaken but unhurt when his white Rolls-Royce was involved in collision with a Bedford van on the A2 at Harbledown on Monday.

But the van driver, Mr. Peter Barber, aged 26, of 12 Achilles Road, Chatham, was detained in the Kent and Canterbury Hospital with a suspected fractured neck.

The accident happened near the junction with Denstead Lane. The Prince's car was extensively damaged at the front and he had to continue his journey to London in a locally hired Rolls-Royce.

The Prince's driver, Mr. Laurence J. Pratt, of 98 Ebury Street, London, S.W.1, aide-de-camp to the Maharanee of Baroda, was unhurt.

## Family hurt in TIR accident

A giant articulated lorry and two cars were involved in a crash on the A2 at Harbledown on Sunday, near the junction with Plough Lane.

A Renault car was extensively damaged and its three occupants were all slightly injured. The driver, Mr. Paul H. Metcalf, aged 28, and his wife, Valerie (27), of Pottery Cottage, Dunkirk, both suffered bruising, and their baby daughter, Jennifer, sustained cuts and bruises.

The driver of the TIR Scania lorry, Mr. Nikolas Steel-Jessop, of 9 St. Peter's Close, Woodbridge, Suffolk, was uninjured. The driver of a Ford Corsair also involved, Mr. Geoffrey W. Sears, of 42 The Mall, Faversham, was also unhurt. Both vehicles were damaged.

## A2 Group—Canterbury traffic

Sir,

I am sure that we are all grateful to Mr. Brian Lewis, of Weston Villas, 1 High Street, Bridge, for the work he is doing as secretary/treasurer of the A2 Group and I hope that the citizens of Canterbury, whom he states "are, in the main, asleep to the necessity of the by-passes," will write to him as suggested in his letter last week with any suggestions and support they can give for impressing on the Department of the Environment the immediate need for a by-pass of Canterbury and the villages.

It is impossible to carry on a conversation while walking along the New Dover Road because of the noise and vibration of the traffic, but everyone I speak to complains bitterly about the traffic and its noise, dirt, weight and volume.

C. B. ANDREWS (Mrs.),  
14 Stanmore Court,  
New Dover Road,  
Canterbury.

## The A2 at Bridge

Sir,

If further evidence were required of the need for a by-pass round Bridge it is contained in the statistics of the road vehicle traffic through the Port of Dover in the first half of the year. To take first accompanied private cars, the number increased by 15.5 per cent. over the same six months of 1971—from 277,312 to 320,308.

The number of freight lorries using Dover's roll-on roll-off facilities showed an increase of no less than 38.6 per cent. over the same period of 1971, to reach a total of 70,211. As there has been a sharp increase in TIR traffic in recent weeks, it is a reasonable assumption that the total passing through Dover docks in 1972 will not be far short of 150,000, plus something like 700,000 accompanied private cars.

This total does not include any vehicles crossing to France via the Folkestone terminal, which has an expanding traffic. These facts and figures should be considered against the general background of road traffic. Figures based on registrations of vehicles in this country, excluding foreign tourist and Continental-registered TIR lorries, show that in 1965 in Great Britain there were 52.8 vehicles per road mile. In 1971 there were 65.9 vehicles per road mile, one car, bus, or lorry for every 26.7 yards of road, more than in any other country.

JOHN BAKER WHITE.

Street End Place,  
Near Canterbury.

## Now they fight the TIR lorry

Yet another association has joined the fight against the TIR lorry, thundering through the Kent villages.

The Canterbury Committee of the Kent Association of Parish Councils on Wednesday evening voted to write to everyone concerned with the problem, stressing the increased urgency for completion of the motorway to Dover.

Blean's representative said the problem had now reached that village, where the heavy lorries used the relief road while road works were taking place.

The chairman, Mr. J. Thompson, said in the past 12 months the problem had increased by 127 per cent.

Cllr. J. F. Montgomery, the national association chairman and chairman of Bridge-Blean council, said everyone was fed-up with the shilly-shallying of continued improvements to the A2, instead of the extension being built to the M2.

In the past 10 years only three miles of dual carriageway had been built on the road—how long would it take to build the remaining 24? he asked.

Said Mr. Thompson, "People don't count any more. One can do very little to counteract the problem."

THE A2 GROUP.

Hon. Sec./Treasurer:  
Brian A. Lewis,  
1 High Street,  
Bridge, Canterbury,  
Kent.

29.8.1972

CENSUS RETURNS:

Would you please note that the column headings numbered from 1 to 5 comprise the following vehicles:-

1. Motor-cycles, mopeds.
  2. Private cars, cars and trailers, pickups, light vans.
  3. Buses, coaches.
  4. Large vans, lorries up to ten tons.
  5. Lorries over ten tons.
- T The column marked T shows the number of TIR with trailer.

The pcu figures have been calculated on the basis of rural pcu conversion factors.

No car trailers have been counted.

No pedal cyclists have been counted.

The period covered includes a normal weekday 24 hr. section, and a complete bank holiday. R.A.C. reports on the bank holiday declared that traffic flows were nationally lower than a summer Sunday in their opinion. The weather throughout the Census was dry and cloudy.

The capacity of the A2 has been calculated as 9,000 pcu daily. (KCC figures)  
The latest official figures available show 16,250 pcu daily. (KCC figures for 1970)  
The first 24 hr. period of the A2 Group Census showed a daily throughput of 20,502 pcu. This is an increase of just on 25%

All enquiries please to the Hon. Secretary.

Date	Time	To Dover						To London						Per Hour
		1	2	3	4	5	T	1	2	3	4	5	T	
26.8.72	12-1 p.m.	9	610	11	4	26	10	10	351	11	16	19	-	1077
	1-2	10	506	11	5	15	8	9	440	7	16	14	-	1041
	2-3	9	591	6	3	11	10	10	497	10	12	9	1	1169
	3-4	5	515	8	4	12	1	14	505	9	7	6	-	1086
	4-5	19	505	6	10	9	1	3	486	9	3	6	-	1057
	5-6	19	494	5	3	12	3	7	489	11	2	8	1	1054
	6-7	8	400	9	7	4	-	17	475	11	3	11	-	945
	7-8	8	362	6	2	4	-	14	500	13	2	6	-	917
	8-9	12	441	4	2	5	1	5	354	3	-	3	-	830
	9-10	8	335	11	2	12	-	6	368	2	2	5	-	751
	10-11	7	222	9	1	3	2	2	317	4	1	2	-	570
	11-12 a.m.	2	125	-	-	-	-	2	212	5	2	7	4	359
		116	5106	86	43	113	36	99	4994	95	66	96	6	10856
27.8.72	12-1 a.m.	2	125	-	1	2	-	5	203	1	-	4	-	343
	1-2	1	90	1	-	2	-	-	190	1	2	3	-	290
	2-3	-	54	-	1	-	-	4	77	2	-	1	-	139
	3-4	4	46	-	-	3	-	-	88	-	-	-	-	141
	4-5	2	44	-	-	1	-	-	50	-	2	1	-	100
	5-6	-	67	1	-	2	-	1	94	1	1	1	-	168
	6-7	2	100	-	1	2	-	3	114	6	2	-	-	230
	7-8	3	171	-	8	1	-	9	96	1	-	3	1	293
	8-9	3	230	8	1	5	-	2	145	2	6	2	-	404
	9-10	9	361	10	4	15	-	5	297	1	9	6	-	717
	10-11	11	510	16	-	2	-	9	446	6	1	1	-	1002
	11-12 p.m.	28	600	13	4	7	-	1	383	10	2	3	-	1051
		65	2398	49	20	42	-	39	2183	31	25	25	1	4878
26.8.72	12 p.m. - 12 a.m.	116	5106	86	43	113	36	99	4994	95	66	96	6	10856
27.8.72	12 a.m. - 12 p.m.	65	2398	49	20	42	-	39	2183	31	25	25	1	4878
24 hr	Total	181	7504	135	63	155	36	138	7177	126	91	121	7	15734

GRAND TOTAL - 15734 vehicles = 16754 p.c.u.

A2 GROUP TRAFFIC CENSUS SUMMARY - A2 BRIDGE

Date	Time	To Dover						To London						Per Hour
		1	2	3	4	5	T	1	2	3	4	5	T	
24.8.72	12-1 p.m.	19	515	6	41	12	1	7	304	15	43	15	2	980
	1-2	7	440	7	45	15	1	4	309	10	39	15	2	894
	2-3	12	404	12	47	7	6	7	351	10	52	12	2	922
	3-4	7	409	5	33	13	1	10	394	11	49	18	1	951
	4-5	11	376	6	20	17	2	2	461	7	59	28	1	990
	5-6	19	580	11	19	11	3	14	492	11	27	15	3	1205
	6-7	7	417	7	10	15	2	14	622	14	6	23	1	1138
	7-8	6	399	9	14	15	3	5	511	7	10	21	1	1001
	8-9	7	348	1	6	22	4	6	337	5	3	17	-	756
	9-10	4	314	12	1	14	2	3	280	4	1	9	-	644
	10-11	5	219	10	2	10	3	9	187	6	3	11	-	465
	11-12 a.m.	6	130	1	3	13	3	1	150	3	9	17	2	338
		110	4551	87	241	164	31	82	4398	103	301	201	15	10284
25.8.72	12-1 a.m.	6	96	-	3	6	-	3	120	-	8	25	2	269
	1-2	1	42	-	4	5	-	3	42	-	7	11	-	115
	2-3	2	42	2	1	5	-	-	19	-	2	5	1	79
	3-4	-	41	-	3	1	-	2	60	2	3	3	-	115
	4-5	1	72	-	6	5	1	1	40	-	-	12	-	138
	5-6	-	79	4	11	5	-	1	93	3	2	10	-	208
	6-7	1	135	4	14	10	1	13	126	10	6	7	1	328
	7-8	6	344	6	34	13	1	8	256	5	15	22	1	711
	8-9	5	346	5	50	7	-	6	435	4	19	17	1	895
	9-10	10	442	8	47	15	-	4	480	6	57	16	1	1086
	10-11	9	541	21	41	16	2	6	455	6	42	21	-	1160
	11-12 p.m.	14	545	11	38	13	-	4	392	18	36	32	3	1106
		55	2725	61	252	101	5	51	2518	54	197	181	10	6210
24.8.72	12 p.m. - 12 a.m.	110	4551	87	241	164	31	82	4398	103	301	201	15	10284
25.8.72	12 a.m. - 12 p.m.	55	2725	61	252	101	5	51	2518	54	197	181	10	6210
24 hr.	Total	165	7276	148	493	265	36	133	6916	157	498	382	25	16494

GRAND TOTAL - 16494 vehicles = 20502 p.c.u.

Date	Time	To Dover						To London						Per Hour
		1	2	3	4	5	T	1	2	3	4	5	T	
25.8.72	12-1 p.m.	13	519	8	33	6	1	9	350	11	36	23	-	1009
	1-2	5	443	8	34	14	1	5	425	6	46	16	-	1003
	2-3	8	418	9	39	9	2	12	464	10	45	15	2	1033
	3-4	10	580	14	45	21	6	5	457	9	40	17	2	1206
	4-5	19	541	9	19	31	1	8	557	11	48	12	-	1256
	5-6	13	646	5	20	24	2	8	511	11	34	16	-	1290
	6-7	15	557	6	14	16	2	10	532	17	15	16	2	1202
	7-8	7	500	7	8	10	1	13	454	4	8	9	2	1023
	8-9	9	464	3	5	23	5	5	256	4	3	6	1	784
	9-10	16	471	19	5	15	4	1	287	2	3	7	-	830
	10-11	5	352	12	2	22	3	7	206	5	4	4	-	622
	11-12 a.m.	6	248	1	1	6	7	3	195	7	3	5	-	482
		126	5739	101	225	197	35	86	4694	97	285	146	9	6454
26.8.72	12-1 a.m.	8	187	-	3	5	-	1	180	3	6	16	-	409
	1-2	3	119	1	3	8	1	1	122	1	1	7	-	267
	2-3	-	101	4	1	5	-	1	69	-	-	3	-	184
	3-4	-	81	2	-	7	2	-	95	2	-	6	-	195
	4-5	-	88	2	1	3	1	-	50	-	-	4	-	149
	5-6	-	107	5	7	4	-	-	70	1	1	1	-	196
	6-7	2	148	2	7	5	1	5	188	11	8	9	-	386
	7-8	5	296	8	14	7	-	10	177	1	12	7	-	537
	8-9	7	339	9	23	10	-	2	412	4	15	7	-	828
	9-10	7	446	33	25	10	1	17	397	7	14	11	-	968
	10-11	10	510	12	23	8	1	19	534	10	19	11	-	1157
	11-12 p.m.	13	584	8	21	6	1	11	498	9	20	7	-	1178
		55	3006	86	128	78	8	67	2792	49	96	89	-	6454
25.8.72	12 p.m. - 12 a.m.	126	5739	101	225	197	35	86	4694	97	285	146	9	11740
26.8.72	12 a.m. - 12 p.m.	55	3006	86	128	78	8	67	2792	49	96	89	-	6454
24 hr.	Total	181	8745	187	353	275	43	153	7486	146	381	235	9	18194

GRAND TOTAL - 18194 vehicles = 22368 p.c.u.

Date.	Time.	To Dover.						To London.						Per Hour.
		1	2	3	4	5	T	1	2	3	4	5	T	
27.8.72.	12 - 1 pm	32	625	10	2	5	2	10	299	5	5	4	-	999
	1 - 2 pm	45	576	5	3	3	-	3	359	7	2	-	-	1003
	2 - 3 pm	23	597	2	2	3	-	14	485	5	1	3	1	1136
	3 - 4 pm	9	669	8	5	4	-	14	634	5	2	7	-	1357
	4 - 5 pm	6	382	4	5	8	2	31	647	6	8	1	-	1100
	5 - 6 pm	10	431	3	6	15	-	85	1173	6	9	1	-	1739
	6 - 7 pm	7	390	4	15	4	-	18	840	14	5	7	-	1304
	7 - 8 pm	9	350	2	6	7	-	40	760	5	10	3	-	1192
	8 - 9 pm	8	295	1	5	16	-	5	661	9	3	4	-	1007
	9 - 10 pm	2	365	3	1	5	-	11	348	6	2	6	1	750
	10 - 11 pm	5	275	3	-	1	-	5	310	3	2	2	-	606
	11 - 12 am	5	280	-	-	-	-	3	350	8	1	5	-	652
		161	5235	45	50	71	4	239	6866	79	50	43	2	12845
28.8.72.	12 - 1 am	7	73	-	-	1	-	-	157	1	-	-	-	239
	1 - 2 am	-	53	1	3	-	-	1	110	-	1	3	-	172
	2 - 3 am	-	27	-	3	1	-	-	40	1	-	1	-	73
	3 - 4 am	-	25	-	-	3	-	-	95	2	1	-	-	126
	4 - 5 am	-	23	-	1	3	-	1	37	-	-	2	-	67
	5 - 6 am	1	42	1	1	5	-	1	112	2	1	4	1	171
	6 - 7 am	2	65	-	1	-	-	2	105	-	1	5	-	181
	7 - 8 am	2	100	-	4	-	-	1	63	-	2	2	-	174
	8 - 9 am	-	148	3	6	1	-	5	126	-	2	5	-	296
	9 - 10 am	2	303	12	7	4	-	9	278	4	5	4	1	629
	10 - 11 am	3	462	18	3	1	-	6	455	3	6	2	-	959
	11 - 12 pm	15	527	20	5	-	-	5	450	13	4	9	-	1048
		32	1848	55	34	19	-	31	2028	26	23	37	2	4135
27.8.72.	12pm-12am	161	5235	45	50	71	4	239	6866	79	50	43	2	12845
28.8.72.	12am-12pm	32	1848	55	34	19	-	31	2028	26	23	37	2	4135
		193	7083	100	84	90	4	270	8894	105	73	80	4	16980

GRAND TOTAL - 16,980 = 18,040 p.c.u.

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# The Group

Hon. Secretary/Treasurer:  
Brian A. Lewis,  
1 High Street, Bridge,  
Canterbury, Kent

We care about the A2 Trunk road to Dover from the M2

Please reply to:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury,  
Kent.

17th September 1972

Graham Page Esq., M.P.,  
(Minister of State, Department of the Environment),  
House of Commons,  
London S.W.1.

Dear Mr. Page,

I was pleased to accept the invitation of Mr. David Crouch to travel with you between Brenley Corner and Dover on Monday last.

You will recall that I told you of a course from which I had just returned at Slough. From my experience, one is only able to retain a certain amount of information in a given period. Such must have been the case when you visited the A2, since a large number of facts and figures were forthcoming from people intimately connected with the road. Whilst your visit was brief, I trust that you were able to appreciate the overall picture of inadequacy which exists.

I noted that you were informing the press that a third of the existing A2 has been improved to dual-carriageway standards. This of course is correct. But the point which you clearly have not grasped, is that the completed sections are all without exception in isolated country areas. The priorities adopted along the route are senseless as not a single dwelling has yet been by-passed. This is the reason why we keep stressing that the construction of the Canterbury by-pass together with those of Bridge and Harbledown must be treated as a national emergency. We do not accept that entry into the Common Market will have little effect to the throughput of traffic.

a Channel Tunnel is built or not; already at peak summer season 7,500 vehicles a day cross the Channel and two thirds of these use the A2 between Canterbury and Dover. In one year alone there has been an increase of 40 per cent in heavy freight vehicles for roll-on, roll-off traffic. All this is before we enter

# Act now or more

## A2 demos

### Ultimatum to Minister

By DON PACKHAM

VILLAGERS angered by traffic conditions on the A2 issued an ultimatum on Monday.

It was the day Minister Mr Graham Page and his traffic advisers took a coach ride through the village.

The villagers' threat, forcibly expressed in a face-to-face confrontation by spokesmen Mr Brian Lewis, who lives in High Street, Harbledown, is:

"Quick news of earlier by-passes and extra safety measures — or there will be more demos and road protests."

Declared Mr Lewis: "We are going to protect our villages." And he issued a deadline of "two or three weeks."

Twice during the coach tour of the A2 the Minister left the coach to talk to residents who set up roadside "ambushes" with placards in New Dover Road, Canterbury, and Bridge.

During the journey Mr John Purchase, chairman of the A2 Group campaigners, squatted on the coach floor and appealed to Mr Page for slow-down zones on the approaches to villages and more 15 mph limits round danger spots.

But there were no snap announcements from Mr Page, Minister of Local Government and Development, of any acceleration in the by-pass building programme which envisages loop roads round Boughton, Harbledown and Bridge in the seventies, and a Canterbury by-pass in the "mid 1980's".

Mr Page did tell me that as a result of his personal inspection tour he would be better able to decide priorities between several schemes.

He expressed the hope that before the end of the year a decision would be made on the "where and when" of Canterbury by-pass.

#### FIRST DEMO

It is this road, round the "heritage" city, that many campaigners say is the key to the problem, and it would also relieve a neighbouring Harbledown of the juggernaut menace of TIR lorries.

The bus tour set off from County Hall with Mr Robert Cooper, chairman of the county roads committee and his predecessor, Alderman William Simmons, now council vice-chairman.

At Brenley Corner representatives of the A2 Group were added to the party.

"Please Drive Carefully" warned the road sign at Boughton — due to get its by-pass started soon.

At Harbledown, latest village to make uproar about its by-pass scheme which is scheduled to begin in 1974, Mr Page met his first demo: two women, a couple of kid-

dies, a pram and a placard calling for a Canterbury by-pass now.

It was at New Dover Road that the Minister really felt the blast of anger from A2 residents.

Forty people herded round him as he left the coach which occupied double yellow lines right under the gaze of a posse of attendant police and traffic wardens.

After inspecting roadworks at Barham and Lydden, Mr Page said that over the past four years one-third of the 22 miles between Brenley Corner and Dover had been improved.

In the next four years, he said, they would be improving another seven miles and another seven miles would be covered by by-passes.

He accepted there were troublespots that it was important that they get the right line for by-passes.

He said the accident rate and the traffic rate on the A2 did not justify a motorway. They justified improvements.

Mr Page said, "I am deeply concerned and I have seen through the demonstrations the feeling of the people. I am

grateful to them for coming out as they have done."

Mr David Crouch for Canterbury, who wants to have a speed limit in the whole programme especially the Canterbury by-pass. It must be completed in four years — and it is impossible to do this. See Photonews 16.

## Roads Minister takes an A2 coach trip

A PROMISE that the programme of A2 improvements would be re-examined to see if any time could be saved was given by Mr. Graham Page, the Government's Minister responsible for roads, after he took a coach trip along the trunk road on Tuesday to see conditions for himself.

And people fed up with the continuous thunder of the TIR motorway monsters through their villages gave the Minister a hot reception. Women waved their fists at him in Boughton and banner-waving protesters waylaid him in Harbledown, Canterbury and Bridge.

During his journey along the controversial stretch of road from Brenley Corner to Dover, Mr. Page was issued with an ultimatum by Mr. Brian Lewis, secretary of the A2 Group: "Speed up improvements or we will step up demonstrations that will bring traffic to a standstill along the whole of the 22-mile stretch."

Mr. Page was making his long-awaited trip at the invitation of Mr. David Crouch,

Canterbury's M.P., and after pressure from local councils and the A2 Group.

Afterwards, Mr. Crouch said he hoped that something would now be done to improve A2 conditions. "I am no longer interested in other road priorities. I am only interested in the road to Dover and that it should become a top Ministry priority.

"I will continue my pressure on the Ministry and the Minister to see that it is given top priority. They must get on with it especially as we are in the Common Market in four months."

The Minister, he said, had proved a good listener by stopping to hear people's grievances along his route. But, he added, it was not enough just to listen... "he must do something about it."

The scheduled Bridge by-pass could be brought forward by nine months if not more, said Mr. Crouch, if there were no objectors to the route.

And Mr. Crouch told the Minister that a by-pass for Canterbury was most important. If it could be brought forward to within the next four or five years, instead of the next seven or eight, it would be a real advance. Coupled with the completion of the Bridge by-pass it would solve the major problem.

#### Senior advisers

The Minister, accompanied by senior advisers and representatives of Kent County Council, Canterbury City Council and Bridge-Blean Rural District Council, began his coach tour at Brenley Corner—the end of the M2—where he was joined by A2 Group committee members Mr. John Purchase, Mr. Lewis and Cllr. Tony Payne.

At Boughton, the coach was greeted by five fist-shaking women holding a banner saying, "Boughton by-pass now."

More banners met him at Harbledown, held by a handful of women and children, and it was not until he reached New Dover Road, in Canterbury, that protesters began to show themselves in force.

About 40 people, demanding a by-pass for the city, lined the road in a demonstration organised by Mr. L. E. Watson, of New Dover Road. The Minister caused his own spot of traffic congestion when he stopped the coach on double-yellow lines and got down to hear what the demonstrators had to say.

Another interruption came at Bridge, where about 60 villagers

gathered to meet Mr. Page. Among them was American Mrs. M. Horrihan, of 15 High Street, who came to the village only a week ago. She and her husband were so shocked by the dangerous state of the road that they quickly pledged their support to the A2 Group.

Grouped in front of the shop and home of Mr. Claud Lewis, which was almost completely destroyed when a TIR lorry crashed into it in May killing the driver, the demonstrators spent their time waiting for the Minister waving banners at passing TIR lorry drivers, who often waved their agreement.

As the coach approached, held up from entering the village by a line of cars passing a parked vehicle, it was booted and banners were waved more urgently.

The coach stopped, causing another traffic block as Mr. Page got out to meet villagers. Among those he spoke to was Mrs. Pleasance Kirk, of Wych Elm, High Street, who, holding her two young children, stressed how dangerous the road was. He also spoke to the Vicar, Canon Colin E. H. Perry, who urged that improvements should be made.

#### Very strong

The Minister told them he realised feeling was very strong and that the road had not been built for that sort of traffic. However, it took a long time to plan a road and carry out those plans.

Mr. Page told the "Kentish Gazette" that he was taking a careful look at the particularly dangerous sections of the road. He hoped that in time the main traffic would be taken off roads such as the A2 and put on to bigger roads.

His visit, he added, would help him to judge the value of advice and information he was given about the road and the best way to improve it.

There were still many problems which could not be rushed in planning the road, such as the environment and whether the beauty of the village would be spoiled by putting a road alongside it.

He admitted that the accident and traffic rates did justify improvements, but more important roads in the country needed more urgent attention.

# Liberals call for action against juggernauts

ALL TIR lorries should be weighed at Dover as they enter the country and special police bays should be set up along the A2 where heavy lorries could be checked for mechanical faults. These were two short term measures which should be taken immediately to meet the increasing threat to Kent's villages from Continental juggernauts, Mr. John Purchase, chairman of the A2 Group, told the Liberal Party annual assembly at Margate on Wednesday.

As a long term solution, the liberals agreed, all juggernauts could be restricted to specific and limited trunk routes and there should be a continuing concern on any increase in their size.

"Within 103 days," Mr. Purchase said, "we can expect 40 lorries on our roads to be added to those that already break existing weight restrictions."

And Cllr. Tony Payne, of Margate, told the assembly, "making regulations is one thing, but breaking people, their families and homes, is another. How do you restore someone's home or shop if it is demolished?"

There is a very real danger in this part of Kent from the heavy Continental lorries as our road system is quite incapable of taking the load," he said.

He told of villagers he knew who were unable to keep ornaments on mantelpieces as they were knocked off whenever a large lorry hit a particular manhole cover.

On the problem of noise, Cllr. Payne said, "It is not just the rumbles and the bangs but the intense vibrations. You can feel them as well as hear them."

and to understand the problem of filth from the lorries he said, "It is something to experience. Ride a bicycle for a mile on a road which takes juggernauts and see the dirt on your skin and clothes afterwards.

One can then realise the problems of mothers and children who have to live their lives along these routes. Every 50 seconds a lorry passes along the road to Dover.

These lorries must be given proper routes away from people.

This is not a new idea," Cllr. Payne added, "There used to be specially designed routes for heavy vehicles, they were called ways."

## Support

Mr. Payne was speaking in support of an amendment to restrict the juggernauts which the assembly later overwhelmingly agreed to add to their main platform on the environment. Mr. Purchase followed Cllr. Payne to the rostrum.

"We in Kent suffer and suffer seriously," he said, "The A2 in Kent is only 18ft. wide and the clearances are 18 inches. Compare what that means.

"At Dover there is no weighbridge near the docks and there can be no systematic checks. It is little wonder that 60 per cent regard overloading as an acceptable risk.

"Britain cannot put the clock back and ban juggernauts. They have a major role in long distance transport, but on roads built to carry them and in the context of a national transportation policy which exploits to the full our existing railway network.

"With juggernauts the time has come to say bigger and heavier is not better, it could be disastrous."

In the main resolution, the Liberals agreed to call for the setting up of a regionalised Pollution Inspectorate with wide powers to monitor and control pollution.

## Legal aid

They also agreed that legal aid should be extended to individuals and communities wanting to fight threats to their environment from Government or commercial agencies, that nature conservation be introduced as a school subject, that the United Nations works to prohibit ocean dumping, that furs and other products from species of animals threatened with extinction be banned.

They further agreed that restrictions be put on oil tankers in the English Channel, that there be a ban on productive processes giving rise to noxious substances and that more research be carried out into the problems of indestructible synthetics.

Proposing the resolution, Mr. Gerald Cass, prospective Parliamentary candidate for Hastings, said, "The environment has been wantonly damaged. Man cannot live the next 50 years as he has lived the last 50. Yet despite prophecies of doom, tomorrow's world could be a good place to live in if we take decisive action today."

The resolution was passed.

loading as an acceptable risk. Mr Anthony Payne, East Kent, said that in villages on the edge of the A2 in his area ornaments fell off mantelpieces because of the vibration caused by lorries. The difficulties facing mothers with young children in villages where lorries passed every 50 seconds were obvious.

Mr. Eric Robinson, South Shropshire

Time 21.9.72

...Mr John Purchase, Canterbury, called for the automatic weighing of all lorries leaving ships at Britain's ports. "The Government has entirely failed to recognise the consequences of going into

Europe," he said. The amendment was accepted.

Guardian 21.9.72

# The A2, problem road



In considering the present problems of the A2 road from Brenley Corner to Dover it is necessary to look back over the past ten years of road construction in East Kent.

When the M2 was built it was called the Medway Towns by-pass, and since the official view was that the route to Dover from London lay with the A20 through Maidstone this is all it has ever been considered.

The M2 immediately became a very popular road, and traffic flow on the A2 increased sharply as it became the major route to London. The northern end of M2 was extended by improvement to motorway standards first to Dartford, and then to Bexley, moves which at a stroke gave excellent access to the Dartford and Blackwall Tunnels. The fast access to Blackwall and the rolling programme north of the tunnel forming a link with the East Cross route made the northern section of the A2 very efficient.

## South of the M2

At the southern end of the M2, from Brenley Corner to Dover - following completion of the Medway Towns by-pass - nothing at all happened. The authorities were waiting to see if Britain would join the Common Market and whether the Channel Tunnel would be built. This complete stagnation of activity was in large part the cause of the present problems of the A2.

# Curse of the A2

## GIANT CONTAINER SHATTER VILLAGE

By SUE I

Evening News Motor  
FORTY YEARS ago, Albert  
galow in a small Kentish v  
"for a bit of peace and quiet

Mr. Bannister is now 8  
well-kept garden crammed w  
his home.

Today the garden is torn  
across like a ripped piece of  
fabric—scarred irreparably by  
an out-of-control 32-ton articu-  
lated lorry that crashed  
through a telegraph pole and  
the garden fence, then  
ploughed up flower beds, a  
garden wall and the front  
lawn.

The village is Lydden, five  
miles out of Dover on the  
London road, the A2.

The A2 is a main arterial  
road that along its route  
covers ground as motorway,  
three lanes each way dual  
carriageway . . . and at Lyd-  
den a country road barely  
wide enough for two lorries to  
pass without touching.

Lydden is in the path of  
constant droves of huge conti-  
nental container lorries, the  
type of commercial vehicle  
recently labelled by RAC execu-  
tive Phil Drackett as: "that  
Frankenstein monster"

### Crunch is coming

Said Mr. Drackett: "The  
crunch is coming—literally.  
Soon Britain must make a de-  
cision between life worth liv-  
ing and an existence deafened,  
battered and threatened by  
that Frankenstein monster,  
the lorry."

At Lydden the crunch has  
already come. Lorry-scarred  
lawns and the cracked ceilings  
of vibration-wrecked houses  
tell the tale.

Forty years of work in Mr.  
Bannister's garden were  
wrecked in minutes. He is too  
old to rebuild the garden. Land-  
scape gardening to repair it  
would cost £600.

"The lorry that did the dam-  
age had collided with another  
lorry just up the road there,"  
Mr. Bannister told me, point-  
ing to the narrow A2, "and it  
just went out of control."

"It came through the fence,  
demolishing the telegraph pole  
on the way, ploughed across  
my lawn and stopped to the  
side here, just past the house."

"It closed my son's garage  
(the petrol and service station



Mr. Lewis, of Bridge, with his daughter who escaped with only a sprained wrist, after a lorry crashed through the front of their house.

# 2 Frankensteins

## INNER LORRIES VILLAGE LIFE

BAKER

Senior Correspondent  
Mr Bannister bought a bungalow in a quiet village. He chose the spot for its quiet.

83. His greatest joy is the view with colour that surrounds



Mr. Albert Bannister, of Lydden, in his once proud front garden, now ruined in a recent crash by a careering articulated lorry.

next door) for the day, because the electricity was knocked out. "I can't remember how many accidents there have been in this village. Every time I hear brakes squeal I think: 'Oh dear, there goes another one.' "Lorries keep me awake at night. There is little other noise then, and you can't help hearing them belt through the village.

### Terrible noise

The one that crashed into my garden was loaded with onions. They were everywhere, all over the garden. I don't even like onions."

Just along the road, in another trim bungalow, lives Miss Olive Knight, the retired

assistant matron of Dover Hospital, four and a half miles away.

On December 29 last year, at 4.45 in the morning, she was awoken by "a terrible noise of scraping tin."

The day before, she had been to a wedding. A friend's new car was parked in her driveway. Outside, in the front garden, the car was a write-off — squashed upside down under a large articulated lorry which had nose-dived down from the road into the front lawn.

It was an expensive accident — £500 worth of damage to the garden, a new car wrecked, a lorry written-off, and its valuable £10,000 load of computer parts damaged.

The lorry had jack-knifed on black ice in the early morning. Now at last nine months later compensation has been paid, and landscape gardeners have moved in to patch up Miss Knight's garden.

"I have lived here since 1950. The change in that time has been appalling. Now it is getting worse and worse.

### Hiding the cracks

"I came here from the Midlands. I thought Kent was a peaceful place. Now I have to sleep at the back because of the noise, and the ceilings are tiled to hide the cracks from the vibration."

Drive on along the A2 from Lydden towards London, and you come to the village of Bridge. They don't like lorries in Bridge, to put it mildly, and driving through the village, you can't fail to know the fact.

Just where the road curves slightly, there is a boarded wall where a house front used to be.

Huge slogans are painted on the boarding: a skull and crossbones, and the words 'No lorries'.



A country road out of Lydden: barely wide enough for a car to pass a lorry with an over-hanging load.

fear of living in the path of lorries.

Colyn and his wife Pamela, married in March, had lived above their shop only two months when the crash occurred.

"It was like a bomb exploding. You have never seen anything like the wreckage of that crash.

"It is hell living here. You cannot sleep at night, and the pollution from the lorries comes in through the windows. We live in fear of another lorry crashing into our home."

### Repeated story

Walking through the village it is easy to imagine it as it once was — apple-trees and

once a fortnight, around midnight. He has a multi-tone horn. And as he comes past that slogan, he puts his hand on the horn . . .

Lydden and Bridge are just two small villages in Kent, but their story is repeated in dozens of other English villages in the path of heavy lorries.

Britain needs the commercial life-blood of road freight for her industries. But does that mean life must become unbearable for people unlucky enough to be living on routes, totally unsuitable for heavy vehicular traffic, used by the lorries?

Britain's current restriction keeps lorry axle weight to 10 tons, and overall weight to 32 tons. That is quite enough.

Some continental countries permit far higher limits. The Common Market has sug-

Bridge  
501.0  
Column with

1973

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# Faversham News

Friday, September 15th, 1972

No. 4136

and EAST KENT JOURNAL

2½p

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FOR 1973

A. H. CARTER & CO.

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Telephone : FAVERSHAM 2130

## 'Hordes of Police' clear A2

# Village row at

# Minister's visit

**A MAJOR row is brewing in Boughton over the visit to the area on Tuesday of Minister for Local Government and Development Mr. Graham Page.**

Mr. Page saw trouble spots and improvement projects on his whistle-stop inspection of the A2. But, claim Boughton residents, one of the major trouble spots — their own village — was almost completely ignored.

To make matters worse, "hordes of police" descended on the village ahead of the Minister's coach and removed every possible obstruction from Boughton's streets.

Parish Council Chairman,

Mr. C. B. W. Stevens, who also represents the village on Swale RDC, told the Faversham News: "I thought the

allowed to see the sort of congestion that villagers on the A2 have to suffer. I was amazed when hordes of police descended on us on their Noddy buses and in vans —

tion of the life everyone lives on the A2 and has to endure day after day. So how could he assess the problems and put more energy and drive into improvements programmed for the road."

Councillor Stevens has spent years fighting for improvements to the A2. He is so incensed by the whole

open invitation to the Department of the Environment — and to Mr. Page in particular — to visit, to come and try to get a good night's sleep in his front bedroom.

**'ATTACKED'**

"If anyone took up my invitation I can assure them

