

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:-

BOOK 4

—

OCTOBER 1972 to
OCTOBER 1973

—

NG



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

21 June 1972

Dear Mr Lewis

The Minister for Transport Industries has asked me to let you know that he has not overlooked your letters of 5 and 8 June about the extension of the M2.

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

Yours sincerely

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

J A OWEN
Private Secretary

B A Lewis Esq

With the Compliments
of the
Chief Superintendent of Police

ACT, 1939

COLLECTION

POLICE STATION.

Canterbury.

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... (than those set forth overleaf) will not
... promoter(s) named below or to any person authorised by him
... as a collector for the purposes of the collection.

(Signed) Chief Superintendent
20.9.72

Particulars of Collection

Name(s) of promoter(s). The A.2 Group (Secretary: B. A. LEWIS, "Weston Villas", 1 High Street, Bridge, Canterbury).

Purpose of collection. To raise funds in aid of A.2 improvements.

Locality to which collection is to be confined. City of Canterbury, Parishes of Bridge and Harbledown.

Date of commencement of collection. (1) 23rd September, 1972. (2) 30th September, 1972.

Date beyond which collection must not continue. (1) 24th September, 1972. (2) 1st October, 1972.

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HOUSE TO HOUSE COLLECTIONS ACT, 1939

CERTIFICATE OF EXEMPTION OF A LOCAL COLLECTION OF A TRANSITORY NATURE

In pursuance of section 1 (4) of the House to House Collections Act, 1939, I hereby certify that I am satisfied that the collection, of which particulars are given below, is for a charitable purpose which is local in character, and is likely to be completed within a short period of time.

Accordingly the provisions of that Act (other than those set forth overleaf) will not apply, in relation to a collection made for the purpose and within the locality and period indicated below, to the promoter(s) named below or to any person authorised by him (them) to act as a collector for the purposes of the collection.

(Signed) Chief Superintendent
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A2 GROUP CHIEF HITS OUT OVER LORRIES

Terror of the forty-tonners

K.O.
26.7.72

THE Government had not recognized the problem of heavy lorries and should build weighbridges where they enter England until there are better roads, John Purchase, A2 Group chairman, told the Liberal Assembly at Margate.

He was speaking, on Wednesday, on an amendment to a motion about the environment which said heavy articulated vehicles should be restricted to specific and limited trunk routes. It also said they should not be allowed to get any bigger.

The delegates applauded him when he called for lorry weighbridges at ports like Dover where trans-continental trucks should have their axle and gross weights checked.

"We have been fighting these lorries for ten years and in 100 days we can expect to have 40 tonners. In parts the A2 is 18 feet wide and the pavements are just 18 inches, contemplate what this means," he said.

Mr. Purchase added that the A2 had been improved but this was between villages and not one house had been by-passed.

EMOTIONAL

Cllr. Tony Payne, from Bridge Blean Rural District Council, also spoke. He said that the lorry problem had been described as an emotional one and thought that there was nothing wrong with emotion.

If people were to stand or live in affected villages they would be emotional.

"Breaking regulations is one thing for lorries but breaking people and breaking people's houses is another thing," he said.

"There can be fines for broken regulations but how do you restore someone's home or shop if it is demolished?"

In this part of Kent there was a very real danger indeed from lorries as the road system was quite incapable of taking them.

There were villages where it was impossible to keep ornaments on a mantelpiece because the vibrations from the lorries were so bad.

Mothers and children suffered from diesel fumes and there was a lorry along the A2 on average every 50 seconds. This was far too many.

"Lorries must be kept clear from where people want to live. There has been no provision by previous Governments for lorry routes but the conception is not new. They used to be called railways."

Juggernauts face secret traps

K.M. 29.7.72

SECRET traps are to be set up on the A2 and A20 to catch overweight Continental juggernaut lorries.

Holes are being constructed in lay-bys so mobile axle weight testing equipment can be used for snap checks.

The testing gear would be moved from point to point to prevent lorry crews from establishing their own intelligence system and telephoning warnings to the Dover and Folkestone quaysides.

Worried Folkestone business people and residents were given this reassurance at a Chamber of Trade public meeting on Monday.

Regional Controller of the Department of the Environment, Mr A. Helt told members that more than 25 per cent of the TIR lorries coming into the new 11-million Folke-

stone terminal were overweight.

He admitted there had been teething troubles in carrying out examinations of lorries.

Drivers in future would not have to watch only overweight. Prohibition orders could be put on them if examiners felt they were too long or wide, or if the driver had not kept proper records.

Rumble of discontent against the noise of heavy lorries also rose again in the A2 villages of Bridge and Harbledown this week.

Now irate residents who suffer the crash and crush of continental lorries every 50 seconds, are taking their campaign into the streets.

The A2 Group secretary Mr Brian Lewis said: "We are giving public warning to the Minister that unless he brings in emergency measures along the whole road from Brenley corner to Dover, we are going to demonstrate!"

The road rebels plan to show their feelings with protests, possibly sit-downs, in Bridge on October 21.

Mr Lewis explained that they want speed controls overhauled: "If 15 mph is the correct limit at Barham cross-roads, why not at the village danger points?"

The Group also wants slow-down zones before traffic reaches the 30 mph limit through the villages' narrow main streets.

A survey last month revealed a 38 per cent increase in traffic in two years, and a 344 per cent rise in heavy lorry traffic over the past eight years.



Another TIR incident on the roundabout on Canterbury's Rd

Kc 29.9.72

A2 ultimatum to Minister after another incident

WITHIN 24 hours of another major incident on the London-Dover road involving a massive TIR lorry the A2 Group has announced plans for its biggest-ever protest demonstration at Bridge. A Continent-bound articulated lorry carrying 25 tons of beef overturned at the St. Peter's Place roundabout at Canterbury's Rheims Way on Sunday lunchtime.

It took a gang of locally-recruited men several hours to reload the sides of meat on to a replacement lorry and the scene was finally cleared 12 hours after the accident.

A police spokesman said: "It was lucky nobody was walking past at the time, otherwise they would have been crushed to death instantly."

Two people were injured in the crash — neither seriously. The driver, Mr. Leonard G. Southgate, aged 46, of 45 Crowlands Avenue, Romford, was treated for slight injuries at Kent and Canterbury Hospital and was released.

A hitchhiker he had picked up, Storg Fridolin, aged 19, of Austria, sustained a fractured

wrist and was detained in hospital.

The lorry, owned by Samuel Williams Ltd., of Dagenham Docks, Essex, suffered denting and other damage that included a shattered windscreen.

On Monday the militant A2 Group issued an ultimatum to Mr. Graham Page, the Government Minister responsible for roads, who recently visited East Kent:

"The A2 Group committee gives notice that it intends to organise a demonstration, the like of which has never before been seen in Kent, if the Minister fails to announce the implementation of emergency measures before October 21.

"On that date, at 3 p.m., the residents of Bridge, Canterbury and Harbledown will be invited to protest by blocking the road in the High Street, Bridge."

Members of Bridge-Blean Rural District Council, and its Clerk, Mr. Ivor Soilleux, have been invited to show solidarity by joining the sit-down.

Says Mr. Brian Lewis, the secretary/treasurer of the A2 Group: "I trust that they will see fit to accept this opportunity. For if we can embarrass the Government sufficiently, the resultant effect must be to speed up all the by-passes between Brenley Corner and Dover."

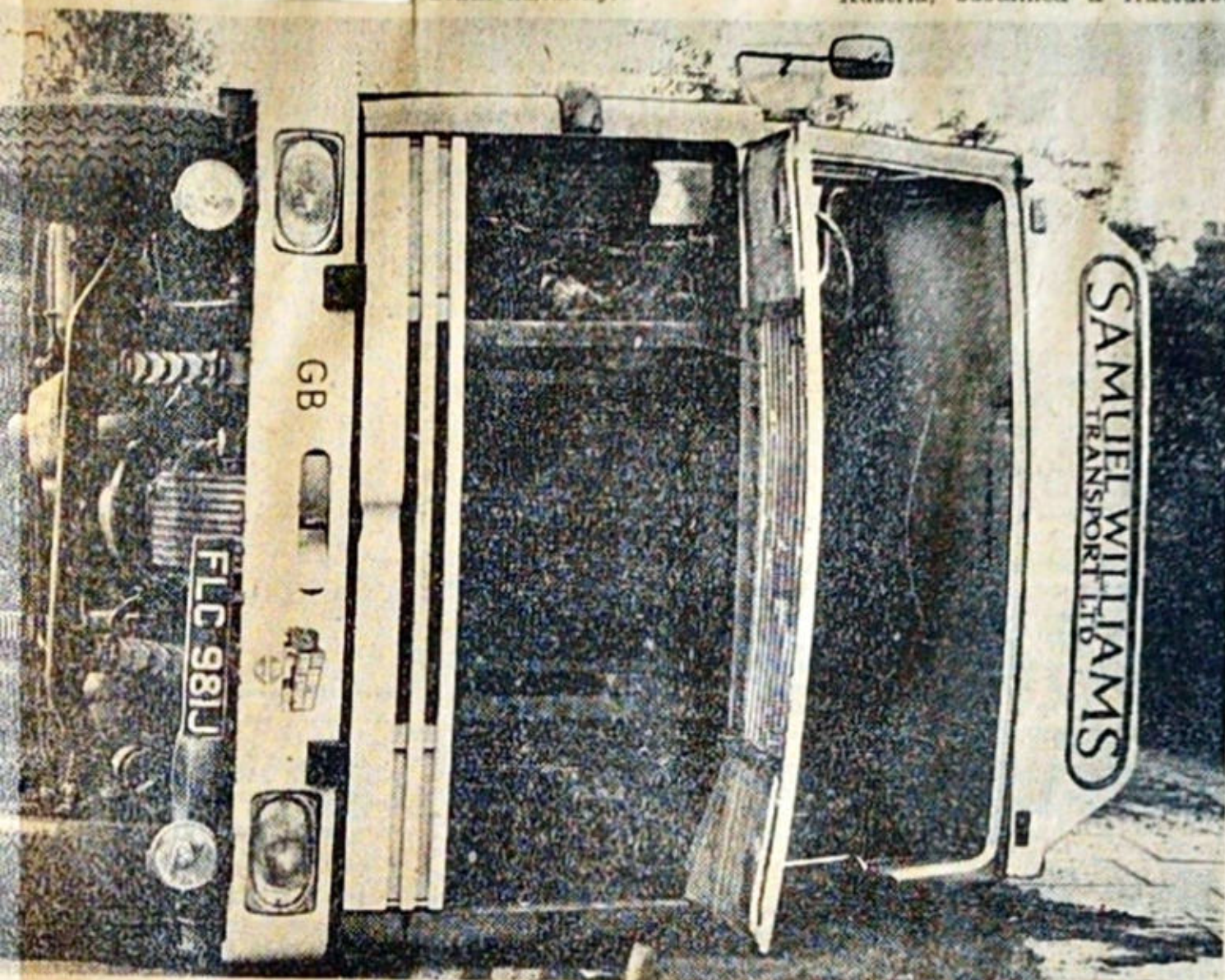
Councils and farmers

One of the main stumbling blocks delaying improvements to the A2 may be partly overcome at a joint meeting between councils and National Farmers' Union representatives in Canterbury in October.

The meeting in Bridge-Blean Rural District Council's offices will discuss ways and means of speeding up the official procedures and methods of persuading land-owners to part with land needed for road works more quickly.

The Clerk, Mr. Ivor Soilleux, told Bridge-Blean Council on Wednesday that it was hoped the meeting would be attended by representatives from Kent County Council, Canterbury and Dover councils, as well as Mr.

Continued on back page.



A2. This lorry, carrying 25 tons of beef bound for the Continent, overturned at the St. Peter's Rheims Way on Sunday. It took 12 hours to transfer the cargo to another lorry and clear the road.

A2 THREAT:

Group to demand action — NOW

THE A2 Group have publicly warned Mr. Graham Page, minister responsible for roads, that if immediate action is not taken on the trunk route they will hold a protest meeting in High Street, Bridge, in three weeks.

They want stringent safety measures to be put straight into action along the A2 from Brenley Corner to Dover, and all statutory procedures before village by-passes can be built to cease.

The safety demands are that a 15 m.p.h. speed limit be put into force and for all lorries to be weighed, as a matter of course, when they enter the country.

DANGER

Brian Lewis, the group's secretary of 1 High Street, Bridge, said: "If a 15 m.p.h. speed limit is good enough for Barham crossroads, which is equally as dangerous as anywhere on the A2, then it's good enough for the villages."

A public poll and door to door collection in Bridge, Harbledown and New Dover Road, Canterbury, carried out by the group, has already had results.

Of 217 householders interviewed in Bridge 14 said they were uninterested in the A2 problem, 153 said they had taken part in demonstrations about the road, 156 were prepared to demonstrate in the future and 156 said the High Street meeting should take place on 21 October.

COLLECTION

The collection in Bridge raised nearly a three figure sum and, on Friday, Harbledown and New Dover Road were still to be canvassed.

Mr. Lewis said it was decided

PAGE ONE

about ten days ago to make a collection and to run the poll at the same time.

He was not definite as to what form the suggested meeting would take. "This meeting will be in the road. The last time we demonstrated the road was blocked for an hour and support is escalating all the time. So your guess is as good as mine as to what will happen," he said.

Roads minister Graham Page's recent inspection of the A2 has been described by Councillor Tony Payne, as a "magical mystery tour" and a "first class political promotion."

Speaking at Wednesday's meeting of Hridge-Blean Rural District Council he said he was not surprised that the Minister's visit had been so brief.

"The Minister was going to view the improvements on the A2" he said. "I expected the journey to be swift — the improvements are so few! In fact it might have possibly been easier to take the improvements up to see him."

Councillor Payne claimed Mr. Page had snubbed the council in favour of the A2 Group in not

inviting the chairman of the council, or at least the chairman of the planning committee.

"It is a sad commentary on our time" he said, "when in spite of protestations about law and order, talk of the dangers of anarchy and of the failures of democratic processes, a group such as the A2 Group should be given greater recognition than a properly constituted council.

□ □ □

"Do not be surprised at my apparent criticism of a group of which I am a prominent member and which I helped to form. I am only stating what is a fact or our modern way of political, I will not call it democratic way of life."

Councillor Payne went on to criticise Canterbury's apathetic attitude to the A2 campaign. A survey had been organized to judge feelings about future demonstrations in Bridge and Harbledown, he said.

"To some extent Canterbury is included, but the extraordinary thing about Canterbury is that although they need a by-pass and want a by-pass, they never do anything about it!"

He concluded by warning residents not to be too "parochial."

"In 18 months Canterbury's city will be our city, and our

countryside will be the city's countryside. When so much is at risk how do you draw a dividing line between Harbledown and Canterbury, Thanington and Canterbury, or Bridge and Canterbury?"

On Monday Mr. Lewis said of 60 Harbledown households interviewed only two said they had no particular concern about the problem.

In New Dover Road 85 per cent of those asked said they would demonstrate at Bridge. This would mean 100 people.

"It's not beyond the realms of possibility that there will be 1,000 people in Bridge High Street, on 21 October. The 800 from the village will be reinforced from other areas," he commented.

Canterbury Trades Council decided to support the A2 Group in whatever way it can at their meeting, on Wednesday.

The council is also to ask the TUC to take the initiative in having large continental lorries banned from the roads in South East Kent.

"We are thinking of a pick-a-back railway system as they use in West Germany to shift lorries to Italy, said council secretary Jim Sharp on Saturday. "It would inevitably mean more work widening bridges and suchlike but it will make life easier for the villagers."

Support growing for A2 protesters

AN opinion poll has shown strong public support for the A2 Group's bid to speed up A2 improvements and about 1,000 people are expected to take part in a sit-down demonstration in Bridge on October 21.

Mr. Brian Lewis, the group's secretary and treasurer, said that householders were interviewed in Bridge, Canterbury and Harbledown.

The group now had the full results of the 398 people quizzed in Bridge, 95 per cent of whom said they were concerned over the safety and welfare of the village's High Street. Twenty people said they were not interested.

Sixty-two per cent have taken part in demonstrations and 73 per cent said they were prepared

to publicly demonstrate in the future.

Seventy-three per cent considered that sitting down in the road was the only course of action left following "the Minister's apathetic views."

In Harbledown, out of the 60 people interviewed, only two have said they are not interested. Eighty-five per cent of those already seen in Canterbury's New Dover Road have said they would take part in the Bridge demonstration.

Ko 3-10-72

KH 3-10-72

No longer truly rural

KH
3.10.72

LET us look at some of the workings of the Bridge-Blean Rural District Council whose 25 villages encircle the city and many of whom have ceased to be villages and become dormitories for Canterbury and even homes for London commuters. While the majority of the acreage is given over to agriculture and horticulture, few, relatively speaking, gain their living directly or indirectly from the land.

The Bridge-Blean Council has got itself into a fine old mess over the Dover Road. After campaigning for by-passes for the villages through which the A2 passes they then switched to demand both that and an extension to the M2 to Dover.

Way back in 1969 they were told that there was no hope of extending the motorway but that under pressure the Government had allocated £61 million to by-pass the villages and bring the road to near motorway standards. The final starting date for the last phase was 1974.

Examination of the plan showed that the easiest portions, those stretches between the villages, were to be completed first.

David Crouch, M.P., has constantly campaigned for the timetable to be speeded up and if he has succeeded in any way it is no thanks to the County Council, who used its training division to build the first stretch of road improvements along the Barham Downs. This was an experiment not likely to be repeated.

Local delays

But the local councils have not helped their own case. First, they had the argument over the line of the Boughton by-pass, a danger spot second only to Bridge. That last-minute row put back the starting date by many months.

Recently, we have had Cllr. Payne of Harbledown successfully persuading the Rural Council that the Ministry should be asked not to by-pass Lower Harbledown, when outline plans for this had been known for years.

Admittedly the idea of a

single road was not ideal but this precipitate action must have caused both Government and County Council to think that there was little urgency in the whole plan.

Cllr. Payne argued that the local people did not want the road. Farmer Arthur Finn, whose farm abuts the A2, organised a quick canvass and proved him wrong, certainly as far as those immediately affected were concerned.

This action by Bridge-Blean caused Clerk Ivor Soliteux to wring his hands and say, in effect, "For God's sake make up your mind what you do want!" Cllr. Payne, let it be recorded, is a member of the A2 Group.

It was as the result of continuous pressure by David Crouch that the Minister of State was persuaded to come and see the Dover road for himself.

The details of that visit were arranged by the County Council Surveyor's Department and when our M.P. enquired about the details he was told, "We are perfectly capable of organising a Minister's visit."

In the event they were not, for while they invited representatives of the non-elected A2 Group, they ignored the elected representatives, the Bridge-Blean councillors Alfred Ross, the county councillor, whose claim to fame is that he once sat in the middle of Bridge High Street and has not ceased to talk about it since, got himself invited as an afterthought.

Ultimatums won't wash

Mr. Brian Lewis, of the A2 Group, did not endear himself to Graham Page, the Minister of State, by constantly thrusting pieces of paper at him, while in the official coach, with another demand on it. Graham Page is not a smooth politician, but a solicitor, who is an expert on local government. He did not take kindly to this treatment and this, together with the A2 Group's demand and, indeed, ultimatum, does nothing to further its cause, strong as its case undoubtedly is.

Where the County Council and Bridge-Blean Council have slipped up is in the failure to recognise that the acquisition of land takes longer than building the road.

Who has seen published a detailed plan of the road proposals? Who has started the negotiations for acquiring the land around Bridge? Only now is a joint unofficial meeting being planned with farmers and the N.F.U. for the Bridge by-pass, where work is scheduled to start in 1974. The land acquisitions could have been in progress two years ago and if the County Council is faced with refusal to sell voluntarily and has to try to obtain compulsory purchase powers the starting date could be delayed.

Let the Canterbury Corporation and the Kent County Council take a lesson from all this. Let us have the line of the Canterbury by-pass agreed and published. Let the officials start negotiations for acquisition and buy the land as quickly as possible.

Once you are ready to start, to go out to tender, then you are in a much more strong position to accelerate the timetable. And do not let the planners forget that a Wincheap-Rhelsms Way link road and the road and the completion of the city relief road should either proceed or be part of the Canterbury limited by-pass scheme.

DIOPHONES.

TRANSPORT & GENERAL WORKERS' UNION
REGION No. 1

Mr. J. Purchase,
Chairman A2 Group.

For your information

With the Compliments of
R. E. CLAYTON,

District Officer

District Office:
1 Woodville Road,
Maidstone, Kent.

Telephone:
Maidstone 52654
Maidstone 61199

RC/SD

13th September 1972

The Department of Environment
2 Marsham Street
London S.W.1

Dear Sir,

A.2 Trunk Road

I write on behalf of our members regarding the A.2 Trunk Road from Canterbury to Dover.

I would like to bring to your attention that in view of the increase in the heavier vehicles that are now being used on this road, operated by U.K. transport operators and also continental operators, there are serious hazards and traffic congestions in the region of the towns and villages of Boughton, Harbledown, Bridge, Lydden and approach roads to Dover Docks.

I would suggest that very serious consideration be given by your Department to bring forward plans to by-pass Canterbury and the places mentioned above as I do not think I am exaggerating to say that this road is now extremely dangerous bearing in mind the above points regarding larger vehicles etc.

I understand that there are plans for a by-pass at Canterbury but this is not due to be started until 8 years time. This, quite frankly, in view of the dangers now involved, is quite unrealistic and I cannot emphasize enough the importance of this matter receiving the greatest priority.

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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.

5.10.1972

The Editor,
The Kentish Gazette,
St. George's Place,
Canterbury, Kent.

Dear Sir,

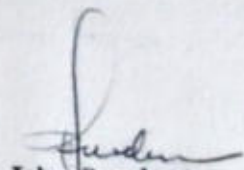
Your readers may wonder what demonstrations can do to speed up a roadbuilding programme. The A2 Group accept that the long-term solution is the set of by-passes; but there are many small interim measures that could be undertaken to safeguard A2 drivers and the people along the road. It is the failure to show intent to bring these into play that has made the A2 Group decide on another public meeting, involving a sit-down, at Bridge on October 21st.

Briefly our safety proposals are: review all speed limits in the villages and danger spots, insert slow-down lanes before these places, check all TIR on entry at the ports for axle loading and gross weight, check them on a routine basis for mechanical defects and patrol the road vigilantly with Police cars. The cost of these measures should be covered by Government as part of the cost of joining the EEC.

It is the failure to bring any of these measures into effect that has led to the proposed sit-down and rally. Public pressure can affect decisions as has been proved over the proposals for the third London airport. Accidents on the A2 have become so commonplace that it is now only the spectacular incidents that are even reported in the local press. Demonstrations have the effect of publicising dangers both nationally and internationally, so that many drivers are made aware of the potential risk who might not otherwise know of it.

This is why we are protesting.

Yours sincerely,


John Purchase,
Chairman: A2 Group

"Aitchill"
Maidstone Road;
ASHFORD
Kent:

29th September, 1972.

Department of the Environment,
South Eastern Road Construction Unit,
Federated House,
DORKING
Surrey.

Dear Sirs,

I hereby make objection to the Departments plans to construct a Motorway from Maidstone to Folkestone, namely the proposed Motorway M20.

There are a number of objections to be made in detail as to the proposed route but these I have not embraced for the purpose of this present submission which should be acknowledged as an objection to the proposals as a whole.

The objection has been carefully considered and it is supported by a calculated assessment of the probable traffic flows likely to arise as a result of our joining the E.E.C. and of the possibilities of a channel tunnel being constructed in due course. You will appreciate such assessment, from whatever source, must be subject to a great deal of conjecture as to environmental pressures, other than traffic movement, to which we may or may not be subject.

Having until very recently, driven on average 1,200 miles per week for over ten years throughout the U.K., I claim some knowledge of traffic movement and of motorway functions. My objection is not therefore without some understanding of the problems related or of the need to effect improved highway facilities.

It is noted the Department's proposals are primarily based upon a forecast projected to the year 1990 and that all indications are that nothing short of a new motorway will suffice, whether or not there is a channel tunnel.

I am of the opinion no decision should be made until all the relevant factors as to probable traffic flows through Kent, including the known factor, tunnel or no tunnel, as the case may be, can be properly assessed as a whole. Regard should also be extended to the proposed developments at Foulness.

It is reasonable to assume there can be no more justification for two motorways through Kent, i.e., the M 2 and proposed M 20 than there is for two motorways to service the North of the U.K. and Scotland out of London and points between. In the same way the M 1 and A 1 service this need supplemented by the M 6 and certain lateral

M routes through the Industrial Midlands and North West, so, I am of the opinion, the M 2 extended to Folkestone and Dover, coupled with a dual carriage A 20 will meet the needs of traffic flows through Kent. I believe also, particularly as to domestic traffic, the choice between motorway driving and that of A class roads should remain for there are marked temperamental considerations to be here acknowledged.

Where there is a question of priorities it seems certain the first need is to eliminate the problems existing and arising from the traffic using the present A 2 between the M 2 and Dover. The extension of the M 2 to Folkestone and Dover would seem to be the desired solution.

A possible route for this extension would seem to be from the M 2 at Faversham, south of the present A 2 to map reference 124562 or thereabouts, (ordnance survey map 1/63360, sheet no.173) where an interchange to service Canterbury and Thanet at the A 28 could be introduced. Thence to describe a South Easterly curve to map reference 140540, thence via Stone Street (B2068) to the area allocated for the proposed M 20 interchange at Stanford. The suggested dual carriage A 20 could also be extended to this interchange.

It is realised this would create a marked detour for the London Dover route (M) through Kent but the overall environmental consequences would in my view be less damaging than as per present proposals. The M 2, thus routed would service not only Dover but also Folkestone, Canterbury, the proposed Channel Tunnel and Thanet.

To overcome the possibility of unwanted traffic taking the short cut to London from Stanford via the suggested Dual carriage A 20, a prohibition as to the use of the A 20 could be imposed on heavy traffic, i.e. the 'juggernauts'. In effect the M 2 could be established as the primary industrial route into and out of the U.K. via Dover and Folkestone (and the channel tunnel) and the suggested dual carriage A 20 as the primary domestic traffic route.

As to traffic flows forecast for the year 1990, it is assumed, for the want of other evidence, these are based on growth rates extracted from the past twenty years projected forward over the next twenty years. This basis for forecasting is in my view invalid for taken to logical ends, the burden of traffic to be expected by the year 2010 to say nothing of the year 2030 'ad infinitum' will defy accommodation by any means. Also despite North Sea oil, the world situation as to petrol and diesel fuels indicated a not unlikely rationing of these fuels by the year, say 1980, first by price and later by decree.

Marked changes can be expected in techniques and basic facilities to be employed for the movement of goods and persons probably via the improvement and extension of rail and new forms of transport

confined to conductors giving rigid control and direction as opposed to the random control and direction allocated to the driver of a conventional road vehicle on any given section of highway.

In considering the overall traffic probability to and from the Continent it appears there is a case for careful study as to the role of the proposed new developments at Foulness.

From Foulness it is possible to service, via sea routes, the whole of the E.E.C. (including the industrial regions of North West France via Dunkirk) without the shipping here employed having to cross the path of the high volume of sea traffic moving through the Straits of Dover, into and out of the Thames Estuary. From Foulness, into and out of the U.K. a major Motorway directed North of London could service virtually the whole of the U.K. in linking with the A 12, A 11, A 10, A 1, M 1, A 41, M 40, M 4 and M 3.

The existing ferry services via Dover and Folkestone could continue to sustain the domestic traffic flow for which it is well suited and this being so one arrives at doubts as to the need for a channel tunnel.

This brings me back to the proposed M 20 and my objection as above.

Respectfully,

E. D. Dyke.

Copies.

Rt. Hon' William Deeds, M.P.
Sir Richard Costain, M.P.
Rt. Hon' David Crouch, M.P.
Rt. Hon' Peter Reece, M.P.
Ashford Motorway Action Group.
Channel Tunnel Opposition Association.
Bridge (Canterbury) A 2 Action Group.
File.

CANTERBURY & DISTRICT TRADES COUNCIL

(INDUSTRIAL)

(AFFILIATED TO KENT FEDERATION OF TRADES COUNCILS)

Our Ref A217/72

Your Ref _____

Hon. Sec.
H. J. G. SHARP,
1, TREASURY VIEW,
ICKHAM,
CANTERBURY
2-10-72.

Dear Mr Lewis.

I am pleased to inform you that the Trades Council have agreed to support the A2 Group in its activities, and will assist you in whatever way possible.

Please do not hesitate to let me know of any way your committee thinks we can assist.

Yours sincerely,

H. J. G. Sharp.

A2 DEMO GOES ON IN SPITE OF M.P.'s PLEA

THE massive demo planned for Bridge High Street on Saturday is to go on — in spite of a plea to the A2 Group to call it off by Canterbury's M.P., Mr. David Crouch.

Mr. Crouch, invited to join the sit-down outside Rogers' Garage, at the A2's narrowest point in Bridge, told the "Kent Herald" this week that he could not take part in an illegal activity.

He also questioned the value of such demonstrations, which frustrated drivers and caused danger and other problems.

Although no official request from the M.P. had reached the A2 Group executive by the weekend, a spokesman said that had they received one they would still have turned it down.

The chairman, Mr. John Purchase, said a survey carried out by the A2 Group revealed that 95 per cent. of those interviewed agreed with the protest and 73 per cent of them said they would join in.

"Mr. Crouch would do well to take notice of them as they are all part of his electorate," he added. "Although we respect his views about the sit-down it should not prevent him addressing the rally afterwards."

Nearly 1,000 people from villages up and down the A2, as well as from Canterbury, are expected to take part in this biggest-ever protest.

Said Mr. Crouch: "I am not prepared to lend myself to an illegal act of this nature. I will tell the A2 Group that I am pre-

pared to address a rally or meeting at Bridge Place, but only if they call off the sit-down.

"I don't think a sit-down will serve any purpose apart from delaying traffic and causing a danger to road users."

However, Mr. Crouch said he had delivered a sharp protest to Mr. Graham Page, the Environment Department Minister responsible for roads, who recently inspected the A2.

Mr. Crouch said he had lodged an objection to the Department's recent decision not to allow 40 m.p.h. "slowing down" zones on the hilly approaches to Bridge, which had the official backing of Kent Police.

"I am asking the Minister to reconsider that decision and to give some ground. If he cannot tell the A2 Group that other improvements are being speeded up he should at least consider something to help them."

Mr. Purchase stressed yesterday (Monday) that the sit-down would go on as planned. Conferences had been held with Canterbury police chiefs and it was hoped there would be no need for anybody to be arrested.

When the police called on the demonstrators to move after sitting down, the protesters would then march to Bridge Place Country Club car park, where a rally would be addressed by a number of speakers.

JOIN THE BRIDGE, CANTERBURY AND HARBLEDOWN

A2 SIT-DOWN

SATURDAY, 21st OCTOBER, 3 p.m., High Street, Bridge

Bring your flasks and sandwiches for a long stay in the road

"BY-PASS — YOU KNOW IT MAKES SENSE"

The A2 problem

13.10.72

K.G.

Sir,

Your readers may wonder what demonstrations can do to speed up a roadbuilding programme. The A2 Group accepts that the long-term solution is the set of by-passes; but there are many small interim measures that could be undertaken to safeguard A2 drivers and the people along the road. It is the failure to show intent to bring these into play that has made the A2 Group decide on another public meeting, involving a sit-down, at Bridge on October 21.

Briefly our safety proposals are: Review all speed limits in the villages and danger spots, insert slow-down lanes before these places, check all TIR on entry at the ports for axle loading and gross weight, check them on a routine basis for mechanical defects and patrol the road vigilantly with police cars. The cost of these measures should be covered by Government as part of the cost of joining the E.E.C.

It is the failure to bring any of these measures into effect that has led to the proposed sit-down and rally. Public pressure can affect decisions as has been proved over the proposals for the Third London Airport. Accidents on the A2 have become so commonplace that it is now only the spectacular incidents that are even reported in the local press. Demonstrations have the effect of publicising dangers, both nationally and internationally, so that many drivers are made aware of the potential risk who might not otherwise know of it.

This is why we are protesting.
JOHN PURCHASE,
Chairman, A2 Group.
Mill Cottage,
Bekesbourne.

KENT COUNTY CONSTABULARY

All Official Communications should be addressed to "The Superintendent of Police"

TELEX No. 89132
CANTERBURY 61292
EXT. No.
REF. No.
YOUR REF.

POLICE STATION,
OLD DOVER ROAD,
CANTERBURY



6th October, 1972

Dear Sir,

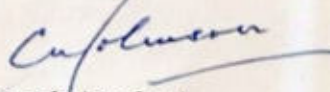
I acknowledge receipt of your letter of the 2nd instant, and whilst I note your intention to operate loud speakers on the occasion of your proposed demonstration on the 21st October next, at Bridge, I regret that it will not be possible for the Police to assist in the loan of any equipment on this day.

With reference to that part of your letter which deals with Police co-operation and possible disorder caused by a troublemaking element, the position is that the Police owe a duty to deal with any instance of disorder which may arise, and I would naturally welcome the co-operation of the Organisers in relation to this.

At the same time, I must point out that there can be no Police co-operation in any aspect of the demonstration which itself involves a breach of the law. Wilful obstruction of the highway without lawful authority or excuse amounts to an offence with which the Police would have to deal.

I should also mention that if persons agree amongst themselves in advance to break the law in this way, they may well expose themselves to charges of conspiracy. You may care to take legal advice in relation to this aspect of the matter.

Yours faithfully,


Chief Superintendent

Mr. Brian A. LEWIS,
"Weston Villas",
1 High Street,
BRIDGE,
Canterbury,
Kent.

KENT COUNTY CONSTABULARY

All Official Communications should be addressed to "The Superintendent of Police"

TELEX No. 89132

CANTERBURY 61292

EXT. No. 201

REF. No. F/71/72/10

YOUR REF.



POLICE STATION,
OLD DOVER ROAD,
CANTERBURY

16th October, 1972

Dear Sir,

I acknowledge receipt of your letter of the 15th October and note the intention of the committee of the A.2 Group to use a van equipped with a public address system for the purpose of advertising in the parishes of Bridge and Harbeldown between the hours of 9 a.m. and 3 p.m., the demonstration arranged by the Group to take place on 21st October.

As the Kent County Council Act 1958 does not apply in the City of Canterbury, you are advised to notify the Clerk to the City Council of your intention in relation to the City of Canterbury.

Yours faithfully,


Chief Superintendent

Mr. B. A. Lewis,
Hon. Secretary/Treasurer, A.2 Group,
'Weston Villas',
1 High Street,
Bridge,
Canterbury,
Kent.

From: David Crouch, M.P.



October 13, 1972

Dear Mr. Lewis,

Thank you for your letter of October 4th, concerning the demonstration in High Street, Bridge, on Saturday, October 21st, which I have now seen on my return from holiday.

I think the idea of obstructing the highway is unwise and unlawful. I cannot lend my support to this. But I would be prepared to address a meeting in Bridge, at the Bridge Place Country Club car park.* This I think would achieve good publicity without creating an irritation to road users and delays - and even danger - and it would not involve an illegal act.

I am in touch with the Minister and I have told him of this protest and asked that he reconsiders the request, supported by the police, to introduce 40 m.p.h. speed limits at the top of Bridge Hill and Town Hill on the approaches to Bridge. †

Yours sincerely,

David Crouch.

* But only if the sit-down obstruction was abandoned.

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

† I have written in the strongest terms to Mr Page & will see him next week on this.

A2 GROUP - SIT-DOWN AND RALLY AT BRIDGE HIGH STREET, 21.10.1972 3.0p.m.

Failing a satisfactory statement by the Department of the Environment concerning safety measures to be immediately introduced on the A2 Trunk Road from Brenley Corner to Dover there will be a Sit-Down and Rally at Bridge High Street next Saturday afternoon.

Twenty stewards will marshal the crowds. Support has been strong for the Group along the length of the A2 and it is expected that 1000+ supporters will attend.

The Sit-Down will start at 3.0p.m., and will be in co-operation with the Police who are advising us .

There will then be a March through the village High Street, turning right up Brewery Lane, close by the scene of the fatal accident at the end of May, to a Rally in the car-park of Bridge Place Country Club - by kind permission of Mr. Peter Malkin. Here there will be speeches from the Chairman of the A2 Group, four Councillors and it is hoped a representative of T. & G. W. U. representing TIR lorry drivers. A Resolution to the Department of the Environment and the burning of an effigy representing Officialdom 'dead to our needs' will conclude the demonstration.

Resolution: That this Meeting deplores the apathy of the Department of the Environment in its attitude to the safety of people using and living by the A2 road; and that it urges the Department to treat as a national emergency the speeding up of the programme of by-passes and introducing immediate safety measures controlling TIR vehicles. The Meeting points out that there are only 61 days to joining the EEC and trusts that the Department of the Environment will wake up in time to the threat.

Comment: The people attending this rally are drawn from the length of the A2, from Brenley Corner to Dover. They are meeting at Bridge because it is a central point on the road, but they all experience danger and pollution whether they come from Boughton, Harbledown, Canterbury, Lydden or Temple Ewell. They are coming to Bridge to protest against the apathetic attitude of the D. of E. to the urgent need for action over the dangers of the A2. Having seen the road, the Minister, Mr. Page - who agreed the situation in Bridge was murderous - has had over a calendar month to announce the introduction of safety measures as well as a speed up of the by-pass programme. We are asking for the speed limits to be reduced in the villages and danger spots, slow down lanes introduced each side, weight limit checks on all TIR entering the ports of Dover and Folkestone, mechanical checks every three months, and improved policing of the road. The costs to come from Government as a charge against joining the EEC. Far from helping us in the past month the Ministry has rejected even the call for 40mph slow-down lanes at Bridge, a request backed by the KCC and the Chief Constable of Kent.

in our view the Ministry has, down the years, lagged, loitered, hobbled and faltered over the problem sinking from indifference to apathy, to torpor to coma, to being dead to our needs. When will the Ministry wake to the consequences of their inaction down the years? We have publicly demonstrated for ten years against this inaction, pointing out that this road is the most inadequate in the country. For how much longer will we be forced to take this sort of action?

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

Secretary: Brian A. Lewis,
1 High Street,
Bridge,
Canterbury Kent.
Bridge 254

Kentish Gazette 29.9.72.

The A2 problem

Sir,

I read with interest the statement published in the "Kentish Gazette" last week from the Bridge-Blean Council's Clerk, Mr. Ivor Souilleux, concerning the fact-finding tour of the A2 by Mr. Graham Page, the Government Minister responsible for roads.

For years the Council has been fighting the Ministry's stubbornness over the issue, and suddenly when a glimmer of hope appeared with the announcement that Mr. Page was to visit the area, the council was ignored by the K.C.C. One can only conclude that the County Council—save for the lone fighter in the person of Cllr. A. J. Ross—is as apathetic as the Ministry in realising the problems of the road. Indeed, one can further conclude that the Rural District Council was kept at bay because its persistently blunt attitude with higher authority is well known.

What a farcical state of affairs it has come to when the A2 Group should have their chairman and secretary together with Cllr. Tony Payne in his capacity as member for Harbledown, not as council representative of that parish, included with the party leaving the authority responsible for two of the "black-spot" villages unable to voice their views.

The time is fast coming when public opinion must rear its head again. The A2 Group Committee gives notice that it intends to organise a demonstration, the like of which has never before been seen in Kent. If the Minister fails to announce the implementation of emergency measures before October 21, 1972, on this date at 3 p.m. the residents of Bridge, Canterbury, and Harbledown, will be invited to protest by blocking the road in the High Street, Bridge. Then will be the time for the council to make its voice heard. All members, including the clerk, are invited to participate.

I trust that they will see fit to accept this opportunity for if we can embarrass the Government sufficiently, the resultant effect must be to speed up all the by-passes between Brenley Corner and Dover.

The crux of the problem is that someone in the Ministry is guilty of a gross error of judgement. Excuses are now unacceptable, so from now on we must demand action—not words.

BRIAN A. LEWIS

(A2 Group secretary/treasurer).

1 High Street, Bridge.

Sir,

What a state poor old Bridge is in! In last week's "Kentish Gazette" it was reported that the Parish Council is to go into battle for 40 m.p.h. speed limits at either end of the village. In spite of strong support from the Kent Police, the South-East Traffic Commissioners saw fit to turn down the request. What does one have to do these days to ensure safety in a village such as this? Maybe the time has come for the Parish Council to sit in the road and voice their disapproval as the majority of the villagers see fit to do from time to time.

Sitting down may not be a strictly democratic method of achieving an aim—but let's be honest—it does attract publicity to a serious problem which is surely its purpose.

I found the failure of Bridge to come in the reckoning of the Kent Best-Kept Village Competition rather amusing, for in the judges' comments it was reported that "this was a difficult village to judge, owing to the chaos caused by the Dover Road traffic and all the confusion of broken shops and houses."

You're telling us!

We try to live here to the best of our ability although higher authority seems determined to ensure that life should be intolerable.

The time has come for the inhabitants to stand up for their rights.

Day and night living is difficult enough without allowing the 40 tonners into our 18 ft. wide High Street. So come on Bridge don't tolerate them—it's your village. So pressure the Ministry into speeding up the by-pass by writing to David Crouch, M.P., House of Commons, London, S.W.1.

Don't leave all the work to the A2 Group, let's help them to help us.

P. A. LAVIN, (Miss).

61 Bridge Down, Bridge.

1,000-strong demo 'will block A2'

THE A2 ACTION group have announced details of the biggest protest yet staged in Kent against the Government's failure to take swift action to improve the London to Dover road and by-pass villages in the Canterbury area.

More than 1,000 people are expected to take part in a mass sit-down in Bridge High Street tomorrow afternoon, totally blocking the road. They will be marshalled by 20 stewards, and protesters will participate from all the villages along the A2 threatened by giant TIR lorries.

DEAD TO NEEDS

After the sit-down there will be a march up Brewery Lane, past the scene of the fatal accident in May which resulted in the demolition of houses.

A rally will then be held in the car-park of the Bridge Country Club, and an effigy of officialdom "dead to our needs" will be burnt and a resolution calling on the Government to act proposed.

In their statement today, the group point out that it has now been over a calendar month since the Minister, Mr. Graham Page, saw for himself the conditions on the route and described them as "murderous."

FAR FROM HELPING

Yet, says the group, the Ministry, far from helping, has even rejected a request by the Kent County Council and police for 40 mph slow-down lanes at Bridge.

"In our view, the Ministry has, down the years, lagged, loitered, hobbled and faltered over the problems, sinking from indifference to apathy to come to being dead to our needs."

"When will the Ministry awake to the consequences of their action down the years" the statement says.

1,000 people for A2 sit-in?

KH

10.10.72

IN A new bid to show the traffic chaos the A2 brings to villages and the need for urgent improvements, the A2-Group set up an information stall in St. George's Street, Canterbury, on Saturday.

Backed by the Canterbury Society, and manned by Cllr. Mike Fuller and Mr. Roy Seaborne, the stall attracted a steady stream of people.

Surrounded by a huge map showing the line of the A2 and its beleaguered villages, Cllr. Fuller and Mr. Seaborne explained the group's aims and appealed for support for the massive sit-down demonstration planned to be held in Bridge on October 21.

A2-Group organisers are anticipating that, providing the weather is fine, over 1,000 people will join the protest outside Rogers' Garage in the narrowest part of Bridge High Street, where a TIR lorry was involved in a hit-and-run incident on Friday.

Footnote: The Dover Harbour Board has just revealed that during the first seven months of the year 82,795 lorries passed through the roll-on, roll-off Eastern Docks terminal, an increase of 28.29 per cent over last year.

A petition supporting the A2-Group in its call for a speed-up in A2 improvements was signed by over 600 people.

Hit and run TIR lorry hunt

POLICE and dock authorities were searching over the weekend for a TIR lorry which was involved in a hit-and-run accident in Bridge High Street on Friday night.

The blue lorry was in collision with an M.G. saloon, driven by 24-year-old Mrs. Anita Lewin, of 59 Mackenzie Drive, Shorncliffe Camp, Folkestone. She sustained bruising, shock and abrasions.

Passenger Mr. Barry Lewin suffered abrasions to the forehead and hands. Both were taken to the Kent and Canterbury Hospital for treatment but not detained.

The lorry was travelling in the Dover direction, through Bridge, when the accident happened.

COUNTY OF KENT

Police, Factories, etc. (Miscellaneous Provisions) Act, 1916

255

PERMIT TO MAKE A STREET COLLECTION OR SALE

I, the undersigned, Chief Constable of Kent, in pursuance of the powers conferred on me by the Regulations as to Street Collections made by the Police Authority under the provisions of Section 5 (1) of the above Act, hereby authorise
The Hon. Secretary, the A2 group

of 1 High Street, Bridge, Canterbury, Kent
to make a Collection or Sale in Bridge Blean

Saturday 21st October 1972

4.30 p.m. in the

aid to, and applied for

f the said Regulations

er 1972

KENT COUNTY CONSTABULARY

M132

E 55432

211

27/ST/72

EF.



SUTTON ROAD,
MAIDSTONE
ME15 9BZ

23rd October, 1972

Dear Sir,

Street Collection Permit

I have pleasure in enclosing a street collection permit as requested, together with a form of statement of income and expenditure, etc.

I would draw your attention to the need to complete and return the statement within a month of the collection, as required by Regulation 16, which is printed on the reverse of the form for your convenience.

Yours faithfully,

R.S. Lemon

Chief Constable of Kent.

Mr. B.A. Lewis,
The Honorary Secretary,
The A2 Group,
1 High Street,
Bridge,
Canterbury,
Kent.

Lemon
nstable of Kent

COUNTY OF KENT

Police, Factories, etc. (Miscellaneous Provisions) Act, 1916

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The Hon. Secretary, the A2 group

of 1 High Street, Bridge, Canterbury, Kent
to make a Collection or Sale in Bridge Blean

on Saturday the 21st day of October 1972
between the hours of 3.0 p.m. in the forenoon and 4.30 p.m. in the
afternoon, the proceeds of such Collection or Sale to be paid to, and applied for
the benefit of Improvements to the A2 Trunk Road

This permit is granted subject to the terms and condition of the said Regulations
and does not authorise a house to house collection.

Dated this 23rd day of October 1972

Chief Constable's Office,
Kent County Constabulary.
Maidstone.

R. S. Kemman

Chief Constable of Kent

Form No. 102 (revised June, 1969)

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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 October 1972

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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 October 1972

11 David Crouch Esq., M.P.,
House of Commons,
London S.W.1.

Dear Mr. Crouch,

On behalf of the A2 Group, I would like to convey my thanks to you for coming to speak at the Meeting last Saturday.

We were very disappointed at the lack of national T.V. and press coverage, and understand that the I.T.N. film was lost on the train at Victoria! Finally it was found, and shown on Southern Television last evening.

From the A2 Group campaign angle, we have clearly got to rethink what tactics should now be adopted. Sit-downs have obviously served their purpose as the press have proved by virtually ignoring the event. Also, with the Police now prepared to mount a counterattack, it is felt that less peaceful tacticts should be applied to achieve the publicity required.

It was a pleasure to invite you into our home for tea after the demonstration, and it is hoped that you will have cause to accept a similar invitation at some future date.

Yours sincerely,

Brian A. Lewis

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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 October 1972

David Crouch Esq., M.P.,
House Of Commons,
London S.W.1.

Dear Mr. Crouch,

Further to our telephone conversation this morning, I confirm that the A2 Group are to launch a Christmas/New Year card scheme.

It has been agreed by the A2 Group Committee that the cards should consist of a sketch of Father Christmas on the front shown to be in collision with a T.I.R. vehicle. Inside will be a message pertinent to Britain's entry into the Common Market on 1st January.

The scheme has been devised in preference to a straightforward petition, and it is hoped that its unusual nature will achieve a certain amount of publicity.

It was understood from you this morning that the cards should be passed to the Secretary of State in the presence of our delegation, and I look forward to your confirmation of a date, time and place as soon as you are able to make the necessary arrangements.

For your information, we will be launching a Suggestions Scheme shortly. From this it is hoped that practical ideas will be forthcoming.

Yours sincerely,

Brian A Lewis

Brian A. Lewis:
Secretary/Treasurer, A2 Group.

MARK WILKS & CO.

CHARTERED SURVEYORS

H. M. WILKS, B.Sc. F.R.I.C.S.
(Spec. Surv. Exam.) F.R.V.A., F.L.A.S.S.
A. E. BRUCE, F.R.I.C.S.
B. H. PARKS, F.R.I.C.S.
P. J. CONNOLLY, F.R.I.C.S.
C. W. WOODWYN, LL.B., F.R.I.C.S., F.R.V.A.
E. ROE, F.R.I.C.S.
K. J. McDONALD, F.R.I.C.S., M.INST.R.A.

10 CARLOS PLACE,
GROSVENOR SQUARE,
LONDON, W1Y 6HA.

TELEPHONE: 01-629 7061

AND AT 109/110 JERMYN STREET, SW1Y 6HA.

HMW/KRG

27th October 1972

J. Purchese, Esq.,
Chairman, A-2 Group,
Mill Cottage,
Bekesbourne,
CANTERBURY,
Kent.

Dear Sir,

I apologise for troubling you, but I am retained by the Whitfield and Guston Society in connection with the proposed Dover Eastern By-Pass.

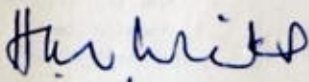
I am sure no-one would wish the new road to go actually through Whitfield as is now proposed!

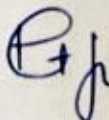
Could you please give me a little help? If it puts you to any expense, I shall be pleased to reimburse.

Essentially I need simple traffic flow figures, along the A-2, northbound and southbound. I am sure your Association has a mass of such figures. If possible I would like such traffic census figures as you have over say, the last three to five years.

I am sorry to worry you, but it would be of enormous help to me.

Yours truly,



 H. M. WILKS

(Dictated by Mr. Wilks
and signed in his absence.)

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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 October 1972

Dear Mr. Wilks,

Thank you for your letter dated 27th October passed to me for reply.

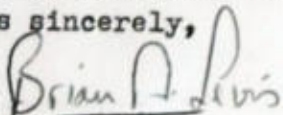
The A2 Group are of course extremely disappointed that the Whitfield and Guston Society have not seen fit to support our aims recently, despite promises at the public meeting held at the County Hotel, Canterbury following the T.I.R. accident in Bridge. It was understood at that meeting that the Whitfield contingent were to fight with the remainder of those living along the whole route between Brenley Corner and Dover to achieve a formular for all concerned.

We do however support the aims of the Whitfield and Guston Society, and accordingly enclose a copy of the summaries in connection with the Census conducted in High Street, Bridge during August last.

The only other census conducted by the A2 Group was that of 1964 when it was found that 6,700 vehicles of all types passed through Bridge in a 24 hour period.

I trust that the enclosures will help you with your campaign, and wish you every success in achieving your aim.

Yours sincerely,



Brian A. Lewis.

Sec/Treasurer - A2 Group.

Canterbury Constituency Conservative Association

Parliamentary Representative: DAVID CROUCH, M.P.

Canterbury & District Y.C. BRANCH

Constituency Headquarters:

9 HAWKS LANE
CANTERBURY

Please reply to:

132 Old Dover Road,
Canterbury,
Kent.

30th October, 1972.

B. Lewis, Esq.,
1 High Street,
Bridge,
Nr. Canterbury, Kent.

Dear Mr. Lewis,

We are just starting to prepare our next year's programme (January to April), and would very much like you to come and talk to us on The A.2. if possible. If you would be prepared to do this we wondered if you could manage to speak to us on Tuesday, 6th March, 1973. or any Tuesday in March which suits you. It would be helpful to us if we could have an answer as soon as possible because of sending the programme to the printers.

Hoping we shall see you next year.

Yours sincerely,

June Simnett

June Simnett (Miss)
Secretary

600 join protest over juggernauts

Morning Star Reporter

LORRY DRIVERS belonging to the transport workers' union were among 600 demonstrators who blocked the A2 at the village of Bridge (Kent) on Saturday to demand peace and quiet in the age of the juggernaut.

The demonstration was called to back long-standing local demands for a by-pass that would take the big lorries away from such villages as Bridge, Boughton and Harbledown.

After a token sitdown, during which police re-routed traffic round the village, the demonstrators moved off to a rally addressed by, among others, Mr. David Crouch, Tory MP for Canterbury, and Mr. Mike Fuller, Labour prospective candidate.

Morning Star: 23.10.72

DEMO ON 'BRIDGE



A2 SIT-DOWN

K.O.

24.10.74

OVER 600 people packed into a solid banner waving mass across the A2 at Bridge on Saturday where the road is only 18 feet wide.

And in spite of the militant feelings of the A2 Group the demonstrators, who came from Boughton all along the A2 to Dover, staged a passive sit-down which lasted five minutes.

With less than 60 days to go before we enter the Common Market the A2 Group is "sick" of "government apathy" over the A2 problem.

Protests are getting more heated as the threat of 40 tonners along "The bridge track to Europe" comes nearer.

Chairman of the A2 Group Mr. John Purchase was reported by the police for causing an obstruction when the demonstrators got up and walked through the village to Bridge Place Country Club where the marchers held a rally.

An effigy of "officialdom dead to our needs" was strung up from the building where a 30 ton T.I.R. lorry crashed earlier in the year demolishing a shop.

As leaders of the group decried the failure of the government to take action over the A2 the effigy was burnt.

On their way to the rally the crowd boomed and shook their fists at the effigy, encouraged by A2 group leaders.

The sit-down protest which started at 3 p.m. was orderly from the start. Mr. Purchase and secretary of the group, Mr. Brian Lewis, appealed to the mass to co-operate with the police.

Chief Superintendent C. H. Johnson gave two warnings and the protestors faced the threat of arrest if these were ignored.

Heavy weekend traffic was diverted miles either side of the village but as the demonstrators waited on the pavements before the sit-down goods vehicles were still going along the A2.

At the start of the rally Mr.

Purchase told the crowd what the A2 Group were demanding.

Immediate safety measures include: Reduction of speed limits in the villages and at other danger spots, slow down lanes on either side of built up areas.

They also want weight limit checks on all T.I.R. lorries entering ports and mechanical checks every three months.

Other measures called for are improved coverage of the A2 from the police and all costs of improvements to come from the Government as a charge against joining the E.E.C.

But the immediate measures are only secondary to the group's grim determination to get a full improvement of the A2 and bring forward the construction of all the proposed by-passes.

Speakers at the rally included Canterbury's M.P., Mr. David Crouch, who reaffirmed his solid support for the group.

Cllr. Alfred Ross, veteran A2 campaigner, Cllr. Mike Fuller, and Cllr. C. W. Stephens from Boughton pressed home the urgency of the A2 situation.

The rally unanimously passed a resolution to the Department of the Environment.

"This meeting deplores the apathy of the Department of the Environment in its attitude to the safety of the people using and living by the A2 road:

"It urges the department to treat as a matter of national emergency the speeding up of the programme of by-passes and introducing immediate safety measures for controlling T.I.R. vehicles".

There were only 61 days to go before joining the E.E.C. and the group trusted the department would wake up in time to the threat.

After the rally Mr. Purchase told the Kentish Observer the A2 group were planning to advertise in the continental Press warning industrialists and transport operators that the risks on the A2 were so great it would not be worth the insurance premium on their lorries.

24.10.76
K. Herald.

A2 PROTEST LEADERS TO BE CHARGED?

THE two leaders of the largest ever sit-down demonstration on the A2, which blocked the road at Bridge on Saturday, may be charged with causing an obstruction. They are Mr. John Purchase and Mr. Brian Lewis, the chairman and the secretary of the A2 Group, which has spearheaded the 10-year campaign to end traffic chaos on the busy trunk road.

Mr. Purchase was warned during the demonstration that he might be charged and Mr. Lewis was seen later by police and also told he might face an obstruction charge.

Over 500 banner-waving protesters joined the protest outside Rogers' Garage in the village main street, where the A2 is only 18 feet wide.

Calling for immediate safety measures to protect the traffic-battered A2 villages, about 120 of the demonstrators sat down promptly at 3 p.m.

But this time, unlike at previous sit-downs, the police were not prepared to drag the protesters off the road.

Chief Supt. C. H. Johnson, head of the Canterbury subdivision, warned the crowd that if they continued to block the

road after his second warning they would all be arrested.

So after five minutes, the sit-down was called off and the demonstrators, marshalled by 20 stewards, marched through the village to a rally in the car park of Bridge Place Country Club.

There, a surprise speaker was Mr. David Crouch, Canterbury's M.P., who had earlier said he was not prepared to take part in the demonstration because it was an "illegal act."

Standing alongside a bowler-hatted "effigy of officialdom," which was later burnt, Mr. Crouch said he was, "Prepared to turn a blind eye on your breaking of the law by sitting down."

"I am sick and tired of the slowness of the Ministry to deal with the problems of this road, just as you must be. Today you have demonstrated just how strongly you feel about this."

"Something has got to be done to speed up the A2 by-passes, especially at Bridge."

The demonstrators, who came by the coachload from all the A2 villages between Brenley Corner and Dover, cheered as Mr. Crouch congratulated them on a peaceful demonstration.

"If this doesn't work, we are not seeing efficient democracy at work," he added.

Mr. Crouch said the Bridge by-pass was scheduled to be

completed in 1976, but he wanted to cut a year out of that timing, so that the by-pass would be completed in 1975.

Veteran A2 campaigner, Cllr. Alfred Ross, described the road as "an absolute death-trap" and another speaker, Cllr. Michael Fuller, said the accident rate between Brenley and Dover was "shockingly high."

Urging a speed-up in the improvements, Cllr. Fuller said people could not wait until 1980, when work on the road is scheduled to reach its final stage.

A resolution deploring the apathy of the Department of the Environment in its attitude to the safety of people using and living by the A2 was put to the rally and passed unanimously.

The resolution urges the Department to treat as a national emergency the speeding up of the programme of by-passes and introduction of immediate safety measures controlling TIR lorries.

As Mr. Purchase set fire to the "effigy of officialdom" there were chants of "Sit-down, sit-down," but he and Mr. Lewis urged people to co-operate with the police and not to obstruct the traffic any further.

Traffic jams, a feature of previous demonstrations, were avoided this year by police operating diversions at Brenley Corner and at Dover.



THE ROAD TO EUROPE IS A COUNTRY LANE! DIE?

5 1/2% INTEREST (Income on Paid-up shares) Day Income £18.575

Money-culture means wise savings with the Bradford Perpetual where you combine security with good rate of interest. Apply for advantage - you can withdraw money whenever you wish.

Who brother

Members were asked to support the St. John Ambulance Brigade's autumn fair on November 11 at headquarters.

The December meeting will be informal, with a Christmas cake and light refreshments.

In January Mrs K. Wells, Deputy Director of Social Services for Kent County Council, will give a talk.

By request, arrangements are being made for a visit to the Marlboro Theatre.

After refreshments Mr. Halliday (club member) gave an illustrated talk of a tour round the Spelling Club and the club carrying procession. He was thanked by Mr. Biddick.

The next club meeting will be held on 11th November.

LETTERS TO THE EDITOR

Demonstration at Bridge

K6.
3 11/72

Sir,

Your paper carried an account of the demonstration in Bridge, on October 21, against the terrible traffic conditions along the A2 road to Dover. It is hardly surprising that the people of Canterbury and the A2 villages should take steps to draw attention to the continuous noise, vibration, and congestion that are making life intolerable for them along their residential roads.

Since the demonstration, we learn that there is a possibility of prosecution for those involved, and that the protesting slogans displayed on hoardings in Bridge have been declared illegal advertisements. These slogans have been in position for some months, and one wonders by what process of law they have suddenly become illegal.

It is indeed strange that those very organisations which were set up and are maintained by the ratepayers to promote and preserve their best interests are the most active in ensuring that the public shall not get what it manifestly needs, and in stifling an expression of public opinion.

A proper A2 motorway from Boughton to Dover, which will by-pass and safeguard the historic city of Canterbury and the A2 villages, has been an obvious necessity for at least 10 years, and with the approach of our entry into the Common Market it should have been even more obvious to the appropriate authorities.

Many people have long wondered why Canterbury and East Kent have been so long neglected in this way; whatever the reason it is now time the public was informed.

C. J. L. TURNER

78a New Dover Road,
Canterbury.

Sir,

In reply to Mr. Pocknall's letter about the A2 diversion during the demonstration at Bridge ("Kentish Gazette," October 27). The reason for not mak-

ing it permanent is that the villages of Wingham, Adisham, Littlebourne and Bekesbourne, etc., would be making their own protests too, as the "diversion" was routed through these even smaller country roads on that particular Saturday.

Much though I sympathise with the Bridge difficulty, we in Wingham have far too much heavy traffic now, let alone a permanent diversion for Bridge.

C. P. NELSON

26 High Street,
Wingham.

2 - Incant November 1 1972



Sit down in Bridge

ANGRY residents took action into their own hands on Saturday in the village of Bridge. People living along the noisy A2 staged a sit-down in the road in an attempt to draw attention to their plight. The expected hold-up of traffic was forestalled by the Kent Police, who redirected the vehicles along minor roads.

This action provided the two organisers of the rally, John Purchase and Brian Lewis, leading members of the A2 Group, with possible charges of obstructing a public highway, and organising the protest. At a rally, held in a nearby field after-

wards, it was revealed that the two public warnings from the superintendent were not anticipated.

At about 3 o'clock, the crowd - which police sources estimated to be about four or five hundred, but which cameramen reckoned to be more like a thousand - took their pitch on the road. The demonstrators were then addressed by Brian Lewis, to the click and whirr of the press and television. After the second police warning the gathering slowly edged its way down the road and off down a lane to a meadow where they listened to speeches. As they turned off the A2, many demonstrators, urged on by cameramen, shook their fists and shouted at a bowler-hatted effigy of "officialdom". Hung around its neck was a placard reading: "Ministry - dead to our needs".

The speakers included Cllr. Mike Fuller, David Crouch, Conservative M.P. for Canterbury, who expressed his pleasure at being able to take part in the legal part of the protest - even though he was turning a blind eye on Trafalgar Day. He described the lack of by-passes and motorway as "a disgrace to the Ministry, a disgrace to the Country, a disgrace to the County". He concluded by congratulating the group on their "peaceful protest, which is all part of our Parliamentary democracy."

The rally, which a senior police spokesman described to INCANT having gone "very peacefully indeed, though the two men were reported by one of my officers", finished with a burning of the effigy. See also pages 6 and 7.

Clive Griffiths



CONFLICT

K. Osborne 9.11.72



Meet the man who can't get wed until the A2 gets by-passed!

BRIAN LEWIS, 28, secretary of the A.2 Group, can't get married until Bridge gets a by-pass. His fiancée won't let him.

Why? Because he spends nearly all his spare time organizing protests like sending 2,000 Christmas cards to Graham Page, secretary of State at the Department of Environment.

He has spent over ten years fighting successive governments in "their complete failure to do anything about the inadequacy of the A.2 as a trunk road, and the complete lack of urgency in speeding up the improvement programme."

Brian Lewis thinks that people in the government are acting "dead from the neck up over the A.2."

This is why he writes several hundred letters a year, petitions, demonstrates, sits down in the road and keeps on shouting for action.

ONE OF MANY

Brian Lewis is only one among many, but the A.2 problem is so wound up in his life that until the by-passes are built — and finished — he cannot and not let things rest.

He has lived in Bridge all his life and moved into 1 High Street in 1946.

"I first got involved with the A.2 in 1961," he said. "I was responsible for organizing the first protest march in Bridge, and then I had only just left school."

The protests ten years ago were because the A.2 was a dangerous road. Two people were killed in Bridge village.

Quite independently Mr. John Purchase, now chairman of the group, started his own campaign. Mr. Lewis and Mr. Purchase joined forces in a common fight, which has spread from Bridge all along the road from Brenley to Dover.

"We are not against T.I.R.

lorries, we are not against heavy goods vehicles, or their drivers. They want the same as we want, a decent road," said Mr. Lewis.

WITH DRIVERS

"We are fighting with the lorry drivers for a better road. Their lives are at risk just as much as the people who live along the A.2."

The first Bridge by-pass campaign started in 1963. Mr. Lewis and his colleagues collected 564 signatures when the population of the village was 897.

In the last eight years, according to the group's census figures, ordinary traffic has gone up by 246 per cent. Heavy goods vehicles using the road have gone up by 344 per cent.

Kent County Council's estimation of the passenger car units for the road is 9,000 in 24 hours. The present volume is about 20,000 'p.c.u.s.' in a day.

Mr. Lewis is not obsessed with the weights and size of H.G.V.s but "who can forget figures like these?"

When we join the Common Market in January it is likely that lorries equal to 44 British tons will be using the A.2.

Axle limits will be raised from 10 tons to 11 metric tons.

"Crunch goes the road," Mr. Lewis added.

150 LETTERS

"In the last four months I have written 150 official letters to government departments, the Minister, Canterbury's M.P., and members of our group, and other people who support us," he said.

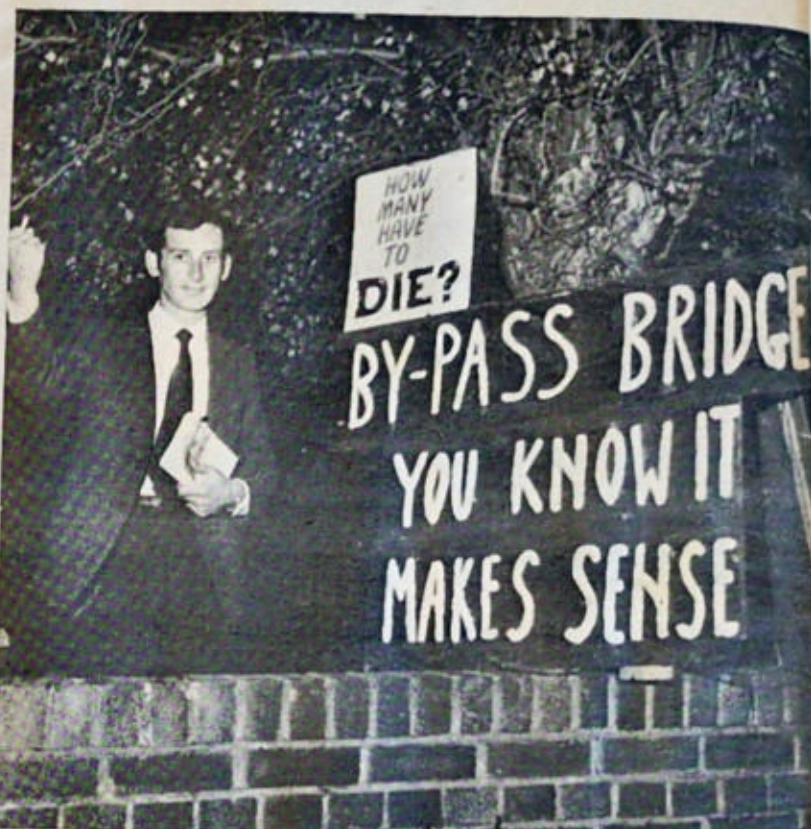
"Our money comes from street collections and we have had a donation from the Canterbury Society.

"The 1380 section of the Transport and General Work-

THIS is the second in a series of articles in which we ask people in the headlines to give the background to the stories that

have made news. Today we talk to Brian Lewis, Secretary of the A.2 Group, who plans to organize

the sending of 2,000 Christmas cards to the Minister as a protest against government inaction.



ers' Union, who represent, the T.I.R. drivers at Fords, are supporting us too."

The peak time for demonstrating was 1964 but in recent months practical protests have hotted up again.

There was the sit-down three weeks ago, and now the avalanche of cards to Graham Page.

'BLINKERS'

Mr. Lewis keeps on saying the government are wearing blinkers over the whole problem.

"I do all this in the interests of sanity for all the people along the road. We are gradually getting people behind us.

We've been shouting for a long time. But people are starting to remember the accidents like the one that demolished the shop in Bridge High Street.

"I am not against the Common Market, my group is non-political, we just blame successive governments."

The group has given up fighting for an extension of the M2. Now everything is geared to speeding up the programme of by-passes.

Brian Lewis and his colleagues say they are not agitators, but a group of local citizens fighting to get what they need, and must have.

If the government would act they would not demonstrate, but protests seem to them the only way to make the situation alive to officials stuffed away in environment departments.

'PERSONAL FIGHT'

"This battle of the A.2 is a very personal fight," Mr. Lewis said. "I eat, sleep and walk A.2. I have to, and so do a lot of other people."

"We get tremendous help from many people who are not on our committee, and couldn't do without them."

The A.2 saga is "more interesting than Peyton Place". The story is told in piles of cuttings in Mr. Lewis' home. Whenever a lorry thunders by the quiver shakes yet another leaf in the file.

'T WAS THE NIGHT BEFORE CHRISTMAS...



— or what the A.2 Group intend to do to the minister — See Page Six!

2,000 cards to decorate the ministers mantel

CRASH!

IT'S NOT SUCH A MERRY CHRISTMAS FOR SA...

KENTISH Observer COMMENT

Fed up to the teeth

OVER 600 people protest on the "Bride track to Europe" — the rambling A2 which at places is only eighteen feet wide.

Understandably they are fed up to the teeth as the heavy continental lorries rumble through, causing congestion and danger to life and limb.

But, as we prepare to enter Europe, what is being done by the Government to alleviate the problem?

Precious little, it would seem.

And, like so many other cases of this kind it could take a grim and frightening series of road crashes before the situation receives the attention it deserves.

Too late

But no amount of action then will heal maimed limbs or bring a child back to life. It will be too late.

And if the cause is put down to inactivity by a government department the people will recall the many protests that have taken place.

They will know where to point the finger of blame.

A plan of government action must therefore be drawn up and made public now. And during the next few weeks the Kentish Observer and its many thousands of readers will be watching for the first signs.

We expect to see such signs before Christmas — before Mr. Peter Walker gets all those Christmas cards.

TWO thousand specially designed Christmas cards will be sent to Peter Walker, the secretary of state this year from residents living along the A.2.

Besides wishing him a Happy Christmas the cards will carry a message about next January when we enter the Common Market and 40 ton lorries will start driving up the A2. The idea is that of the A2 Group who will be distributing the cards and are to head a deputation to the House of Commons to deliver them.

'WORTHLESS'

"Petitions as such are worthless. We know they get through to the right people and then go straight into the waste paper basket for filing," said Brian Lewis, the A2 Group secretary.

"We decided on the cards idea as it would be a petition in effect but with a kick.

"The sketch on front will show Father Christmas involved in a collision with a T.I.R. lorry

with presents flying all over the place. There will be a space for names and addresses, and on the inside a message pertinent to 1 January when we go into the Common Market and when 40 tonners come rolling off the boats at Dover."

SUGGESTIONS?

The deputation will include representatives from Bridge Blean, Canterbury and Kent County Councils and members of local Womens' Institutes and other bodies. They will give the cards to David Crouch, M.P. for the area, and it is hoped he will hand them to Mr. Walker in the deputation's presence.

The A2 Group has also decided to start a suggestion scheme and invite anyone to offer ideas to help them win improvements along the A2. They will pay a guinea for any that are used.

Councils' A2 talks

Talks on the A2 were held yesterday (Monday) between Kent County Council, Canterbury City Council, Dover Town and Dover Rural councils and the National Farmers' Union, presided over by Mr. David Crouch, M.P.

As a result, public meetings are to be held at Bridge and Harbledown in the hopes that objections to by-pass schemes can be ironed out by voluntary co-operation to avoid delays that public inquiries would cause.

Mr. Crouch promised to continue doing all he could to pressurise the Environment Department into speeding up improvements.

piece

K.O.

2-11-72

**HAPPY
NANTA CLAUS**

B

KENT COUNTY CONSTABULARY

~~P.O. Box No. 11,~~

Police Headquarters,

Sutton Road, MAIDSTONE

Your Ref.....

Our Ref. 27. 151. 72

... 31st October 1972 ..

Dear Sir,

Form of Statement

I have to acknowledge receipt of your letter of the 28th October 1972,
the contents of which are noted. However could you please send a
list of collectors showing amounts collected by each person
as you have no auditor. Yours faithfully,

R. D. LEMON,

Chief Constable of Kent.

BY-PASSES FOR M2

By Our Environment Correspondent

Long-delayed completion of the last 25 miles of the M2 motorway to Dover was in effect brought nearer by the announcement yesterday of draft proposals for two Kent by-passes. One will be at Bridge and the other at Upper Harbledown, both notorious bottlenecks on the A2 near Canterbury.

THE TELEGRAPH 10¹¹/72

SW. BRASS ★ 0.11.72

DOES ANYBODY seriously believe that Mr Peyton, Minister of Transport, is likely to win his fight against gargantuan lorries on British roads?

Is anybody fooled by his last week's protestations in Brussels?

Not I.

Let's read between the lines of the news report together.

"In an impassioned plea, Mr. Peyton protested against increasing the axle weight of lorries in Britain to 11 tons."

Understandably—on account of the damage they might do to roads and bridges.

But note—please note—this was not a protest against the size or length of the behemoths.

Only the axle weight, it seems, is still debatable.

For the rest—we've had it. Like it or not, the leviathans are here to stay.

Back to the news report.

"Britain would accept," it says, "that vehicles should be somewhat longer and weigh more."

But how long is "somewhat longer"?

Does it include those trailer containers which convert a giant lorry into a small-size train?

Surely the size and the lack of manoeuvrability are every bit as important as the axles?

Especially to us motorists.

Continental rule by Common Market is beginning to bite.



The result of 10 years' campaigning by the people of Br

Juggernaut village

By HARVEY ELLIOTT

THE village that has become a symbol of the fight against juggernaut lorries is at last to get a by-pass—after more than 30 years of promises.

Draft proposals for the by-pass—which will take traffic on the A2 London-Dover road round the village of Bridge, Kent—were announced yesterday by Mr Graham Page, Minister for Local Government and Development.

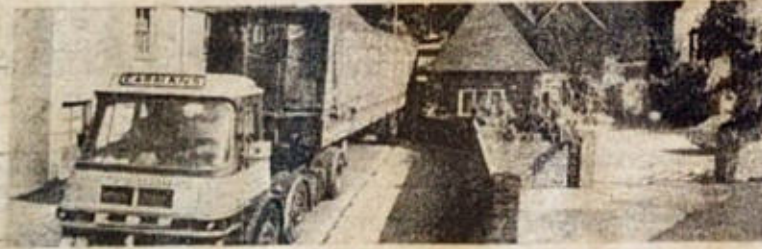
Reaction of the villagers to

By-pass plan after 30 years

the proposals which, the Government admits, have yet to get financial backing, was cautious.

Mr John Purchase, who has led the fight against the traffic for 12 years, said: "I shall believe it when I see it."

But it now seems that the Government has woken up to the plight of the embattled village (pop. 1,500). Ministry planners have drawn up a proposed route for the by-



FLASHBACK: To the Mail picture spotlighting the lorry menace

pass, together with another to start at nearby Upper Harbledown.

The plans will go on display in the village and residents will have a chance to lodge objections. Some farmers are expected to protest at the loss of their land and adjoining villages will not agree readily to the by-pass coming so near to them.

Mr Purchase, chairman of the A2 Group, said: "They have always said there would be a by-pass around Bridge sometime. But we are still faced with three or four more years of heavy traffic—particularly now that we are going into Europe."

"This will mean a great increase in the number of lorries using Dover. We want

short-term em now—such as and police ch lorries as they hill."

Throughout t dren and adul killed at almost vals at Bridge a fight has been Whitehall Always they



—a line on a map showing the proposed route of the village by-pass.

At last! The Bridge by-pass route is fixed

TEN years of agitation, petitions and sit-downs by the villagers of Bridge were rewarded this week with the official publication of the proposed route for the village by-pass. A two-mile by-pass is planned to ease the problem of traffic thundering through the village, which the Department of the Environment admits today (Friday) was: "Unpleasant and dangerous in the centre of the village community."

Mr. Lawrence Shirley, of Bridge Parish Council, said yesterday "Of course we are very pleased to see something solid at last. It's marvellous to know that it is under way at last. Now it's vital to get the co-operation of all concerned to get this through as quickly as possible."

Bridge Parish Council was meeting last night to discuss the route.

On November 23 there will be a joint meeting between Bridge and Patricxbourne (the neighbouring parish through which the by-pass would run) to enable each parish to put its views forward.

The plan was published simultaneously with the proposed route of the controversial Harbledown by-pass and both schemes will be on show in the village on Friday and Saturday. The Bridge route will be played in the village hall and Harbledown one in Vernon Primary School.

The Bridge by-pass would follow the existing A2 just east of the Canterbury city boundary and pass north-east of the village. Swinging eastwards, it would pass under Bekesbourne

Road as well as pass over the Rive Nailbourne and Patricxbourne Road on a new bridge.

Then, turning south-eastwards it would run south of Highland Court, pass over the Frog Lane/Coldharbour Lane junction and rejoin the existing trunk road about 600 yards west of its junction with Rose Lane.

Dual carriageways 24 feet wide would be provided, with grass verges 12 feet wide and a central reservation 15 feet wide.

There would be no access to the by-pass except at its terminal points where it connects with the existing trunk road.

Ultimately, it is envisaged that a full by-pass of Canterbury will link the north-western end of the proposed Bridge by-pass with the proposed Upper Harbledown by-pass.

Copies of the Bridge route can also be seen at the offices of Kent County Council, Bridge-Blean Rural District Council; and at the Post Office, Bridge.

Top level

Top level talks aimed at smoothing the way for future A2 improvements were held on Monday between Bridge-Blean Rural District Council, Kent County Council, Dover Town and Dover Rural District Councils and the National Farmers' Union, Canterbury's M.P., Mr. David Crouch, president.

They took place in the offices of Bridge-Blean Council, which although not responsible for the road, has done much of the behind-the-scenes work to hasten improvements.

After the two-hour discussion, Mr. Crouch told the "Kentish Gazette": "The meeting was very valuable. It showed how councils can come together and work very closely with the County Council."

"I am confident that if the spirit of co-operation we have seen at this meeting can continue, we can probably save a lot of time."

"Now it's up to me to get a Canterbury by-pass completed in four or five years, rather than seven or eight."

The get-together was arranged by Bridge-Blean Council in an attempt to exchange viewpoints and to investigate the possibilities

of overcoming obstacles in the way of improvements along the A2, including the by-passes of Harbledown, Canterbury, Bridge and the Eastern by-pass of Dover.

Mr. Crouch said public meetings would be held in December to allow the public, farmers and landowners to put their views on the Bridge and Harbledown roads.

It is hoped that this form of voluntary co-operation will iron out most of the major problems and avoid delays which would be caused by large-scale public inquiries.

Mr. Crouch added: "It is very important that local opinion should be considered, especially at Harbledown, where there has been some objection to the route proposed. The County Council is anxious to hear villagers' views."

This week a top Government Minister, with special responsibility for roads, revealed that a report on the possible routes of a Canterbury by-pass is being considered as "a matter of urgency" by the Department of the Environment.

In a letter to Mr. Crouch, the Minister, Mr. Graham Page, says: "The report of the consultants who have been examining possible routes has now been received."

Urgent matter

"It is being considered as a matter of urgency. We hope to make an announcement about the turn of the year."

But Mr. Page holds out little hope for an early solution to the traffic chaos along the A2 and in the city.

He says in the letter: "Even if a decision were to be taken straightaway to go ahead with preparation of a Canterbury by-pass, a scheme would have to be prepared in detail and find a place in the programme. Draft Orders would then need to be published, objections considered and, if necessary, an inquiry held. All this will take time and it may not be realistic to forecast an earlier opening date than seven or eight years hence."

Mr. Page examined the A2 from Brixley Corner to Dover in September and he continues: "Following our inspection of the A2 I asked for further consideration to be given to the Harbledown by-pass proposals, to see to what extent visual intrusion and impact on the village could be reduced so far as practicable."

"It seems unlikely that an alternative line can be found which would not, for instance, entail demolition of housing while the Department's preferred line, which has been established for many years, is completely clear of properties."

"It does however seem likely that the level of the road proposed by the Department can be lowered in places which would make it possible to reduce the heights of the embankments which will be required."

"It is of course intended that landscaping work will be undertaken to ensure that both the cutting and the inevitable sections of embankment will merge into their natural surroundings."

Daily Mail
10.11.72
wins

told: "Sometime, when we can afford it."

The fight came to a head last year when giant 40-ton intercontinental lorries began arriving from the Continent. Their roaring engines, squeaking brakes, grinding gears and belching exhausts angered the villagers so much that they decided to take action.

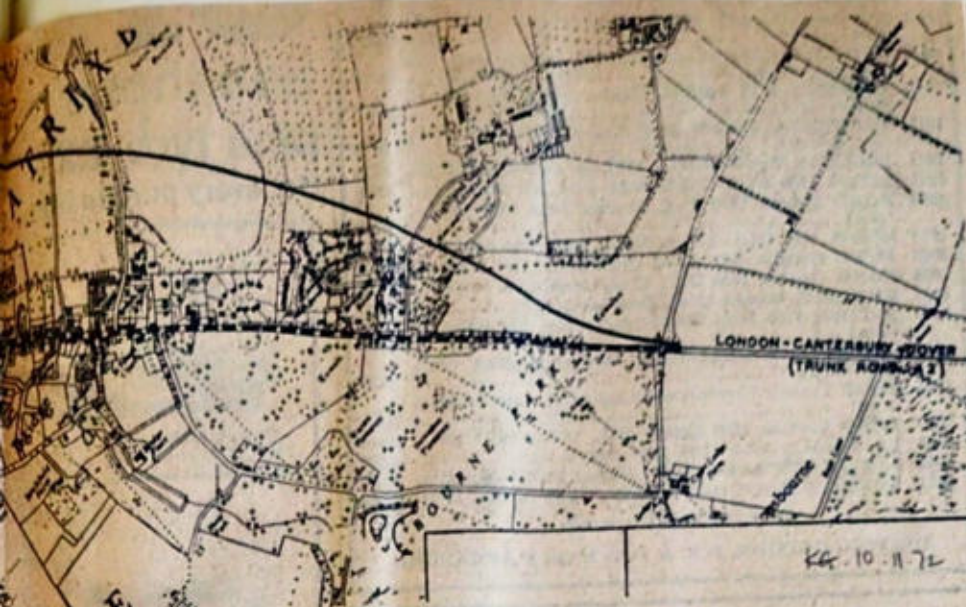
Before they could, one lorry careered down the hill out of control and smashed into a row of houses. It killed the driver.

The residents formed a group to block the road by constantly walking across it.

The Daily Mail spotlighted the plight of the village in August with a picture of a lorry thundering by within inches of the houses. The picture has since been used by conservationists.

Unemployment

On unemployment I have repeatedly criticised the Government for not recognising the high level of long-term unemployment in our region. I am hopeful that the new policy outlined in the new Industry Act will enable us to get the limited industrial development we need. We also require much greater financial aid for our hotel and tourist industry in the coastal towns.



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It is hoped that this form of voluntary co-operation will iron out most of the major problems and avoid delays which would be caused by large-scale public inquiries.

Mr. Crouch added: "It is very important that local opinion should be considered, especially at Harbledown, where there has been some objection to the route proposed. The County Council is anxious to hear villagers' views."

This week a top Government Minister, with special responsibility for roads, revealed that a report on the possible routes of a Canterbury by-pass is being considered as "a matter of urgency" by the Department of the Environment.

In a letter to Mr. Crouch, the Minister, Mr. Graham Page, says: "The report of the consultants who have been examining possible routes has now been received."

Urgent matter

"It is being considered as a matter of urgency. We hope to make an announcement about the turn of the year."

But Mr. Page holds out little hope for an early solution to the traffic chaos along the A2 and in the city.

He says in the letter: "Even if a decision were to be taken straightaway to go ahead with preparation of a Canterbury by-pass, a scheme would have to be prepared in detail and find a place in the programme. Draft Orders would then need to be published, objections considered and, if necessary, an inquiry held. All this will take time and it may not be realistic to forecast an earlier opening date than seven or eight years hence."

Mr. Page examined the A2 from Brenley Corner to Dover in September and he continues: "Following our inspection of the A2 I asked for further consideration to be given to the Harbledown by-pass proposals, to see to what extent visual intrusion and impact on the village could be reduced so far as practicable."

"It seems unlikely that an alternative line can be found which would not, for instance, entail demolition of housing while the Department's preferred line, which has been established for many years, is completely clear of properties."

"It does however seem likely that the level of the road proposed by the Department can be lowered in places which would make it possible to reduce the heights of the embankments which will be required."

"It is of course intended that landscaping work will be undertaken to ensure that both the cutting and the inevitable sections of embankment will merge into their natural surroundings."

The A2

INDICTA OCT/NOV 1972

I think everyone knows the fight I have had with successive Governments over the A2. I am not satisfied at all with the present programme, and I have told the Minister concerned that there must be a speed-up in the work. I am tired of the words of explanation of why it is all so difficult.

Our entry into Europe demands action. The proposed Canterbury by-pass was granted by the Conservative Government after very heavy pressure from me. I am now telling them that the target must be to build it in four years — not eight!

Unemployment

On unemployment I have repeatedly criticised the Government for not recognising the high level of long-term unemployment in our region. I am hopeful that the new policy outlined in the new Industry Act will enable us to get the limited industrial development we need. We also require much greater financial aid for our hotel and tourist industry in the coastal towns.

Police, Factories, etc. (Miscellaneous Provisions) Act, 1916
SECTION 5.

FORM OF STATEMENT

Name of Person, Society, Committee, or body of persons responsible for collection or Sale.....
 Name and address of Hon. Secretary..... A2 GROUP
BRIAN R. LEWIS, "WESTON VILLAS",
1, HIGH STREET, BRIDGE, CANTERBURY, KENT.
 Object of Collection or Sale..... IMPROVEMENTS TO THE A2 TRUNK ROAD
 Date of Collection or Sale..... SATURDAY 21ST OCTOBER 1972 IN BRIDGE-BLEAN.

STATEMENT OF INCOME AND EXPENDITURE.

INCOME	Amount			Total			EXPENDITURE	Amount			Total		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
From Street Collection or Sale, as per list of Collectors and Vendors and amounts attached hereto	10	14		10	14		Printing and Stationery						
From other sources							Postages						
Donations as per list attached hereto							Advertising						
Bank interest							Street collection boxes and carriage						
Other items, viz:—							Badges or other adornments						
<u>COLLECTORS:</u>							Other items (if any)						
<u>MISS P. A. LAM</u>													
<u>MISS H. PURCHASE</u>													
<u>MRS. A. LEWIS</u>													
<u>MRS. E. GOODRICH</u>													
				10	14		<u>Disposal of Balance (insert particulars)</u>						
							<u>FOR THE FUNDS OF</u>						
							<u>THE A2 GROUP—</u>						
							<u>TOTAL COLLECTED</u>						
							<u>DEPOSITED WITH</u>						
							<u>MIDLAND BANK LTD, CANTERBURY.</u>						

Certified by..... Brian R. Lewis Hon. Treasurer
 Address..... "WESTON VILLAS" 1, HIGH STREET, BRIDGE, CANTERBURY.

Approved at a meeting of the..... A2 GROUP
 on the..... 28TH day of..... OCTOBER..... 1972.
 [Signature] Chairman.

(Here insert Certificate of Auditor)

NONE AS PREVIOUSLY NOTIFIED. Brian R. Lewis

Address.....

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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.

Your Ref: 27/ST/72

2nd November 1972

Kent County Constabulary,
Police Headquarters,
Sutton Road,
Maidstone,
Kent.

Dear Sir,

Form of Statement

Thank you for your card dated 31st October.

I apologise for failing to return a list of Collectors with the statement, and trust that no inconvenience has been caused in the so doing.

Yours faithfully,

Brian A. Lewis

Brian A. Lewis:
Secretary/Treasurer, A2 Group.

Village wins 10-year battle for a by-pass

A 10-year campaign by the traffic-battered village of Bridge, which straddles the busy A2 near Canterbury, was rewarded yesterday with the announcement of the route of a new village by-pass.

Sit-down protests, petitions and deputations to the Department of the Environment have all featured in the battle to end traffic chaos in the village. The main target has been heavy Continental lorries which thunder through the narrow main street.

Mr Graham Page, Minister for Local Government and Development, at the same time announced draft by-pass proposals for Upper Harbledown, near Canterbury.

THE TIMES 10¹¹/₂₂

AFIN DE PRÉSERVER LES CHAUSSÉES

Les Anglais demandent que le camion européen soit moins lourd

De notre correspondant

Les ministres des transports de la Communauté élargie se réunissent ce lundi 6 novembre à Bruxelles. Les représentants des trois pays adhérents — le Royaume-Uni, le Danemark et l'Irlande — feront connaître leur opposition à l'accord conclu entre les Six, en mal de dernier, à propos des « poids et dimensions » des véhicules routiers qui circuleront dans la Communauté à partir de 1980.

Les Anglais réclament un « camion européen » moins lourd, et par conséquent moins redoutable pour les routes, que celui dessiné alors par les Six.

Communautés européennes (Bruxelles). — L'accord, on s'en souvient, avait conclu sur les caractéristiques techniques suivantes : 11 tonnes par essieu, 40 tonnes de poids total en charge et puissance minimum de 7 CV par tonne. C'était là une solution de compromis, acquise d'ailleurs non sans mal entre des réglementations nationales sensiblement différentes. Ainsi, la France tolère-t-elle, pour l'instant, une charge maximum par essieu de 13 tonnes.

ports, M. Peyton, le réseau britannique ne résistera pas à des essieux de 11 tonnes, ce qui entraînera une augmentation considérable du budget destiné à l'entretien des routes. Outre ces considérations techniques, M. Peyton doit tenir compte d'une opinion publique assez fortement sensibilisée contre la législation européenne, dont on ne doute pas qu'elle favoriserait, si elle était retenue, l'arrivée massive sur les belles routes anglaises de « monstres continentaux », source des pires pollutions.

A leurs interlocuteurs britanniques, irlandais et danois, les Six feront valoir que la différence entre un essieu de 11 tonnes et un essieu de 10,160 tonnes ne devrait pas entraîner des conséquences dramatiques. En outre les avocats du « compromis de mal » rappelleront aux trois adhérents que les professionnels routiers européens, y compris les Anglais, réunis il y a trois semaines à Genève, ont adopté une résolution où ils jugent tout à fait inacceptable de descendre au-dessous des normes — 11 tonnes et 40 tonnes — définies il y a six mois.

Source des pires pollutions

Cette « orientation commune » à laquelle étaient ainsi parvenus les Six fut soumise à l'avis des pays candidats. Les Anglais, à diverses reprises, firent connaître leur hostilité et demandèrent que l'on discute de l'affaire au niveau ministériel. La législation britannique autorise la charge maximum par essieu de 10 tonnes, et un poids total en charge de 32 tonnes.

Selon le ministre des trans-

PHILIPPE LEMAÎTRE.

First private motorway opened in France

From Patrick Brogan
Paris, Oct 30

France's first private motorway was opened today. It runs from the Paris region to Chartres, is 42.5 miles long, and has been built by a private company which will levy a toll of seven francs (about 64p).

The Government decided in 1969 that one way of building motorways quickly might be to give the concessions for a complete section to a private company which would treat the whole operation like a building speculation.

It is claimed that the Paris-Chartres road has been built more cheaply and more quickly than if it had been left to the Ministry of Transport. However, it is less elegant. Described as a utilitarian road, its central reservations are only 10 feet wide, and many gradients

are much steeper than on other motorway stretches.

The French have set themselves a very ambitious target for road building. Altogether 125 miles of motorway, including the section opened today, are to be completed by the end of the year, bringing the total in use to 1,250 miles.

By the end of 1976 there will be 2,810 miles of motorway in France and by 1978 3,375 miles. M. Olivier Guichard, the Minister of Equipment, inaugurating the new section today announced that a further 750 miles would be begun by 1978.

These are very impressive totals. At the peak of road building France will be opening 500 miles of motorway a year and by the end of the decade will have brought French roads up to German level, easily surpassing Italy, and leaving Britain nowhere.

Among the projects due to be completed in the next six years is the motorway linking the Channel ports and the Channel tunnel with the national network. M. Guichard promised that by the time the tunnel is ready, the motorway from Calais to Dijon, passing north of Paris and giving a direct link to Germany and Italy, will be completed.

It is not yet known how much of this development will be left to private firms, and how much will be built by the state. In any event, France is committed to the principle that motorists should pay directly for motorways, and most long stretches of inter-city motorway carry tolls.

There is a project for tolls on city motorways, notably for the section which will run from Paris to where the Chartres motorway was opened today, but this link is unlikely to be built until late in the decade.

Mill Cottage,
Bekesbourne,
CANTERBURY,
Kent, G.B.

10 Novembre 1972

Le Monde,
5, rue des Italiens,
75-Paris-9^e,
FRANCE.

Monsieur,

Je viens de lire l'article de votre correspondant Philippe Lemaître dans la rubrique "Les Questions Européennes" p.30 de votre édition du 7 Novembre 1972.

Notre ministre des transports, M. Peyton, a certes de sérieuses raisons d'être inquiet pour les routes de Grande-Bretagne. Evidemment la différence entre 10,160 tonnes et 11 tonnes par essieu semble insignifiante, mais la vérité est que 10,160 tonnes par essieu est déjà une charge intolérable pour la malheureuse A2 par exemple, "cette petite route de campagne" pas plus large que 5m,50 à certains endroits, qu'empruntent presque exclusivement à l'heure actuelle les camions TIR qui débarquent à Douvres en provenance de cinq ports continentaux et à destination de Londres et des Midlands.

L'Europe, et l'ensemble de la Grande-Bretagne d'ailleurs, ignorent que l'autoroute M2 qui théoriquement relie Londres à Douvres, s'arrête subitement en rase campagne et que les derniers 30 kms sont assumés par la A2 qui n'en peut plus.. Les charmants villages qu'elle traverse ainsi que la vieille cité de Cantorbéry se dégradent rapidement et leurs habitants ne connaissent plus le repos.

Malheureusement même l'adhésion de la Grande-Bretagne à la C.E.E. n'a pu provoquer la décision de construire le dernier tronçon de la M2 et il est impossible d'envisager un terme à ce regrettable état de chose dans l'avenir prévisible.

KENT COUNTY CONSTABULARY

TELEX NO. 96132
CANTERBURY 61282
EXT. No. 201
REF. No. F/71/72/10
YOUR REF.



POLICE STATION,
OLD DOVER ROAD,
CANTERBURY

9th November, 1972

Dear Sir,

On the 21st October, 1972, you were reported for the offence of "without lawful authority or excuse wilfully obstructing free passage of the highway on the A.2 road at Bridge", contrary to Section 121(1) of the Highways Act, 1959.

No further action will be taken in regard to this matter, but I am to inform you that if you are reported again, it may be necessary to take proceedings against you in respect of the later case.

KENT COUNTY CONSTABULARY

TELEX NO. 96132
CANTERBURY 61282
EXT. No. 201
REF. No. F/71/72/10
YOUR REF.



POLICE STATION,
OLD DOVER ROAD,
CANTERBURY

9th November, 1972

Dear Sir,

With reference to the interview which recently took place between yourself and a detective officer from this station, it has been reported that you conspired with others to incite members of the public to obstruct the free passage along the highway on the A.2 road at Bridge on the 21st October, 1972.

Having considered this report, it has been decided that no further action will be taken in relation to this matter.

Yours faithfully,


Chief Superintendent

Mr. J. Purchase,
Mill Cottage,
Bekesbourne,
Canterbury,
Kent.

BRIDGE-BLEAN RURAL DISTRICT COUNCIL
TELEPHONE: CANTERBURY 66411 (4 LINES)

COUNCIL OFFICES
OLD DOVER ROAD
(Entrance from Coxington Road)
CANTERBURY, KENT

10 November 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 November 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 January 1973 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.

Yours faithfully,

P J Thackray

Engineer and Surveyor

J Purchase Esq
Mill Cottage
Bekesbourne
Canterbury

B

KENT COUNTY CONSTABULARY

~~P.O. Box No. 11~~

Police Headquarters,
Sutton Road, MAIDSTONE

Your Ref.....

Our Ref. 27/ST/72

..... 6th November 1972

Dear Sir,

Collectors' List

I have to acknowledge receipt of your letter of the 2nd November
the contents of which are noted with thanks.

Yours faithfully,

R. D. LEMON,

Chief Constable of Kent.

From: David Crouch, M.P.



November 6, 1972

Dear Mr. Lewis,

This is just to acknowledge your letter of October 24th and to thank you and your mother for entertaining me so well after the Bridge 'sit-down'.

Thank you also for keeping me informed about your future programme. I think it is right that the Group should keep up the pressure. I, for my part, am doing the same and mentioned the matter when I spoke on The Queen's Speech in the House of Commons last week. I enclose the relevant extract from Hansard, for your information.

I have also seen the Director of the British Road Federation, Sir George Middleton, and he has agreed to consider a special protest conference to be held in our area, probably Canterbury, staged by his Federation, to draw attention nationally to the need for the more rapid development of the A.2. I hope you will think this is useful and do convey this information to the members of your Group. I think there would be no harm in your Group contacting the British Road Federation direct in the matter.

Finally, I think you know that I have written personally to Mr. Eldon Griffiths and sent copies of my letter to Mr. Peter Walker and Mr. Graham Page, asking for a reconsideration of the Department's decision not to allow the 40 m.p.h. speed limit on each side of the approach to Bridge and I have strongly recommended that this limit should be applied.

Yours sincerely,

David Crouch.

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

Since August of this year, 8,000 doctors have been struck off the medical register quite arbitrarily. This matter has been under discussion for some time, and a working party under Sir Brynmor Jones published a report on the subject some two years ago. Since then a joint working party of the GMC and the BMA has issued a first report. Perhaps it is as well that the Government are not hurrying forward with their legislation. At the present time the GMC has arbitrary powers. If there is to be any reorganisation, its function as well as its composition must be looked at, by which I mean what it is supposed to be doing and how well it is doing it. In that connection, the rights of the consumer as a patient are important. It must be remembered that at present this is a panel of doctors to look after the interests of doctors. However, the patient also has an interest, as has the ordinary citizen. This body should not be a private enclave of top level doctors looking after their own affairs. We should lift the curtain to see what goes on behind the scenes. More public participation is needed.

One big problem, because of the way that retention fees have been put up, is that 6,000 or 7,000 doctors may be struck off for refusing to pay the fees. What will happen if we lose 6,000 hospital doctors or GPs because they are not registered? I hope that the Government and the Secretary of State for Social Services will take action to ensure that it does not happen at this stage. Perhaps the most effective action would be to announce a full public inquiry, or even a Royal Commission, to look into the powers, the constitution, the functions, the rights and the balance of medical composition of that body concerning the service it should be giving to the community as a whole. When a Bill is brought forward it should be comprehensive and not just patch up the composition of the council. At the moment there is too much top brass interest and not enough interest at the lower level, and I am concerned that the junior hospital doctors shall remain as participants.

My last point concerns a purely constituency matter. I wish to refer to that part of the Gracious Speech which gives support to the people, the communities and the boroughs who are doing such a tremendous job in welcoming the

Ugandans with British passports who are fleeing from the concentration camps of Uganda.

My constituency is in the London borough of Brent which at the moment is top of the league for the number of Ugandan Asians it has received. In the 13 years that I have been a Member I have made many speeches in this House on the immigrant problem, because my borough is usually top of the league on most immigrant matters. In 1926 we had the Welsh after the General Strike; in the 1930s we had the Irish. From 1957 to 1961 we had the West Indians—Jamaicans and Trinidadians. We then had the Nigerians, the Indians and the Pakistanis. Then, of course, we had the Kenyans.

I am grateful to the Secretary of State for Education and Science, when I took a deputation from my constituency to see her pointing out that we were likely to need at least one thousand school places for Kenyans for recognising the problem and granting special funds for that purpose. Since then we have the highest number of Ugandans with the same problems of education, housing, employment and community living. Therefore, I am pleased that the Gracious Speech underlines the fact that the Government will underwrite the good will of the people of Brent.

I am extremely proud of the way that the citizens in my area have dealt with a very difficult problem. We still have 7,000 on the housing list. We still have all the social problems which can be imagined in such a highly industrial area. There have been 6,000 redundancies in the last four years from closed factories because of the way employment has been rationalised—2,000 from GEC/AEI alone. So, on the back of already highly difficult social problems, the people of Brent have shown tolerance and good will in trying to get over those problems, meeting them without emotionalism or racialism, seeking only to tackle them in some practical way. For example, no school children will be overcrowded because of the welcoming of those who are incoming. Neither will any child go without education because we are opening temporary schools and employing special teachers. Because of the fine example that Brent has given to the whole country, being one of the first

(See over)

of the Regional Controller (Roads and Transportation) at Guildford. Until 22 December 1972 any person may object to the proposals by writing to the Regional Controller stating the grounds of objection.

Department of the Environment
"Edgeborough"
Epsom Road
Guildford
Surrey

DSE 200/09/TR 34/T 020

roads) Order

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Hall on Friday
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or from the office

[MR. PAVITT.]
areas to have a borough-sponsored integration committee, and the practical way that it is dealing with the problems. I welcome that part of the Gracious Speech which says that Her Majesty's Government will underline that with hard cash, because we need it.

I am grateful that over the last 13 years my constituency has been able to show that kind of tolerance to our problems. I am grateful to my local newspapers which, at a time when they were inundated with racist letters, were able to provide a balance. I shall never forget the *Willesden Chronicle*, when racialism was at its height in the late 1950s, showing a picture of a coloured girl who had rescued three children from a fire. That picture was more effective than a thousand words. The country needs this kind of generous background in other areas than mine. This is a two-way business. We need to tackle the problem not only locally but nationally, with the Government giving us the funds and resources we need. On those lines, I welcome that part of the Gracious Address.

5.45 p.m.

Mr. David Crouch (Canterbury): I used to live in the area of Willesden. Whether it was Willesden, East or West I do not know, but I know that the hon. Gentleman who has just sat down speaks as the hon. Member for Willesden, West (Mr. Pavitt).

I have listened with interest to the hon. Gentleman's affirmation of the responsibility with which people in his constituency, and the local authority in particular, have responded to the problem created by the emergence of the displaced people from Uganda.

Last week I was talking to my constituents in Canterbury—an entirely different area from where I used to live, an area where perhaps we do not have a single coloured immigrant—about the Ugandan Asians. One can expect in such an area as mine what I should describe as a reaction, without saying it is reactionary, to the problem. I said that as a country we would be remembered in future not for our economic success in 1972, but for our moral judgments and correct behaviour in humanitarian matters, as we always have been.

10 10

That is the position I have taken of the Government's attitude and reaction to the problem created for them by the disgraceful behaviour of the President of Uganda in displacing people from his country to make them displaced in the world. This country lived up to its responsibilities, great history, tradition and name by saying that we would welcome to our shores such people so displaced. Notwithstanding the problems we face, both economically and socially, we said that we would close neither our doors nor our minds to our great history and tradition of behaviour when people are in distress anywhere in the world. My constituents absolutely and completely took this as their view, not mine, without any dissension.

That is all I want to say on this issue, as I have not risen to comment on the Gracious Speech on that point in particular.

The week before last we discussed in this House whether we should show ourselves to the public by the admission of the television camera and the radio to our proceedings, and we commented on what the public might see if they were to listen and watch our debates. What would they see this afternoon but spacious, empty green benches and empty benches in the Press Gallery, too, which is capable of holding 146 reporters? Where are they this afternoon? The right hon. Member for Coventry, East (Mr. Crossman) properly wrote in *The Times* some months ago that it was not only Members of Parliament who left their places at five o'clock to go to the tea room and elsewhere, but those who normally sit in this distinguished Press Gallery who left as well. What benefit has the public this afternoon and evening of hearing the deliberations of those of us here if those areas are so empty compared with the Public Gallery, which is so full? Therefore, I condemn the empty Press Gallery as much as I condemn the emptiness of these benches.

I turn particularly to the Front Benches. Just look at the Opposition Front Bench, the alternative Government today, at a time of crisis in this country when we have heard the legislation offered by the Government of the day, by the Prime Minister, through the Gracious Speech. Is there anybody on the Opposition Front Bench taking a note of what was said

by the hon. Member for Willesden, West or is being said by me? I know there is someone sitting below the Gangway who is capable of reporting to the Leader of the Opposition all that goes on here. But I am pointing to something of principle about this Chamber. It is not good enough that hon. Members should find so many other places to be in this great Palace, this great building, than in this Chamber.

I am not saying that the Chamber should be full because I am on my feet, or on my legs, as the phrase used to be. This afternoon we heard important speeches from my hon. Friend the Member for Nottingham, South (Mr. Fowler), the hon. Member for Willesden, West, and the hon. Member for Dagenham (Mr. Parker). They raised points of great moment and interest, not only to their constituents, but to the public as a whole. The points they raised are of interest to the Government, and to the Shadow Government, too.

I cannot help feeling that what has happened on this day, which is often regarded as the day for not making a speech, or at least not making one after the Prime Minister has spoken, is a pitiful display of what has happened to the House of Commons. It is not only the Front Benches that are concerned. The thoughts, anxieties, concerns, views and constructive attitudes of back benchers should command the attention of the Government of the day and of the Opposition, too. It is no good saying that we must have a Leader of the House, or that we must reform the House and introduce new procedures, to help the back benches to have a better position in the House. There is only one person who can help the back benches to achieve that, and that is the back benches themselves.

Unless more speeches are made, just as I am trying to make one this afternoon, to show that back benches will speak up, and even speak against their Government, that they will speak up for their constituents, for their principles and for the country as a whole if necessary, we shall not be able to make this again the great Chamber that it used to be before the Whips became all-powerful, a Chamber in which groups of Members became powerful even if only half a dozen of them grouped together. We may yet be approaching a situation in

10 17

which a group of Members in this House, on one side or the other, determine the future of a Government and the progress of our country.

My remarks so far are only a prelude to what I want to say about the Gracious Speech, because I view with dismay the emptiness of the benches on both sides of the House following the departure of the two Front Bench speakers.

Mr. Fowler: Might it not be that members of the Front Bench opposite are taking up the suggestion that the writ for the Lincoln by-election should be moved?

Mr. Crouch: I am grateful to my hon. Friend. The suggestion made to the Opposition by some hon. Members, including myself, that that by-election should be held as soon as possible was received with dismay and silence. We hope that it will be held in the very near future, because the public are entitled to know whether one of the persons standing for election is truly a democratic member of the Labour interest, if not the Labour Party.

Mr. Robert MacLennan (Caithness and Sutherland): Does the hon. Gentleman realise that if he is seeking to make a point about Parliament and about attendance in the Chamber he will carry greater weight if he does not make it in a partisan way?

Mr. Crouch: I am grateful to the hon. Gentleman for trying to keep me within the broader bounds of parliamentary thought, principle and activity, rather than within the more narrow field of party activity, but this place is made the greater by party strife, activity and argument rather than by, in an amorphous, loose way, regarding everything as parliamentary. We are not such a body, and never have been, and I am sure the hon. Gentleman does not think that my small digression into what might or might not happen at Lincoln is not a good thing for this place and that that sort of intervention should not continue.

Mr. Pavitt: I know that the hon. Gentleman would wish to be fair. He knows that this debate takes a certain form. Different subjects are debated on different days until next Tuesday, when certain issues will be voted upon. During the major debates this week the various

of the Regional Controller (Roads and Transportation) at 22 December 1972 any person may object to the proposals Regional Controller stating the grounds of objection.

Department of the
"Edgeborough"
Epsom Road
Guildford
Surrey

DSE 200/09/TR 34/T 020

[MR. PAVITT.]
points that are raised are dealt with by the responsible Minister. At the moment there is one junior Minister on the Government Front Bench and one of my hon. Friends on the Opposition Front Bench. The debate will be reported, and those who have to reply to it will have an opportunity to do their homework. Is it not right that that should be done?

Mr. Crouch: The hon. Gentleman has always been all things to all men, and in that short intervention he has illustrated very well the part that he plays.

I have the greatest respect for my hon. Friend the Under-Secretary of State for Trade and Industry, who is now on the Government Front Bench, but he is much more concerned with Concorde and things in the air than with the matters which I wish to raise, which are to do with the environment. I shall not talk about Concorde, but I hope that what I say will be reported by my hon. Friend to that other Department which he serves, apart from the Department of Trade and Industry. I propose to say something about the problems created by aircraft and aircraft noise, and I hope my hon. Friend will ensure that what I say gets to the Secretary of State for the Environment.

The Under-Secretary of State for Trade and Industry (Mr. Cranley Onslow): This matter is the direct responsibility of the Department of Trade and Industry.

Mr. Crouch: I have often said that this is the most difficult debating Chamber in the world, and it is not made easier by interventions from one's own Front Bench, but one has to learn to live with that. My hon. Friend is right, and I shall therefore direct my remarks about Maplin to him.

The Gracious Speech says:

"A measure will be introduced to facilitate"—

that is a terrifying word to some of us—"the building of a Third London Airport at Maplin."

My interest, as some hon. Members know, is that the border of my constituency is about 14 miles from where it is proposed to situate the runways at Maplin. A distance of 13 or 14 miles across the sea is a long way, but it is not a long way

when considered in terms of aircraft noise Windsor is about 12 miles from the end of the Heathrow runways, yet the noise experienced at Windsor is extremely serious, as we know from various reports by people in that area, including the Town Clerk of Windsor. It is a densely populated area in which the noise affects education. It makes it difficult for school children to hear their lessons. It makes it difficult for conversations to take place. Generally, it has been a most disturbing influence.

Noise is a modern form of pollution and one which we can avoid, at least in some degree. I am not saying that we are able to avoid all forms of pollution in a modern world, but I am saying that we are able to direct our efforts and energies towards controlling this aspect of it in some way. As we advance economically as a modern society and accept the problems produced by modern communication, so we must advance environmentally as well and accept our responsibility to protect the community, society and people against the problems which economic progress brings in its wake.

I know that the Government are aware of the problem, because there have been full-day debates on the third London airport. During those debates I have been entitled to have my say, and the Government have given careful consideration to the views expressed by hon. Members from Kent and Essex who are worried about what the building of this third London airport means. Here I speak not only for my constituents but also for those who live in North-East Kent and parts of Essex. There are about 100,000 people—much more than the number in my constituency—on the North-East coast of Kent who feel that the hon. Members representing Kent have let them down by allowing this airport to be built at Maplin. They want none of it. They are worried about the value of their properties. Farmers are worried about the situation of their farms, and holidaymakers and people who cater for the tourist trade are wondering whether Kent will continue to be an area to visit on holiday because of the noise that will arise from the airport in eight or ten years' time.

I have said—and the Government Front Bench know this quite clearly—that I accept the decision that this was

probably the best that could be done from a national point of view. To site the third London airport in the sea, off the coast of Essex and 12 or 13 miles from the coast of Kent is better than putting it on top of a village in the heart of the English countryside, in Buckinghamshire or Hertfordshire. This is the best place. It is better than having to displace people over several hundred acres, which would otherwise be necessary. Even so, I ask the Government to bear in mind that the problem of noise will continue, because once an aircraft has taken off it is where it goes that matters.

I am glad that the Government agreed some months ago that the siting of these runways should be as far out to sea as possible but I am still concerned that they should not forget, in spite of my acquiescence and the acquiescence of other members for North-East Kent to this decision, that we are still concerned to represent those constituents of ours on the North-East coast of Kent, and to protect them as far as possible from the adverse effects of this airport, and that we want the flight paths and the stacking areas to be over the sea—over the Thames Estuary. I hope that in the future planning and in the Measure that we are to have presented to us what I have said this afternoon will not be forgotten. I want to emphasise how strong feelings still are in North-East Kent. I must stress the fact that vigorous concern is still being felt, and I ask the Government to take note of that.

There is another matter concerning environment which I hope my hon. Friend will report to the Department. It properly falls within that Department.

Mr. Molloy: I agree very much with what the hon. Member has been saying about aircraft noise. I have similar problems in my constituency. Will he join me and other hon. Members on both sides of the House who are still campaigning to try to get some sense into the Department of Trade and Industry and get it to have a conference with local authorities? I am sure that the hon. Member will agree that local councillors are sometimes more intimate with these problems than are Members of Parliament. If they are consulted they can make a contribution towards solving this problem.

Mr. Crouch: I value that intervention. I believe that the Department of Trade and Industry wants such a contribution and would welcome it from local authorities which have a considerable depth of knowledge about the problem raised by the hon. Member. I am glad that he raised the point and I support what he has said, because this grass roots consultation is essential. We, in this place, and the Government, in their place in Whitehall, are thinking nationally about our economic requirements in terms of a third London airport. We understand their arguments, but the Government must know that hon. Members have constituents who are constantly referring to this problem and will have talked with local authorities which have studied the problems arising, and such knowledge and grass roots opinion must be valuable, to both the Department of the Environment and the Department of Trade and Industry. I thank the hon. Member for that intervention.

I now touch upon another aspect mentioned further on in the Gracious Speech, to the effect that:

"My Government will take further positive action on the protection and improvement of the environment."

The hon. Member for Dagenham mentioned the question of heavy lorries on our roads, and said that the Government should introduce legislation to ensure that such heavy vehicles were confined to motorways. I know that we have about 1,000 miles of motorway, but that is not enough to contain the number of heavy lorries in this country at the moment. I have a bee in my bonnet—it is no less than that—when I say that in my constituency we have a motorway which starts in the distinguished constituency of Bexley and ends precisely 20 miles north, or inland, of the port of Dover. It is the M2, and it ends in what I have always said is a ploughed field.

Why does it end 20 miles short of the busiest port not only in Britain or Europe but in the world? The M2 ends in a ploughed field. No doubt some would call it an orchard. It goes nowhere. I have been pressing the Government and the previous Administration for several years to see that the M2 is continued to the port of Dover. I have been told that

[MR. CROUCH.]
there is no case for this; that the motorway to the channel port will not be the M2 but the road that runs from London to Folkestone—the A20, which will be converted into the M20.

We still have a large proportion of traffic at the moment going to the port of Dover through my constituency and the ancient and great little city of Canterbury. It is on the A2, and in parts that road is only 18 feet wide. It is appallingly dangerous. What is more, it is absolutely ridiculous. There is not a foreign visitor to this country who believes that we are serious about entering the Common Market, whether he arrives at Dover with a caravan behind his car or driving a 30-ton TIR lorry, when he drives for 20 miles through the garden of England on a road that is only 20 feet wide and defiles pretty Kentish villages.

There have been fatal accidents, and the Department of the Environment and the Government are well aware of the problem. During the recent recess the Minister of State responsible for road development and local government took a whole day off and brought several members of his Ministry to see the situation and meet protesters. The protesters are not asking for the impossible; they are merely asking for the realistic. They are asking the Government to recognise that on 1st January we are linked with Europe, that the major route to Europe is still through the port of Dover, and that the road linking it, for 20 miles at least, is not up to the standard of the roads in the rest of Great Britain.

Mr. John Loveridge (Hornchurch): Does my hon. Friend think that those responsible for the construction of our motorways are fully aware that we shall, in fact, join Europe and that this will greatly add to the volume of traffic?

Mr. Crouch: I am sure that those on the Government Front Bench are aware that we are going into Europe. But my hon. Friend has pointed to something very important that I wonder about. I am not sure about the civil servants or the bureaucracy behind the Ministers. The Government must begin to think about what is said in the House and by the people in the country who are represented through this House; they should

not merely listen to technical advice given to them in the Ministry, which is often based on a bureaucratic view that might have been correct many years ago. This applies to road development, and to the M2, which stops 20 miles short of Dover.

I see you nodding, Mr. Speaker, do not know whether you are nodding in agreement or whether I have gone on for too long. I finish by referring to one other aspect of the Gracious Speech which has caught my attention.

A Bill is to be laid before us to reorganise the National Health Service. I want to comment not so much as a Member representing his constituents but as one who sits on a regional hospital board. As such, I have the opportunity to see something of the working of one aspect only of the Health Service—the hospital service.

Yesterday, because I was not so busy, I gave up a day to visit a hospital in the South-East region, although not in my constituency. It was built about 1860, and my experience yesterday reminded me of 1860. This hospital was properly described in those days as a "colony"—the term usually given then to mental asylums. They were places to which we sent people when they were no longer considered fit to live in the rest of society.

What I saw yesterday worried me considerably. Of course I saw great compassion by the nursing staff and the hospital administration for 1,500 persons, many of whom I met personally. But I was shaken to think that I was living in 1972 and could see people living in such conditions. I was shaken to think that we in this House still allow such conditions to continue, and shaken to realise the awful contrast between what we allow in our hospitals and what we are determined to see in our schools.

In our schools we provide for the élite, not just those who are lucky enough to go to grammar school or to go on from secondary to higher education, but any child in this country above a certain IQ, who can get a primary education and can be treated as a normal human being. We give them every opportunity and vote the necessary money.

What so disturbed me yesterday was the realisation that we are not voting

enough money for the hospital service, particularly for the mentally handicapped. Money would put so much right. If only we spent as much money on the hospital capital building programme as we spend on building schools, perhaps I would not be telling the House of my concern. I was ashamed of what I saw yesterday—a building crumbling through lack of money, in which, in a five-storey block, there was only one nurse on duty at night to look after over 140 patients, 43 of whom were epileptics. Any one of those patients could create a problem in the night.

More money voted by the Government and greater priority could do so much to encourage the greater recruitment of nurses by producing the facilities which nurses require to join a hospital. More money could do so much to create the 1972 conditions to replace the 1860 conditions, with modern decoration and carpeting, proper wardrobes and decent beds, as well as good training facilities. Giving persons medical attention can do so much for mental illness, but they must also have the environmental opportunity to improve. Important though modern decoration is, this also means giving hope to a person who is ill. Training and opportunity to do constructive work is also very important—and it will all cost a great deal of money.

What concerns me is that the Chancellor's estimates in a White Paper published in November last year showed that, while the capital expenditure on education was £497 million, that on the National Health Service, for personal and social services, including hospital building, was nearly £260 million less—£239 million. This is getting our priorities wrong, looking after the élite, the small percentage, and ignoring those who require our greatest care in a scientific and compassionate age.

This is where such decisions can be reversed. We shall debate a reorganisation of the National Health Service which has to do with administration, with collecting the responsibility of the three sides into one central body. When that happens, we must direct our priorities from here and see that they are carried out by the administration of the National Health Service in all those areas for the benefit of those who need the help and

the special advance of money to allow them to enjoy life in 1972, as the rest of us believe is our entitlement.

6.17 p.m.

Mr. Robert MacLennan (Caithness and Sutherland): I will not follow the hon. Member for Canterbury (Mr. Crouch) closely, because he spoke at some length and covered many subjects, and what he said can be left to stand on its own. What I want to deal with first is what the Prime Minister said today.

The right hon. Gentleman spoke of the two main achievements of this Government being a growth rate of 5 per cent. and entry to the Common Market. On the latter point, I would like to draw attention to the communiqué issued after the Summit:

"Economic expansion is not an end in itself. Its first aim should be to enable disparities in living conditions to be reduced."—[OFFICIAL REPORT, 23rd October, 1972; Vol. 843, c. 807.]

If we are to examine this claim of a 5 per cent. growth rate, the Government must say for how long they have had it and how long they expect it to continue. But what is clear is that it has not benefited all parts of the country anything like equally, that the benefits have been most disparate.

The Gracious Speech is sadly deficient in its attention to this problem. It is true that it refers to the Government's intention to pursue measures to create confidence and stimulate employment in the assisted areas, but there is no recognition of the failure of the Government's policies throughout the last two and a half years to tackle the root causes of the prevailing imbalance in our national economy, no hint that new policies are being considered, no recognition of the scale of the problem with which we are faced.

The Government have been curiously coy about giving any measure of the problem to the House. Indeed, in their abandonment of all open economic planning we are forced to make some guesses at the nature and size of the problem of regional disparities within our economy. If we look at some of the ingredients of the problem we can realise that the measures which the Government have embarked upon are wholly inadequate.

From:



[MR. MACLENNAN.]
 First of all, we face the problem of those who are at present unemployed, a figure not far short of 900,000 at this time. Secondly, we face the problem of the low activity rates in the development areas, particularly for women. Thirdly, we face the problem of net migration out of these areas, the trend of which seems to have reversed from the time when the Labour Government had succeeded in checking this unfortunate trend. Fourthly, there is the question of the expected growth in the supply of labour over the years ahead. Fifthly, we face the problem of the anticipated decrease of jobs in such industries as steel, coal, textiles, shipbuilding and engineering. I think it reasonable to expect that there is likely to be a secular decline in most of these sectors in the years ahead. There has been virtually no recognition of this today in either the Gracious Speech or in the speech of the Prime Minister.

If these factors are all taken into account this Government—any Government—is faced with a monumental task in creating new employment in the regions, and I venture to suggest to the Government that the scale of the task is of the order of 100,000 jobs per annum if we are to achieve the full employment to which this party least is committed, that is if we are to reduce unemployment to the region of 1.5 per cent. If one looks at the record of what has been achieved in recent years, and particularly in the years when we had an effective regional policy, in the last years of the Labour Government, when we were creating some 30,000 new jobs per annum, one sees what a shortfall there is and how inadequate are the present Government's measures to tackle it.

The Government also, it seems, have failed even yet to recognise, even in their revised approach, which amounts to the abandonment of the attempt to cut public expenditure by starving the regions of development aid, the crucial importance of those sectors of the economy which have traditionally not received assistance to the same extent as the manufacturing industries. At this time some two-fifths of our jobs are in manufacturing industries. The prediction of economists, for example of the Department of Applied Economics at Cambridge and the recently-published estimate by the National

Institute of Economic and Social Research, is that the jobs in the manufacturing industries will decline still further in the period up to 1975. A reduction of some 300,000 jobs is expected to have occurred in the manufacturing sector of industry, during the half decade ending in that year. That being a reasonable expectation, it seems important that the Government should endeavour to try to assist jobs in the other sectors, particularly the services sector, which may be mobile to move to the regions, and jobs in the distribution services and financial services and professional and scientific services. All of this ought to be looked at with much more sympathy by the Government as areas in which they could do more to help the growth of the regions.

Above all, the time has come, I think, for a completely new approach to the problem of decentralising central Government, because that, in itself, provides massive employment and this Government have not shown any commitment to move as far or as fast on this as they should. I would ask the Government to indicate during this debate what reply they have sent to the Lord Provost of Glasgow, Lord Provost Gray, who wrote to the Prime Minister calling for decentralisation of central Government services, and particularly to the west of Scotland.

We must also recognise that there is a possibility of attracting mobile international firms into the regions, but only if we offer incentives which are at least competitive with those offered by foreign countries. I believe that at the moment our incentives are, broadly, competitive.

Second, if we are to attract mobile industries there must be some stability in the incentives which we offer. I think the Government's policies have proved disastrous. Since they took office they have reversed themselves repeatedly, and left businessmen with a completely confused picture of what to expect. One incentive I would single out for particular mention is the regional employment premium, which the Government have indicated they intend to phase out by 1974. By so stating, the Government have, of course, seriously damaged the effectiveness of this tool, as it is now being regarded by industrialists as a benefit

Dear Mr. Lew

This
October 24th
talking me

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

The London-Canterbury-Dover Trunk Road
(Bridge By-Pass) Order and (Bridge By-Pass Side Roads) Order

The Secretary of State for the Environment has published draft proposals for a by-pass of Bridge on the A 2 trunk road. The by-pass, which would be about 2 miles long, has been designed to relieve the A 2 through the village of Bridge.

The present road runs downhill to the middle of the village from both directions and is only 17½ feet wide in places. The pavements are narrow and the traffic is heavy, with a considerable proportion of large commercial vehicles. These conditions are unpleasant and dangerous in the centre of a village community.

The new road would leave the existing trunk road just east of the Canterbury City boundary passing north-east of the village. It would swing eastwards passing under Bekesbourne Road, over the Nailbourne River and Patricbourne Road. It would then turn south-eastwards running south of Highland Court Annexe, passing over the Frog Lane/Coldharbour Lane junction to rejoin the existing trunk road about 600 yards north-west of its junction with Rose Lane.

Dual carriageways would be provided with grass verges 12 feet wide and a 15 feet wide central reservation. There would be no access to the by-pass except at its terminal points where it connects with the existing trunk road.

Draft proposals for alterations to existing roads, footpaths, bridleways and private accesses affected by the by-pass have also been published.

Ultimately it is envisaged that a full by-pass of Canterbury will link the north-western end of the proposed Bridge by-pass with the proposed Upper Harbledown by-pass.

Copies of the draft Orders and relevant plans showing the proposed route of the Bridge By-pass and alterations to side roads are available for inspection, free of charge, at all reasonable hours at the following addresses:-

- a. Department of the Environment, 2 Marsham Street, London SW1.
- b. Regional Controller (Roads and Transportation), South Eastern, "Edgeborough", 74 Epsom Road, Guildford, Surrey.
- c. Kent County Council, County Hall, Maidstone, Kent.
- d. Bridge Blean Rural District Council, Council Offices, 41 Old Dover Road, Canterbury, Kent.
- e. The Post Office, Bridge, Canterbury, Kent.

A public exhibition will also be held at Bridge Village Hall on Friday 17 November (3 - 8 pm) and Saturday 18 November (10 am to 4 pm).

Further information may be obtained at this exhibition or from the office of the Regional Controller (Roads and Transportation) at Guildford. Until 22 December 1972 any person may object to the proposals by writing to the Regional Controller stating the grounds of objection.

Department of the Environment
"Edgeborough"
Epsom Road
Guildford
Surrey

KENT COUNTY CONSTABULARY

TELEX NO. 96132
CANTERBURY 61292
EXT. No. 201
REF. No. F/71/72/10
YOUR REF.



POLICE STATION,
OLD DOVER ROAD,
CANTERBURY

9th November, 1972

Dear Sir,

With reference to the interview which recently took place between yourself and a detective officer from this station, it has been reported that you conspired with others to incite members of the public to obstruct the free passage along the highway on the A.2 road at Bridge on the 21st October, 1972.

Having considered this report, it has been decided that no further action will be taken in relation to this matter.

KENT COUNTY CONSTABULARY

TELEX NO. 96132
CANTERBURY 61292
EXT. No. 201
REF. No. F/71/72/10
YOUR REF.



POLICE STATION,
OLD DOVER ROAD,
CANTERBURY

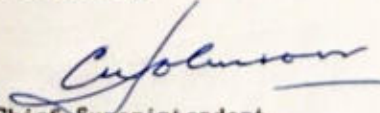
9th November, 1972

Dear Sir,

On the 21st October, 1972, you were reported for the offence of "without lawful authority or excuse wilfully obstructing free passage of the highway on the A.2 road at Bridge", contrary to Section 121(1) of the Highways Act, 1959.

No further action will be taken in regard to this matter, but I am to inform you that if you are reported again, it may be necessary to take proceedings against you in respect of the later case.

Yours faithfully,


Chief Superintendent

Mr. B. A. Lewis,
Weston Villas,
1 High Street,
Bridge,
Canterbury,
Kent.

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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.

11th November 1972

The Chief Superintendent,
Police Station,
Old Dover Road,
Canterbury,
Kent.

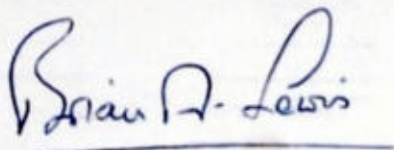
Dear Sir,

I acknowledge with thanks receipt of your letters, both dated 9th November 1972.

The A2 Group feel that it is only by continual pressure on the authorities responsible that road safety will be achieved between Brenley Corner and Dover. I am sure that the dual-carriageway when complete will ease the police burden in addition to those living along the route.

On behalf of my Group, I would like to apologise for any inconvenience caused to you and your officers on the occasion of the Bridge sit-down, 21st October, and wish to thank you for your tolerance in connection with this matter.

Yours faithfully,



Brian A. Lewis:
Sec/Treasurer, A2 Group.

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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.

Your ref: DSE 200/09/TR 34/T 020

Department of the Environment,
'Edgeborough',
Epsom Road,
Guildford,
Surrey,

11th November 1972

Dear Sirs,

Thank you for your circular letter delivered to my property in Bridge Down concerning the proposed Bridge by-pass.

The second paragraph contained therein is quite an admittance by your department, since we have been pointing out the dangers which exist for the past 10 years without success.

I would be pleased if you could clarify the following:

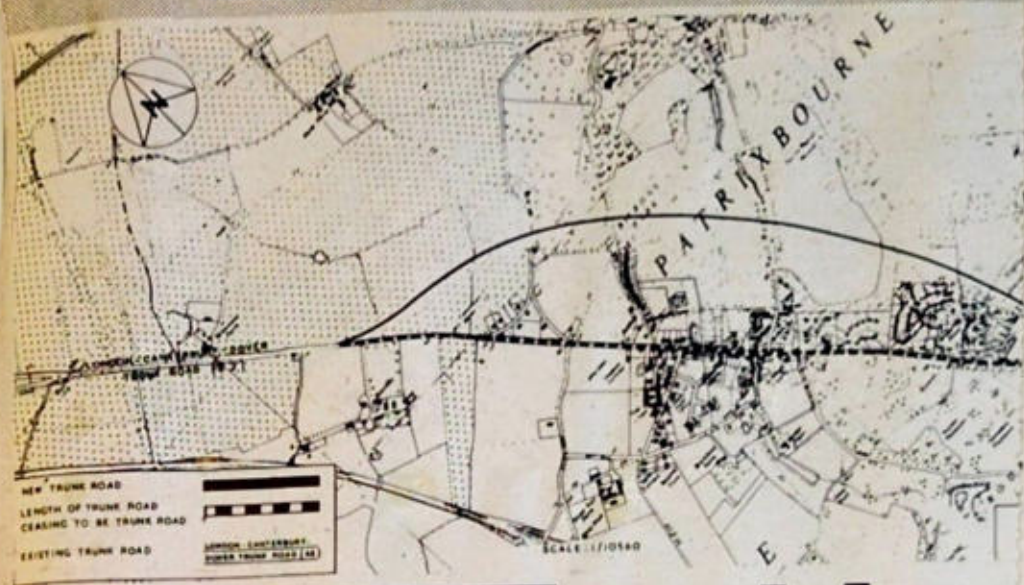
1. When is the proposed starting date?
2. When is the proposed completion date?
3. Is the money required for the scheme available?
4. What interim safety measures are to be introduced in the village High Street until the new road is completed?
5. What is the anticipated cost?
6. Will the statutory procedures be cut back due to the urgency of the by-pass?

Since Britain is joining the Common Market on 1st January, Bridge will be faced with 40 tonne intercontinental vehicles en route to London. Your department at last realise that the existing road narrows down to 17½ feet, so I trust that the village is at last to be given the priority it so richly deserves.

Brian A. Lewis

Brian A. Lewis:
Secretary/Treasurer,
A2 Group.

HERE'S THE ROUTE — BUT NO



Bridge annou

VILLAGERS at Bridge and Upper Harbledown will be looking at two black lines on a map this week-end showing them the routes of their long promised by-passes.

Both plans were published before the week-end by Mr. Graham Page, minister for local government and development, who lauded the A.2 in September.

Bridge by-pass should have dual carriageways 24 feet in width with grass verges 12 feet wide and a central reservation of 15 feet.

There would be no access to the by-pass except where it connects with the A.2.

The Department of the Environment says that eventually it is seen that a full Canterbury by-pass will link Bridge's new road with the proposed Harbledown route.

Bridge by-pass is planned to run north-east of the village. From Canterbury the new road would start just past the city boundary and continue for two miles skirting Bridge on the left hand side, travelling towards Dover.

It is proposed the route would go under Bekebourne Road, over the River Nallbourne and cross Patricbourne Road on a new bridge.

The by-pass would re-join the present A.2 south of Highland Court 600 yards west of the junction with Rose Lane.

Villagers at Bridge can inspect their map at the post office or the offices of Kent County Council and Bridge-Blean Rural District Council.

The new road at Upper Har-



BY-PASS GLOOM HITS VILLAGES

PLANS published for the Bridge and Harbledown by-passes have left A2 residents angry and dissatisfied, the A2 Group said this week.

For no starting date has been given and no money has been set aside to foot the bill for either scheme they say.

Mr. Brian Lewis secretary of the A.2 Group, told the Observer: "As far as we are concerned we are not any further forward than before the by-pass routes were published."

"There are no firm starting dates for either the Bridge or Harbledown by-pass. The government have not announced any interim safety measures to make safety in our villages immediate."



FILMS, slides and tape

'NOSPEED-UP'

Mr. Lewis added that there was still no indication from the government that they were going to speed up improvements for the whole of the A.2 from Hextley to Dover.

He said the minister had agreed to look into the possibility of cutting down the length of time involved in statutory procedures, but there was no realisation of this.

"When we started our campaign in 1962 we were told that (bridge) would have a by-pass by 1972," Mr. Lewis said.

"We welcome this announcement as a first step but I do not feel we are any nearer our goal than we were before."

Mr. Lewis said he had been told from an official source that as yet there is no money available to build the by-passes.

"The government is still not treating this situation as an emergency," he said. "This route that has been published is not a victory for us, it is only a first step. We will not ease up our campaign."

'FIDDLING'

"We do not want Kent County Council fiddling around with a man and boy when it comes to building this road."

"If that happens no one living along the A.2 will be left alive to see this by-pass completed," Mr. Lewis added.

He sincerely hopes that people will not object to the proposed lines for the village by-passes which could hold up construction for years.

An A.2 Group survey showed there were only 20 people living in Bridge village who were not concerned about the road.

The next stage in the group's battle will be a fight to put a firm starting date on the by-pass building programme.

Bridge plan: Page 7

The A2 problem

Sir,
The A2 Group will continue to campaign for a speed-up of the A2 by-passes despite reports in the Press that the 10-year battle of Bridge is won.

When the Bridge by-pass campaign was begun in 1962, the Ministry of Transport planned to by-pass the village by 1972. Now, with the publication of the proposed route, we are informed that it will be completed in late 1976.

On the face of it, the announcement is welcomed as being the first step in the direction of positive action. At Harbledown there are, no doubt, similar feelings of elation since their plans have also been outlined.

But, before the residents of either village are carried into merry-making in the streets, consider the hard facts which exist:

1. Still no firm starting dates.
2. Funds for both projects are yet to be made available.
3. No speed-up of the existing programme along the whole route.
4. No cut-back in the statutory procedures within the construction of the proposed roads.
5. No interim safety measures to be introduced.

Without doubt, the outlook is still one of gloom for at least four years in Bridge and Harbledown, but what of the longer term problem—Canterbury by-pass?

The local authority must exercise its rights as a county borough before it is too late. Failure to act now will result in the by-pass being virtually shelved, and the environment ruined as a result.

When victory can eventually be claimed, it is hoped that the K.C.C. direct labour force is kept well at bay. Judging by the rate of progress attained on Barham Downs (the one man and a boy farce), it is doubtful if many people currently living on the A2 will live long enough to see the whole route between Brenley Corner and Dover finally up to dual-carriageway standards.

BRIAN A. LEWIS,
(Secretary/Treasurer, A2 Group).

Weston Villas,
1 High Street,
Bridge.

Harbledown by-pass

Sir,
That relief is at last in sight for the beleaguered village of Bridge is excellent. Is it possible, however, that the Department of the Environment is consciously contradicting itself when it admits, as you reported on November 10, that in Bridge "traffic thundering through the village... was unpleasant and dangerous in the centre of the village community."

Indeed! Only two days before this, notices were received in the area of the same department's plans for the Harbledown by-pass. The problem of Harbledown is acute, as anyone living on Church Hill and Summer Hill knows to their cost. It is further complicated by the fact that the alternative route was confirmed as far back as 1958, when there were few houses alongside it and when the volume and nature of the traffic were totally different.

Planning authorities have an unenviable task but they are, one hears, learning by past mistakes. If so, it seems more logical to give immediate and urgent attention to the widely supported proposal of a Canterbury by-pass rather than plough on with yet another out-of-date and environmentally damaging scheme.

What has happened to the idea of using the railway as a means of carrying the huge container loads that bedevil the A2—if only until proper lorryways are available?
J. A. BODGER (MRS.),
12 Lanfranc Gardens,
Upper Harbledown.

KE-17-11-1972

Juggernaut lorries 'to be outlawed'

DExpress
27.11.72

By COLIN MACKENZIE

JUGGERNAUT lorries from the Continent may not be allowed into Britain after all.

On Wednesday the Government is likely to accept a motion supported by M.P.s of all parties opposing the increase in size and weight of lorries.

Transport Minister Mr. John Peyton will be told to go to Brussels before Christmas and inform his European colleagues: "We won't allow your 40-tonners into Britain."

This would be a victory for the villagers of Kent and other counties through which major trunk roads carry these monsters.

Houses

Juggernauts pass through the little village of Bridge, Kent, at the rate of one every 30 seconds. The road—the A2 London to Dover—is only 18ft wide and some houses only 18in. away from the giants.

Mr. Brian Lewis, secretary of the A2 action group, said: "It frightens us. The bigger the lorries the bigger our problems. As far as the A2 is concerned Britain is not prepared to enter the Common Market."

This week the group will deliver 2,000 Christmas cards

to the Ministry of the Environment and M.P.s snowing Father Christmas being run over by a juggernaut.

The increase in freight lorries crossing the Channel in the past year is as high as 30 per cent.

Common Market countries, particularly France and Holland, want Britain to increase the maximum from 32 to 40 tons overall, and the axle weight from 10 to 11 tons.

Load

Mr. Neil Marten, Tory M.P. for Banbury and a leading anti-Marketeer, said yesterday: "I think whatever the Government does Parliament will agree not to increase the size and weight of lorries."

"This will establish the wish and the sovereignty of Parliament. It will instruct our Ministers not to go beyond this in Brussels."

He added: "Haulage companies must learn to accept these limitations because the life and environment of the country is more important. It's our country—it doesn't belong to lorry drivers."

An R.A.C. spokesman said: "There is a 12-ton axle load permitted in France and a 50-ton gross weight allowance in Holland. This must not be permitted here."

When to complain

A word to the A2 Group and, in particular, to its secretary, Mr. Brian Lewis. You have every right to complain that the Minister has failed to approve the speed limits proposed by the District Council and supported by the Police. You are wrong to criticise the failure to define a starting date.

The Government has made available to the public the proposed route of the Bridge by-pass.

Are we to assume that this route will meet with universal approval, that all landowners will sell without objection? This is most unlikely and it may be that the Government will be forced to consider a fresh route or to invoke compulsory purchase on the land required.

It is only when the Government have completed all these hurdles that they can then go out to tender and announce a starting date.

I agree that the timetable is falling behind when it should have been speeded up, and that a 1974 completion date seems unlikely. But kick the Minister hard on the points where his department is slipping up. Don't complain, though, at open government.

POCKET CARTOON

By OSBERT LANCASTER



Protest group will continue A2 fight

PROTEST about traffic conditions on the A2 trunk road from Brenley Corner, Faversham, to Dover has not been silenced by last week's announcement of the line for the by-passes of Bridge and Harbledown.

While villagers, welcomed publication of the intended route, they stay angry about lack of action to ease the danger on the Channel highway.

Mr. Brian Lewis, secre-

tary of the A2 Group, said "We are disappointed that 40 m.p.h. speed limits for each side of the village have been turned down."

And he pointed out the other demands which have not been met by last week's announcement by Mr. Graham Page, Minister for Local Government at the Department of Environment.

"There is no starting date or finishing date"

said Mr. Lewis. "No money has yet been allocated for either scheme a Bridge or Harbledown and there has been no cutback in the statutory procedures in by-pass construction. There is no indication that the whole programme is to be speeded up."

Mr. Lewis claimed that Dover Harbour Board expects a 30 per cent increase in traffic through the port next year.

Le Monde

SOUSCRIPTION A RESPONSABILITE LIMITEE
AU CAPITAL DE 200.000 F
R. G. COMM. 88 N 1018

5, RUE DES ITALIENS - PARIS (8^e)

TÉL. PARIS 770 91-29

TELEX : LE MONDE 66-878 PARIS

C.C.P. PARIS 429723

LE CHEF DU SERVICE EQUIPEMENT

Paris, le 16 Novembre 1972

Monsieur John Purchase
Mill Cottage,
Bekebourne,

Canterbury
Kent
Great-Britain

Monsieur,

J'ai bien reçu votre lettre du 10 novembre à propos de l'article de Philippe Lemaître et je vous en remercie.

Vos remarques ont retenu toute mon attention et je les transmets à notre collaborateur chargé de cette question.

En vous remerciant de l'intérêt que vous portez à notre journal, je vous prie d'agréer, Monsieur, l'expression de mes sentiments distingués.

J.F. Simon

Jacques-François Simon

From: David Crouch, M.P.



November 17, 1972

Dear Mr. Purchase,

I thought you would like to see a copy of a letter I have received from Mr. Eldon Griffiths, concerning speed restrictions on the A.2 at Bridge.

I also enclose a copy of a statement I have issued to the Kent press.

Yours sincerely,

David Crouch

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



DEPARTMENT OF THE ENVIRONMENT
2 MARSHAM STREET LONDON SW1P 3EB
01-2123434

14 November 1972

Dear David

Graham Page has asked me to reply to your letter of 13 October about speed limits at Bridge. Perhaps I could also use this letter to reply to yours of 26 October on the same subject which followed up our talk in the House.

I have had a further look at the full detailed information about conditions on the approaches to Bridge. This, as you know, was supplied as recently as June this year. On the basis of this information, it is quite clear that the Department's criteria for imposing 40 mph limits are not met. The criteria are designed to ensure that speed limits are applied uniformly throughout the country in circumstances which fully justify their imposition and at a level which the majority of drivers will accept. Experience has shown that if speed limits are not set at a level which seems reasonable most drivers ignore them; the result is not greater road safety but a debasement of the value of speed limits as a road safety measure. It leaves the police with an impossible task of enforcement.

However, in view of your representations and the very strong local feelings, I am arranging for warning signs to be installed on the A2 road either side of the village. These will be put well in advance of the 30 mph signs and will be the standard "road narrows" signs with "reduce speed now" notices fixed to the posts.

I am afraid I cannot agree to impose the speed limits suggested but I feel sure that the new signs will help - *will you get the signs!*

ELDON GRIFFITHS

David Crouch Esq MP

From: David Crouch, M.P.



November 16, 1972

A.2 - Speed Restrictions
at Bridge

Mr. David Crouch, Member of Parliament for Canterbury, recently made very strong representations to Mr. Eldon Griffiths, M.P., Under-Secretary of State at the Department of the Environment, concerning the need for additional speed restrictions on the A.2 at the approaches to Bridge.

As a result of this, the Minister has re-considered his decision and, whilst not agreeing to the imposition of a 40 m.p.h. speed limit, has agreed "in view of your representations and the very strong local feeling " to instal warning signs either side of the village of Bridge, which will be put "well in advance " of the 30 m.p.h. signs and will be the standard "road narrows " signs with "reduce speed now " notices fixed to the posts.

David Crouch commenting on this decision last night said " This is a small but important concession from the Minister and one which, I believe, will go some way towards ensuring greater safety for everyone living in Bridge. From my talks with the Minister, I can say that he is certainly well aware of the strong local feeling in the matter and it is because of this that he was prepared to make this special Order. "

.....

'A small, but important concession' — M.P.

BRIDGE TRAFFIC SLOW-DOWN PLAN

FOLLOWING despair from the A.2 Group that nothing would be done to make Bridge safer before the by-pass is built, the government is now taking action to slow down traffic through the village.

The immediate decision is to put up "road narrows" and "reduce speed now" signs well in advance of the 30 m.p.h. boards, either side of the village.

Canterbury's M.P. Mr. David Crouch made "strong representations" to Mr. Eldon Griffiths under-secretary of state at the Department of the Environment over the need for extra speed restrictions at Bridge.

But in spite of his pleading the government has refused to implement a speed limit of 40 m.p.h. but agreed to the extra road signs.

Mr. Griffiths changed his mind in view of Mr. Crouch's representations and very strong local feeling.

'GREATER SAFETY'

Mr. Crouch told the Observer: "This is a small but important concession from minister, and one which, I believe, will go some way towards ensuring greater safety for everyone living in Bridge."

"From my talks with the minister I can say that he is certainly well aware of the strong local feeling in the matter and it is because of this that he was prepared to make this special order."

Mr. Brian Lewis, secretary of the A.2 Group said: "This is just the type of interim measure we have been asking for and we are very grateful to Mr. Crouch."

"These signs will be welcomed wholeheartedly by the A.2 Group and this action is one of the most positive steps we have seen."

"I regret the minister has refused to introduce a 40 m.p.h. limit either side of the village because this works very well at Boughton, where they have the same problems," he said.

'FIGHTING ON'

The A.2 Group has not given up its fight to bring the starting date for the Bridge by-pass nearer.

Mr. Lewis said Dover Harbour Board had announced an expected 30 per cent increase in traffic during 1973.

He added that £2½ million is to be spent on a new ferry terminal with extra parking space for more heavy goods lorries. This is expected to open in June.

By then 58 ferries will be operating from Dover daily and all traffic will travel along the existing A.2 he said.

Proposals for the Bridge by-pass will be discussed at a public meeting in the village hall on Tuesday, 5 December at 7 p.m.

Mr. Robert Cooper, chairman of the county's Roads Committee and Mr. Allen Smith, county surveyor will answer questions.

Footnote: The county council's Planning Committee has been told the general line of the Channel Tunnel is now likely to pass under the English coast at Shakespeare Cliff instead of Dover Harbour. The British Channel Tunnel Company Ltd., has applied for permission to use nearly seven acres of land at Old Folkestone Road, Dover to obtain experience in underwater tunnelling along the proposed line of the tunnel.

KH 21-11-72

Another death crash at Boughton

IN YET another crash on the A2 — this time at Boughton early Wednesday morning — a woman passenger was killed and her driver seriously injured when their car was in collision with a lorry.

The woman was Yugoslavian-born, Mrs. Pelrina Brown, aged 47, of 47 Bankhead Avenue, Airdrie, Scotland, who died from multiple injuries.

She was a passenger in a left-hand drive Fiat car being driven along the A2 towards Canterbury by Mr. Alberto Bradolin, aged 41, a mechanical engineer, of Trieste, Italy.

Shortly after 1.45 a.m., the car was involved in a collision with an articulated tanker about 350 yards the Canterbury side of the Chalky Lane junction.

The lorry was travelling towards London, and the driver, Mr. Frederick Squires, of Wanstead, London, was unhurt.

The car was severely damaged and both Mrs. Brown and Mr. Bradolin had to be released from the wreckage.

Mr. Bradolin's condition was later described by a spokesman at the Kent and Canterbury Hospital as "improving and satisfactory."

Opening the inquest on Mrs. Brown on Wednesday, the Coroner, Mr. Wilfred Mowll, was told that she was dead on arrival at the Kent and Canterbury Hospital at 3.45 a.m.

P.C. Edward Tudor told Mr. Mowll that a post mortem had

showed she died from multiple injuries, of which the chief ones were a dislocated neck and ruptured aorta.

He said Mrs. Brown's body had been identified by her son, Mr. Daniel Brown, of Balmar Lawn Road, Brockenhurst, Hampshire.

Mr. Brown told Mr. Mowll that his mother had lived in Italy for about two years.

By-pass agreed

The Department of the Environment has approved the line of the by-pass for Dunkirk and Boughton which will relieve the traffic chaos on the A2 through the two villages.

The final details of the scheme were ironed out at a mini-public inquiry in Boughton in April and the Department has considered all the points made then in coming to a final decision over the route.

The new road will by-pass the village on the south side and will have two-lane dual carriageways with grass verges. There will be no way of getting on to the new by-pass except at its terminal points, where it joins the existing A2.

Government action over Bridge traffic speed

KH 21-11-72

The Government is to take immediate action to slow down the speed of traffic travelling through Bridge on the A2.

The decision — to put up "Road Narrows" signs with "Reduce Speed Now" warnings fixed to the posts — follows a refusal by the Department of the Environment to impose a 40 m.p.h. limit on either side of the village.

Canterbury's M.P. Mr. David Crouch, had pleaded on behalf of villagers for 40 m.p.h. signs to be placed well in advance of the 30 m.p.h. warnings either end of the village.

When this was refused, Mr.

Crouch urged Mr. Eldon Griffiths, the Under Secretary of State at the Department of the Environment, to reconsider the decision.

Now, in view of Mr. Crouch's representations and the very strong local feeling, Mr. Griffiths has agreed to the warning signs either side of the village.

The signs will be put well in advance of the 30 m.p.h. signs.

Mr. Crouch told the "Kent Herald" yesterday (Monday): "This is a small but important concession from the Minister and one which, I believe, will go some way towards ensuring

greater safety for everyone living in Bridge.

"From my talks with the Minister, I can say that he is certainly well aware of the strong local feeling in the matter and it is because of this that he was prepared to make this special order."

The chairman of Kent County Council's Roads Committee, Cllr. Robert Cooper, and the County Surveyor, Mr. Allen Smith, will both attend the special public meeting called to discuss the Bridge by-pass proposals.

It will be in Bridge Village Hall on December 5, at 7 p.m.



KENT COUNTY COUNCIL

Roads Department

A. D. W. SMITH,
B.Sc.(Eng.), C.Eng., F.I.C.E., M.I.Mun.E., M.Inst.H.E.
COUNTY SURVEYOR

KENT HOUSE,
LOWER STONE STREET,
MAIDSTONE. ^{ME}215 61A

YOUR REF.

This matter is being dealt with
by

Maidstone 65400 Ext. 275

MY REF. 9BJB/B14/H5/4
B14/H6/4

Mr. Beaver

24th November, 1972

Dear Mr. Lewis,

Trunk Road A.2
Proposed Harbledown Bypasses

A public meeting has been arranged for 7.30 p.m. on Thursday, 7th December, 1972, at the Church Hall, Harbledown, for the discussion of the draft route of the Upper Harbledown Bypass and the draft side road alterations for both of the Harbledown Bypasses.

Mr. Robert Cooper the Chairman of the County Council's Roads Committee and I will be there and will answer questions.

Individuals affected by the proposals are being notified of the meeting and you and members of the A.2 Group are cordially invited to attend.

Yours sincerely,

A.D.W. Smith
County Surveyor.

FIRST CLASS

B. A. Lewis, Esq.,
Hon. Secretary,
The A.2 Group,
1 High Street,
Bridge,
Canterbury, Kent.

BC Please reply impersonally to The County Surveyor quoting my Ref:

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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 November 1972

David Crouch Esq., M.P.,
House of Commons,
London S.W.1.

Dear Mr. Crouch,

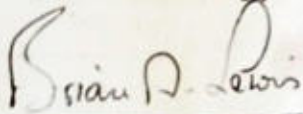
Thank you for your letter dated 17th November together with enclosures.

John Purchase has I know written to you, so there is little I can add other than to convey my personal thanks for your continued efforts.

You will no doubt have read in the Kent Herald that the columnist 'Diogenes' has made capital out of me again this week over the A2 issue. You and I know full well that this weekly article is of a right-wing origin, often bordering on a libelous statement. As you are aware, I am also right-wing and therefore have to date refrained from counter-attacking the comments. The time will come when I shall have to reply and in the so doing can not fail to do both of us harm. Could you kindly apply whatever pressure is necessary to silence the loose tongue which is both misguided and misinformed over the A2 problem? We both know the facts which exist, and I feel that you will appreciate that it is important to avoid a political issue over our mutual problem.

For your information, the police have now contacted all of the A2 Group Committee Members stating that no action is to be taken in connection with the Bridge sit-down.

Yours sincerely,



Brian A. Lewis:
Sec/Treasurer, A2 Group.

D.C.2. (Advt.)

Reference Code
of Application AT/ES/6/72/369

COUNTY OF KENT

~~BOROUGH/URBAN DISTRICT~~ RURAL DISTRICT OF BRIDGE-BLEAN

TOWN AND COUNTRY PLANNING ACTS.

TOWN AND COUNTRY PLANNING (CONTROL OF ADVERTISEMENTS) REGULATIONS, 1969.

Notification of Refusal of Consent to Display Advertisement(s)


TO:— J Purchase Esq
Mill Cottage
Bekebourne
Canterbury

I HEREBY GIVE YOU NOTICE that the Bridge-Blean Rural District Council, acting on behalf of the Kent County Council, the Local Planning Authority under the Town and Country Planning Acts, HAS REFUSED CONSENT for the display of [an] advertisement~~s~~ situate at 90/92 High Street, Bridge ~~[and being]~~

referred to in your application for express consent dated the Seventh day of July 1972, made by you to the Bridge-Blean Rural District Council, on behalf of the Kent County Council, Reference Code AT/ES/6/72/369, AND that the grounds for such refusal ~~is~~ is:-

The sign is detrimental to visual amenity and a danger to traffic safety

DATED this Twenty-third day of November 1972


~~XXXXXX~~ Clerk of the District Council.

Address:— Council Offices
41 Old Dover Road
Canterbury

ATTENTION IS DRAWN TO THE INFORMATION OVERLEAF

43 monsters an hour . . . now it could be worse



THE BUTCHER'S SHOP in Bridge vanished last May. The driver of the Continent-bound lorry which hit it died. Now its green shuttering displays a skull-and-crossbones and a cry for mercy.

Rumble rumble

Rumble, rumble —more trouble!

NEWS ON CAMERA

STORY:
JAMES IRVINE
PICTURES:
JAMES JACKSON

THE VILLAGE of Bridge, straddling the A2 three miles south of Canterbury and already shaken by its ancient foundations by inter continental lorries today faces a new menace the jumbo-sized juggernaut.

Some Common Market countries want the British lorry limits of 32 tons overall weight and 10 tons axle weight raised to 40 tons and 11 tons. And they want the change made before the end of the year... before Britain enters the Common Market and has a vote.

Any new limits decided in Brussels would affect all Market countries—and places like Bridge more than anywhere.

Militant

For an hour—from 1.14 p.m. to 2.14 p.m. yesterday—I monitored 43 huge freighters rumbling through the high street of Bridge.

In part, this main artery between London and the Continent is a mere 16ft. wide.

At the village entrance a hand written notice pleads: "How many more must die before Bridge is bypassed?"

This is a reference to an accident last May when a Continental-bound lorry loaded with meat careered into a shop. The driver was killed and several villagers narrowly escaped death.

Today the green shuttering covering the wrecked store bears the skull and cross bones,



A GERMAN TANKER trundles on its 10 wheels past the boarded butcher's shop.



A PEDESTRIAN stands back as a lorry and a mobile crane—neither of them trans-Continental—pass with inches to spare through Bridge's narrow street.

painted by militant villagers. A huge slogan reads: "Ban TIR's now! Bypass Bridge."

The Environment Department has recently said a road will be built round Bridge, but few believe it will be ready in less than five years.

The juggernauts I saw heading for Hamburg and Mannheim, Sofia and Belgrade, and from several East and West European countries would be minis compared with 40-ton giants.

The superjuggernauts, which France and Belgium want, would damage more buildings, bring down more ceilings and increase accident risks, claims

the powerful anti-juggernaut lobby.

They would also damage roads built for much lighter vehicles.

On average a juggernaut pines through Bridge every two minutes of the day and night. For every 10 last year there are now 14.

Narrowly missed

Cross-Channel shipping operators believe the traffic will double within two years and are backing their judgment by building more ships.

Even the pavement seemed to shudder as I watched a heavily-laden TIR (Transport International Routier) lorry pass

within three feet of ancient cottages on its way to London.

It narrowly missed another freighter heading for Dover docks. In 90 seconds, four juggernauts lumbered through the village which has been the scene of many protests and numerous near-accidents.

Several Tory MPs are bitterly opposed to bigger juggernauts and threaten to vote against the Government unless assurances are given that British weight limits would not be increased.

Bridge, founded in quiet horse-and-buggy days, is now a noisy place where danger always lurks. And this is the quietest part of the year.



The menace
of the
juggernauts

News on Camera—Page 3

Continuing News 25.11.74 E. K. Walker

43 monsters an hour . . . now it could be worse

EVENING STANDARD, TUESDAY, NOVEMBER 28, 1973—3



FRANCE AND BRITAIN are linked on a British container lorry, stretching the limits of Bridge's main street with other traffic as it lumbers through the village.

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Samuel S. ... 23. 11. 72 ...

A2 improvements: Minister makes a promise

K& 1.12.72

By-passes to be speeded-up

A SPEED-UP in the A2 improvement programme was promised in Parliament on Wednesday night by Mr. John Peyton, Minister for Transport Industries. Opening a debate on a motion opposed to TIR lorries being increased to 40 tons, the Shadow Environment Minister, Mr. Anthony Crosland, asked: "How long will it be before the village of Bridge is by-passed?"

Winding up the debate, Mr. Peyton replied: "We are now engaged in constructing adequate road links between the docks and the motorway, a process which will be completed by the mid-1970s.

"Towns and villages are being by-passed, a process which I intend should be further stepped up."

Mr. Peter Rees, Q.C., M.P. for Dover, pointed out that last year 85,000 lorries, 25,000 trailers and nearly 1,000,000 passenger cars passed through Dover, which had to bear the traffic brunt.

"Imagine how that traffic can be squeezed between the Castle and Western Heights!"

Mr. Leslie Huckfield, a former long-distance lorry driver and now an M.P. for a Midlands constituency, referred to Canterbury and said: "We must think seriously of building by-passes round such places. This should have the utmost priority."

CRASH PROGRAMMES

Mr. David Crouch, M.P. for Canterbury, said a crash programme should be launched to improve roads. "Only in that way, I believe, shall we overcome a great deal of the difficulty which is making life an unbearable hell for so many of our constituents."

Mr. Peyton, he said, had proposed that heavy lorries should be directed from ports on to roads suitable for them. "But there are many areas on the approaches to our ports, such as Dover, where the roads are utterly inadequate."

So great was public anxiety in the Canterbury area that people were breaking the law to try to speed up improvements, he continued.

"The A2 Group has recently been sitting on the A2, barring all traffic from Dover to Canterbury. They have done it against the law and have been investigated by the police because of it."

"This is not a violent protest but a necessary protest to register in Parliament that there is a great public concern that something should be done."

The Commons passed the Opposition motion that "this House, mindful of the environment, is against bigger and heavier lorries."

Mr. Crouch, yesterday (Thursday), told the "Kentish Gazette" that the debate was a triumph for those who had been protesting about the A2. "And I shall certainly be pressing Mr. Peyton in the coming weeks on his statement about stepping up the improvements programme."

FRIDAY, DECEMBER 8, 1972

North or south: Where should the by-pass go?

K&

A NEW by-pass battle is developing in the juggernaut-besieged village of Bridge. Veteran A2 Group campaigners, poised on the brink of success, have run into problems... with their own villagers. The storm centre is whether the by-pass should go to the north or south of the village. And some even question whether it is needed at all.

Opposition to the northern route was declared at Tuesday's meeting at the village hall, held by the Kent County Council to discuss the by-pass proposals and to see if objections could be ironed out so that a public inquiry, which would delay the scheme, could be avoided.

The official by-pass line runs through Bifrons Park, skirting close to houses at Conyngnam Lane and Bridgedown, although two other routes to the south, using the old Elham Valley

railway line, had been considered and discounted on environmental grounds.

The assistant county surveyor, Mr. John Bergg, said that four interests had to be considered—residential, agricultural, environmental and highway. "We think this northerly route is the best balance for all parties concerned," he said.

The southern routes, he went on, posed the problem of how to get back to the A2 from the old railway line. This meant the road would either split Bourne Park in two, passing in front of the Queen Anne mansion, listed as a grade one building of historical and architectural importance, or would pass very close to Bishopsbourne village itself.

"The view of Bourne Park and the house through the trees is of national value and it would be a disaster to go through the middle of it," he went on. "It should not be spoiled."

The northern route would most hit people living in Conyngnam Lane and Bridgedown, he admitted. At Conyngnam Lane, the by-pass went over an embankment 350 feet from the nearest house. By Bridgedown it would go through a cut and traffic could not be seen from the bedrooms of the nearest house.

BIRDS AND BEES

Noise level would be reasonably low, Mr. Allan Smith, the county surveyor, said. At Bridgedown it would be about 56 decibels (only six more than the summer sound of birds, bees and lawnmowers); Conyngnam Lane's level would be 68 decibels and at the primary school 60.

Mr. John Purchase, chairman of the A2 Group, explained that traffic noise in Bridge High Street had been measured at 98 decibels, and that tree planting would do much to absorb any by-pass noise.

Mr. George Cobbett, chairman of Bishopsbourne Parish Council, said his villagers were concerned that Frog Lane would have to be diverted through an avenue of beautiful beech trees and Golf Cottage demolished.

Mr. Bergg said that most of the trees would remain. Only those where the new road cut through would be felled. The cottage, he said, would be left isolated in the centre of a "spider's web" of roads and it was thought it would be best to take it down.

MOVED AWAY

Some people wanted the by-pass moved nearer Patricbourne and away from Bridge, to which Mr. Bergg said it would cut more into valuable agricultural land. But Mr. John McKeever, the farmer involved, said it would make little difference to him.

Many people were objecting to the by-pass going through Bifrons Park. Dr. David Pratt, of Patricbourne, asked: "Is there no alternative that would avoid despoiling one of the loveliest valleys in Kent, one that is not even polluted by overhead power cables?"

But Mr. Smith replied that whatever alternative was proposed—even an extension of the M2—would involve a new road cutting through unspoilt country.

Mr. Ronald Hooke said that little by-passes round villages was the thinking of 25 years ago. "My view is that this by-pass won't last five years as there will be an extension to the motorway."

But that view was not shared by Ald. Robert Cooper, chairman of Kent County Council's Roads Committee. The motorway, he said, had mainly been built as a by-pass for the Medway Towns and to link up with the heavily used Thanet Way.

MORE ROUTES

Mr. Hooke also wondered why villagers were not given more than one route. "I think we should have been given two or three, with the pros and cons for each to consider," he said.

Mr. Smith said that even if the Minister said tomorrow that the motorway should be extended the A2 would not be relieved for a long time. "I shudder to think how long it would take to build the motorway, starting immediately."

Mrs. Joan Tarrants, of 3 Riverside Close, Bridge, urged that something should be done as an interim measure to slow down juggernauts passing through the village. And Ald. Cooper promised to raise the subject personally at Tuesday's meeting of the Roads Committee.

Afterwards, there was an informal meeting of villagers from Bridge, Bishopsbourne and Patricbourne, which showed about 75 to be in favour of the northern route and 25 against.

Chas. Tony Bryan
Bridge-Blean R.D.C.
meeting

I have spoken at length many times on the problem of Harbledown, and in order to save protracted discussion at Wednesday's meeting, I beg your indulgence and ask you to consider the following:

1. The line for the Lower Harbledown by-pass now under consideration was proposed 19 years ago!
2. This was confirmed by legal order in 1958 (14 years ago) and it is this order on which the present proposal to build a new road is based.
3. There has always been concern locally about the environmentally damaging road through Duke's Meadow. As long ago as 1960 at a Parish Meeting held on 18th March, the minute records that with a good number of Parishioners present and with only two votes against, the following resolution was passed:

"This Annual Assembly of the Parish Meeting of Harbledown protests against the proposed route of the widened A2 road from the Dunkirk boundary to the city of Canterbury on the following grounds:

1. The whole conception of the scheme is wrong and the proposed route is already out of date for the needs of modern traffic. To route the whole of the A2 traffic into Canterbury where it will converge with traffic entering the City from the London-Maidstone road will create an impossible traffic situation within the City. Any scheme to be effective must by-pass completely both Harbledown and Canterbury.
2. The proposed route will increase public danger by bringing a fast motor road unnecessarily close to schools and dwellings.
3. There is ample scope for an alternative route by-passing Harbledown on the south side and passing to the west of the City of Canterbury.

Resolved that a copy of the above resolution be forwarded to the Minister of Transport, the Member for the Canterbury Division, the Kent County Council, the Bridge-Blean R.D.C., and the Canterbury City Council."

4. The passage of years has done nothing to change this attitude and you will remember the Council Meeting earlier this year when I brought to you the unanimous

continued.....

decision of the Parish Council that "The construction of an interim by-pass road at Lower Harbledown should be deferred, pending the route and design of the Canterbury by-pass being agreed."

You expressed concern when you passed a similar resolution in May. At a very well attended Special Meeting of the Parish Council in August the Council again unanimously endorsed the May decision.

5. It is within the past year that the advisability of the Harbledown proposal has been seriously questioned because it is only recently that positive moves have been made towards a Canterbury by-pass.
6. In a letter dated 15th March 1972, from the Engineering Intelligence Division of the Department of the Environment, this was written:
".... the improvement at Harbledown is an interim one as the whole area will be by-passed later. With the construction of the M20, M25 and improvements to A20, consideration has also to be given to traffic diversion to this route from A2."
7. A letter from the Minister, Mr. Graham Page, 5th October, 1972, to the Member for the Canterbury Division has shifted the emphasis and the claim is now made that the Harbledown road will be needed for local traffic. But, a letter from the County Surveyor, 8th August, 1972, said, "However there is still uncertainty about the route for non-bypassable traffic from the west..."
The conclusion must be reached that the Ministry are searching for an excuse to proceed with a proposal which is very outdated.
8. The Buchanan Report (copies of the relevant paragraphs I am enclosing), recommends against the Harbledown road if the Canterbury by-pass can be opened by 1980. This question of timing is the crux of the problem. Every effort is being made to press the Government to build the Canterbury by-pass urgently and Mr. David Crouch, M.P. has said that he hopes this to be achieved in about five years. Many will consider this to be optimistic but it must be admitted that it can be done, in fact, Mr. Hammond from the South East Construction Unit when speaking at RBRDC gave five years as the period required. It is not unreasonable therefore to expect the deadline of 1980 to be comfortably met.

continued....

9. The importance of the Harbledown proposal should not be considered in isolation from the overall traffic needs of the Canterbury area. There are some of us who see the situation developing where the Harbledown road is built as a temporary measure and then in order to relieve the Eastern side of the City the New and Old Dover roads are made one way. This could carry traffic to the Western end of the Bridge by-pass. If this were to happen what chance then of a Canterbury by-pass before 1990?

In other words, Harbledown may be the key to either the solution or the creation of many problems. Hence the suggestion that the Lower Harbledown road should be deferred pending the design of the Canterbury by-pass.

10. Duke's Meadow is only 20 mins. walk from the Westgate. What other countryside is left within easy reach of the City? At one place the proposed road will be 30 feet high only 30 yards from the existing A2.

For all these reasons I would like to suggest that BBRDC continues to express concern over the Harbledown proposal. To do so does not go contrary to the aim of seeing improvements to the notorious A2. Years ago an M2 extension was expected, then because of a promise of speedier action a greatly reduced standard of dualling was accepted. How low do we allow the standard to fall? To approve a single 24 ft. carriageway?

To be against the Harbledown road is not to deny a by-pass (which the Harbledown road certainly is not passing as it does as close to as many houses as it is supposed to relieve), but to campaign for dualling to be completed.

Because the trunk road order has already been made, there is no way in which a formal legal objection can be made to the Harbledown proposal. I shall ask for your support when I propose that:

"The Clerk be instructed to write to the Minister expressing our concern that the proposal to build a trunk road at Harbledown, on a line reserved fourteen years ago, may not be the best solution to the present and future traffic problems of the area, and that this Council is of the opinion that an enquiry should be held. Copies to be sent to the Member for the Canterbury Division, the K.C.C., the Canterbury City Council, and the Harbledown Parish Council."

continued.....

Further, because of the wide implications of the Harbledown road for traffic management in the City, and because before the Harbledown road is built the new District Council will be established, I would like to move that:

"The Clerk be instructed to write to the Canterbury City Council and invite it to send its observations on the proposed new trunk road at Harbledown to him and also to the Minister, and to seek ways in which our efforts might be joined to obtain a satisfactory design for the Canterbury by-pass and its early completion."

**Strong winds
may have
caused death**

STRONG winds may have thrown a cyclist off balance in Bridge High Street on Saturday morning causing him to fall to his death in front of a lorry.

Mr. Kendal E. Martin, 38, of The Street, Adisham, was cycling near Brewery Lane, when the accident happened. He was rushed to hospital but was found to be dead on arrival.

The Leyland lorry, which was travelling towards Dover, was driven by Mr. John F. Green of Pilgrim's Way, Dover.

It is believed that Mr. Martin's cycle cape trapped a gust of wind. He was transport manager at Impervious Products Ltd., Sturry Quarry.

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

November 29, 1972

Dear Mr. Purchase,

Mr. Crouch thought you might like to see the enclosed short statement he has sent to the Kent press.

I am writing a similar letter to Mr. Brian Lewis.

Yours sincerely,

V. Amos

Private Secretary

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

From: David Crouch, M.P.



November 29, 1972'

David Crouch, Member of Parliament for Canterbury, had the unexpected opportunity of putting a Question to the Prime Minister yesterday, concerning the A2.

It arose following an earlier Question to the Prime Minister asking him when he was going to pay an official visit to France. Both David Crouch's Question and Mr. Heath's reply were received with warm appreciation by the whole House and caused the Prime Minister to smile when he said he knew the A2 well as it was in his own county.

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The Prime Minister: My right hon. Friend the Foreign and Commonwealth Secretary has said that the Government's views on these matters will be announced shortly. The greater part of them—about 800—are under contract to the Government, or to Makerere University, with the Government making up a portion of their salaries. We have never suggested that any of them should break their contracts.

Mr. Evelyn King: If there is no case for my right hon. Friend to visit Uganda, is there not a case for his entering into the closest possible communication with neighbouring African countries, preferably now? Does he accept that if any African country were to seek to expel 40,000 African Asians there could be—and I use the mildest language—considerable difficulties in this country?

The Prime Minister: Yes, I agree with my hon. Friend. We have been in the closest touch with the other African countries, as well as with the member countries of the Commonwealth and many other countries, ever since General Amin's expulsion order. I pay tribute to President Kenyatta and President Nyerere for the help they gave us at once in enabling United Kingdom passport holders, stateless persons and Indians to pass rapidly across their countries without let or hindrance to go to India and other countries and in some cases to come here.



FRANCE

Q3. Mrs Renée Short asked the Prime Minister when he next intends to seek to make an official visit to France.

The Prime Minister: I have at present no plans to do so, Sir.

Mrs. Short: Is the Prime Minister aware of the French Government's concern about the high level of British investment in French industry? Not including oil, banking, insurance and property it amounted last year to £250 million, and in the first eight months of this year an additional £200 million was invested in French property. That is all investment that should have been made in Britain. Is the right hon. Gentleman also aware that French imports into Britain have risen by 32 per cent. in the first six months

of this year compared with the same period last year? Does he not think that there are serious problems here, particularly in view of our entry into the Common Market, and should he not take this up with the French Government?

The Prime Minister: I should like to check the hon. Lady's figures before I accept them. It is well known that British investment has been going into France and into other Community member States. The first series of investments which the hon. Lady quoted give rise to invisible income which further extends the large amount of invisibles and the important part they play in our balance of payments. British investment provides an outlet for British production and, as we are moving into the Common Market, it is natural that this should occur. Of course we shall also expect investment from other members of the Common Market to come into Britain.

Mr. Crouch: May I suggest to my right hon. Friend that when he does make this journey to France he considers travelling by road and sea instead of by air? He would then have the opportunity of realising some of the dangers of travelling to Dover on the A2, which is in part only 18 ft. wide. Perhaps my right hon. Friend would see some of the difficulties which I and the Secretary of State for the Environment are facing.

The Prime Minister: With respect to my hon. Friend and to my right hon. and learned Friend the Secretary of State for the Environment, they are not the only people who are facing dangers of this kind. The A2 runs straight through my own county. I frequently travel on it and am well aware of the problems. That is one reason why Government Ministers have taken up the position they have in the Community in discussing axle weights and the overall size of lorries.

PRIME MINISTER (GUILDHALL SPEECH)

Q4. Mr. Arthur Davidson asked the Prime Minister if he will place in the Library a copy of his public speech of 13th November on economic affairs made at the Guildhall.

KR 5.12.76

By-pass: should it go north or south?

Sir,

The public meeting at Bridge on Tuesday in the village hall was, unfortunately, not well attended but thanks are due to the chairman of the County Roads Committee, the County Surveyor, the Planning Officer, a representative of the Department of the Environment and other officials who were at pains to explain the project and answer questions.

From the discussions it seems fair to say that the County Council, both members and officials, still regard the M2 continuation from Brenley Corner or thereabouts as fundamentally the right solution rather than these out-dated piecemeal village by-passes.

But it seems that central Government policy is still in terms of by-passes conceived 20 or more years ago—so we must accept antediluvian "thinking" in place of progressive concepts based on needs 10 or 20 years ahead.

It appears also correct to say that both the County Surveyor and the Department of the Environment do not, at this draft stage, regard any one line as the inevitable route.

Indeed, the meeting was told in detail of the suggested line north of the A2 (i.e. on the Patricxbourne side), and they were shown two other possible lines on the south side (Bishopbourne side).

We were told that in terms of an engineering job and in cost there was very little to choose between them. The present north line is favoured on environmental grounds—though no one could give very good reasons for this. It was agreed that Bifrons Park and the Nailbourne Valley are of no less scenic value than the parklands to the south!

The chairman made it abundantly clear at the end of the meeting that all residents have the right—indeed duty—to send suggestions, recommendations and objections to the Department of the Environment, Epsom Road, Guildford, (with, if possible, a copy to the County Surveyor, Lower Stone Street, Maidstone) before December 22.

If objections are numerous enough, then a public inquiry will follow: an impartial and objective assessment of which is the best route for this by-

pass: north of the A2 or south. It is up to local residents to register their protests in writing; if they fail to do so, they can never have subsequent cause for complaint.

The public meeting was rounded off by an impromptu parish meeting between Bridge, Patricxbourne and Bishopbourne, and a show of hands confirmed what the public meeting had agreed: as M2 continuation is not feasible at present, then "this meeting accepts in principle a Bridge by-pass"—the intention being, in the best democratic fashion, that the people have the freedom and right to indicate to the Department of the Environment what in their opinion is the line to be followed: north or south of the A2.

The matter therefore now rests very largely in the hands of the residents of Bridge and Patricxbourne.

R. J. HOOKE.

White Gates, Patricxbourne.

KM 5.12.76

GROUP SCORNS LORRY WEIGHT PLEDGE



PLEDGES of tough action to resist pressure to get 41-ton lorries on UK roads are not worth the paper they are written on.

This was the reaction of Mr. John Purchase (above) chairman of the A2 Protest Group campaigning for safer roads.

The Commons agreed it was against heavier lorries but the Government has to persuade Europe, especially France, that we will not allow any extra axle loads above our present limit.

Mr. Purchase, who lives at troubled Bridge, and has led several demonstrations against the dangers, noise and fumes of the trunk road, retorted:

"We just don't believe the Government when it makes this sort of statement and takes these stances."

"It has shown itself and the Department incapable of appreciating the situation for the last 15 years, why should they change their attitude now?"

These TIR lorries are coming through our villages and we will have to live with them until such time as the Ministers and the Department wake up to the very real problem and do something to restrict it.

"We don't believe that a statement of intent is worth the paper it's written on..."

Mr. Purchase has been told by police he won't be prosecuted following an A2 sit-down last month.

AND A MERRY CHRISTMAS TO YOU, SIR!

THIS is the Christmas card—2,000 of them in fact, that A2 Group members intend sending to the Minister at the Department of the Environment.

The card was drawn and designed by Mr. Barry Kirk of High Street, Bridge, who is in charge of art history at Canterbury College of Art.

Said Mr. Kirk: "We wanted to convey to the minister the increase in noise, danger and smell from this appalling road of ours, and Santa Claus being chased through the slush by a monster lorry seemed the most appropriate way."

"I can't remember if it was my wife's idea or mine originally. Pen and ink sketching is a medium I use quite often. The design took the best part of a day to work out."

Secretary of the A. Group, Mr. Brian Lewis, said the wording of the Christmas card on the left hand side will say:

Petition to the Secretary of state, Department of Environment, in view of the dangerous

road conditions on the A2 from Brenley Corner to Dover we request the following:

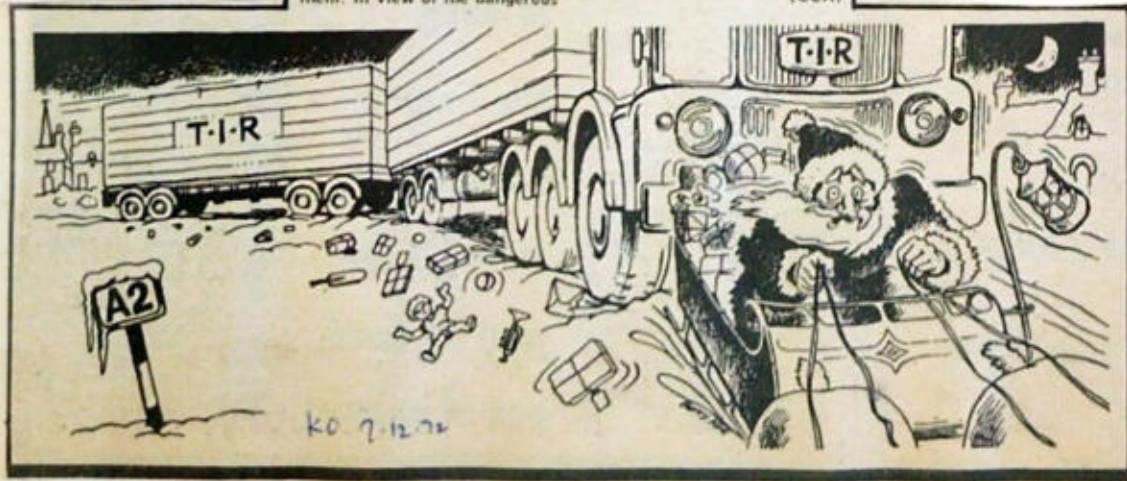
1. Mandatory speed limits of 20 m.p.h. in the villages with slow down lanes on approaches.
2. Mechanical checks on T.I.R.'s entering British ports in Kent and a compulsory weightbridge and check on overweight.
3. A grant to Kent police to enable proper supervision of the A2.
4. Every endeavour to speed up the programme of by-passes and improvements if no extension of the M2 is forthcoming.

The right hand side will say—Wishing you a Happy Christmas and the residents of the A2 a safer new year.

"We are going up to the House of Commons in about a week's time with all the cards to hand to our M.P. Mr. David Crouch," Mr. Lewis said.

"He is going to pass them to a minister at the Department of the Environment."

(CCX)



HARBLEDOWN WILL NEED A BY-PASS, SAYS ENGINEER

The theory that if a Canterbury by-pass was built there would be no need for a by-pass Harbledown, was a "complete mistake," a top Government engineer told a public meeting in the village on Thurs-

day a repeat of the "grass-roots" discussions between Kent County Council, Government engineers and villagers at Harbledown on Tuesday, the village urged to accept the Harbledown by-pass proposals.

Protesters who are calling for a halt to the plans until a decision is taken on the Canterbury relief road were warned they were making a mistake by not listening to Rex Hammond, a senior engineer with the Department of the Environment.

The objectors, who fear the relief road will be an unnecessary duplication of the village, have argued it would be redundant in the planned city by-pass which is to be built to the Upper Harbledown by-pass.

IMMEDIATE RELIEF

But this would not be the case, Mr. Hammond assured the meeting in the village on Thursday. He said that when small sections were by-passed they got immediate relief.

But if Harbledown, Bridge Street Canterbury by-passes were combined into one massive scheme the sheer size of it would bring problems.

Quoting the M2 as an example, he said a combined by-pass would leave a lot of residual traffic using the stretches of the old A2.

This sort of situation has arisen so often before. The facts are quite simple. If you do not have a Harbledown by-pass now, if in time, there is a Canterbury by-pass, I can assure you, you will soon be asking yourself why you have your own by-pass.

Mr. Hammond added: "The residual traffic will astonish you. I am asking you to believe me that the idea that has been put forward that if you build a Canterbury by-pass you will not need a Harbledown by-pass is a complete mistake."

In support of Mr. Hammond, Mr. Allan Smith, the County

Surveyor, said that of all the traffic using the A2 through Harbledown at present, about half was destined for Canterbury.

To shouts of "prove it," Mr. Smith answered: "I have the details here with me."

Ald. Robert Cooper, chairman of the County's Roads Committee, explained that the meeting was intended to iron out any large-scale objections there might be to the scheme.

In that way it was hoped that any public inquiry there might be, would be shortened. "The shorter the inquiry can be, the quicker you will get your road," he said.

In a step-by-step process, the council engineers took the meeting through the schemes for the Upper Harbledown relief road, which passes south of the Upper Harbledown area, before re-crossing the A2 near Vernon Holme School to become the Harbledown road.

Before crossing the A2, the dual-carriageway will eventually "spur-off" to join the Canterbury by-pass in the area of China Farm oasthouses.

But until then, the dual carriageway will simply narrow down to a single-carriageway as it passes north of Harbledown before linking up with Rheims Way.

The assistant county surveyor, Mr. John Bergg, told the meeting: "The fact that it narrows down to a single carriageway is a guarantee of good intent by the Department of the Environment that they do not want to do anything that would put back the date of the Canterbury by-pass."

"If the Harbledown road had been a dual-carriageway there might have been a temptation for delay."

Mr. Bergg outlined the profile of the road, which will be carried on a 30 ft. embankment and through 40 ft. deep cuttings as it passes north of the village.

He promised that landscaping would be carried out along the road and then added that he wanted to scotch one rumour: "It has been suggested that when this new road is built, because it is a single carriageway, that it would be used as a one-way system in conjunction with the existing A2."

"I can assure you, quite categorically, that this is just not

the case. One way traffic through the village is out of the question. dangerous junctions would not include it for a start," he said.

Mr. E. W. Roberts, of 40 Westgate Court Avenue, protested: "For those who have the traffic on their doorstep it seems you are just shifting it a few yards up the road."

He added that there were 12 houses in Westgate Court Avenue.

Answering him, Mr. Hammond pointed out that the line of the new road (first drawn up nearly 20 years ago) was officially laid down long before the houses were built.

"This road was known to be planned long before the developer came long. We will do what we can to minimise the effect on houses flanking the road," he promised.

The "desecration" of Harbledown concerned Mr. J. Graves of St. Michael's Close. He said: "I can see that when you start on this road, it's going to be a hell of a mess."

"When is it going to be built and how long is it going to take to build?" he asked.

Ald. Cooper replied: "It should start in 1974, but a lot depends on how long, or if, you object to it. It should take 12 years to build."

SEVERAL QUESTIONS

There were several questions on the programme for the Canterbury by-pass but none of the officials was prepared to commit himself.

The County Surveyor said that the Canterbury road was at a very preliminary stage and would take at least three years to construct.

When a villager shouted: "This one's taken 20 years!" Mr. Smith replied: "In this field, 10 years is but an hour."

Concern with how elderly people living on Summer Hill would cross the new road to get into Canterbury was answered by Mr. Bergg, who said the City Council was making draft proposals to allow some form of crossing for pedestrians: in the Knight Avenue area.

Mr. Stanley Jennings, of Hall Place, Harbledown, a former city alderman, spoke against the new road which, he said, would mean two 400-year-old Lebanon cedars on his property being cut down.

He added: "You people should go back and say we don't want this road, we want a by-pass of Canterbury."

Ald. Cooper replied: "There could have been a city by-pass if the City Fathers had had the one we proposed."

Criticism of the line of the new road, was answered by Mr. Bergg, who said the engineers had tried to strike a balance between the needs of the environment, agriculture and housing.

One villager commented: "It is hardly an environmental answer to transfer the nuisance elsewhere."

Another resident suggested that Col. George Mount, the city magistrate who has farming interests in Harbledown, should comment on the proposals, as he was well known to everyone in the area.

Col. Mount was brief and to the point. He said: "I and my family have lived here for 25 years. For 25 of them I have been waiting for both these by-passes, and hope to God they are coming quickly."



Christmas card protest

THIS is the Christmas card being sent by the A2 Group, residents of villages along the troublesome East Kent trunk road which has prompted protests and sit-down demonstrations.

But the Goodwill message also has a nip that is crisp and cruel.

The cards are being sent to the Department of Environment and they carry a renewed appeal for immediate improvement in the safety of the A2, plagued by the noise, danger, damage and dirt of heavy TIR lorries and from the Channel ports.

The Group hopes to take the cards - 2,000 of them signed by the protesters - to London. They will be handed to Mr. David Crouch, M.P. for Canterbury, to be passed to the Secretary of State, Mr. Brian Lewis.

"They have been printed on filing paper and inside have a typed message to make them familiar."

Petitions conducted in the usual form, tend to be filed in waste paper baskets! It is hoped that these will be properly installed in a filing cabinet.

The cards express a Happy Christmas wish - and hopes for a Safer New Year.

And they repeat the Group's demands for: Speed limits of 30 m.p.h. in the villages with slow-down zones on each side.

Mechanical checks on TIR lorries entering British ports and compulsory checks on weight.

Grant to Kent police to pay for better supervision.

Speed-up of the programme of by-passes and improvements if there is to be no extension of the motorway from Brenley Corner, Faversham, to Dover.

Planners name by-pass routes

KM 17-11-72

THE sit-down campaigners for East Kent village by-passes gained some reward this week when the Government announced the routes of loop roads round Bridge and Harbledown.

But while residents are pleased that after years of protest, the planners have drawn the line on a map, they are still angry that no short-term safety improvements have been made.

The A.2 Group, which has with several hundred protesters blocked the eight-foot wide main street through Bridge, is asking for slow-down zones, stricter weight check on lorries and re-routing.

Maps will be on show today and tomorrow at Bridge Village Hall and Vernon Holme School, Harbledown. The plans can also be seen at council offices and Bridge Post Office.

The new Bridge by-pass, due to start in 1974, will be two miles long. It will swing North of the existing A2 between Canterbury and Dover, cutting through a corner of Bifrons Park and over the Nailbourne Stream, and Patixbourne Road.

OBJECTIONS

It will then slice through part of Highland Court Estate, before re-joining the trunk road above Bishopsbourne.

Mr. Robert Cooper, chairman of the county Road-committee, has said he hopes it will be possible to arrange informal meetings in each village, so objections to the proposals could be "ironed out" by voluntary co-operation.

Bridge will hold a public meeting on Thursday with residents of neighbouring parishes.

And Mr. Geoffrey Rippon, Secretary of State for the Environment, on Wednesday approved the line for the Boughton and Dazkirk by-pass.

Bridge by-pass move angers neighbours

KH 12-12-72

MOVES to shift the Bridge by-pass route from the north of the village to the south have angered villagers at neighbouring Bishopsbourne.

The suggestions were made at last week's meeting at Bridge Village Hall, when Kent County Council and Department of the Environment road experts met villagers to explain the by-pass route.

Many villagers seemed to favour a southerly route, using part of the old Elham Valley railway line, even though they were warned by Kent County Council's assistant county surveyor that it could be a disaster

for the "nationally-important" Bourne Park.

Last (Monday) night a parish meeting at Bishopsbourne Village Hall was told by the parish council chairman, Cllr. George Cobbett, that the only alternative to the northerly route would be to take the new road through Bourne Park or even Bishopsbourne village itself.

The meeting decided to send the following resolution to the Department of the Environment and the County Council:

"This meeting opposes the building of the proposed Bridge by-pass south of the A2 road and especially through any part of Bourne Park or of the Bishopsbourne proposed conservation area."

The meeting is also to seek the replanning of the eastern junction of the proposed northern route so that Bishopsbourne's famous avenue of beeches in Frog Lane can be saved from felling and Golf Cottage can be spared from demolition.

Improvements at Barham

Mr. John Peyton, Minister for Transport Industries, yesterday (Monday) announced draft proposals for alterations to side roads and footpaths affected by the proposed dualling of the A2 trunk road at Barham.

The work involves a length of about 1½ miles between Coldharbour Lane and Black Robin Lane.

Copies of the draft order and a plan showing the alterations are available for inspection for six weeks at the offices of the Kent County Council, County Hall, Maidstone; the Divisional Surveyor, Barham depot; Bridge-Blean Rural District Council, 41 Old Dover Road, Canterbury; and at Barham Post Office Stores.

During this period objections may be made by writing to the Regional Controller (Roads and Transportation) at 74 Epsom Road, Guildford.

INVICTA NOV/DEC. 1972

NELSON'S EYE

David Crouch, the Conservative M.P. for Canterbury, is not normally a rebel but over the weekend he took part in an anti-Government protest, made no attempt to intervene when hundreds of people broke the law and was even heard to say "The Government should pull its finger out."

But the whole thing involved nothing more sinister than a big sit-in along the narrow high street at the village of Bridge just outside Canterbury where 800 people blocked the A2 route to the continent.

Earlier Mr. Crouch said he would not condone an illegal act — sitting in the road — but he said he would not be joining the protest.

"I changed my mind when I discovered it was Trafalgar Day which enabled me to turn a blind eye to the law breakers," he said.

He didn't sit down himself but he joined in the protest march and spoke at the rally afterwards. He said he agreed that the villagers—who have been campaigning for a bypass for 10 years — should not have to wait another four to get one.

—From the "Evening Standard," 23 October, 1972.

Sheriff hits town

CYCHINE NEWS 12-12-72

A SHERIFF rode into town today behind a posse of angry residents complaining about monster lorries along the A2.

They were looking for a showdown with one of Mr. Heath's Ministers armed with 4,000 Christmas cards.

Councillor Mrs. Rita Kilvert, Sheriff of Canterbury, and the City's Tory MP Mr. David Crouch, led a delegation to see Keith Speed, Under Secretary at the Environment Ministry.

Mr. Speed was given the Christmas cards signed by 4,000 people who live along the 22-mile stretch of the A2 from Brenley Corner at the end of the M2 to Dover.

The cards showed Santa Claus in his sleigh being pursued by a juggernaut lorry.

Mr. Brian Lewis, secretary of the A2 protest group said, "One of these monster lorries passes by every 50 seconds night and day."

VILLAGERS SEEK

CURB ON JUGGERNAUTS

A deputation representing more than 4,000 residents along 22 miles of the A2 in Kent went to the Environment Department yesterday to demand action on juggernaut lorries. They asked for a 20mph speed limit through villages and compulsory weight and mechanical tests at ports of entry.

Mr. Keith Speed, Parliamentary Under Secretary, promised the deputation that he would visit Canterbury to see the effects of a lorry passing every 50 seconds, day and night. A petition in the form of 4,000 Christmas cards was handed to Mr. David Crouch, Conservative M.P. for Canterbury.

Former Alderman hits at K.C.C. over A2

'STOP MUCKING ABOUT'

FORMER Canterbury alderman Stanley Jennings has told Kent County Council to stop "mucking about" with the A.2.

Speaking at a meeting at Harbledown parish hall on Thursday where the bypasses proposed for the village were discussed, he told the chairman of the county council's roads committee, Alderman Robert Cooper: "The county council have mucked about from Barham to Lydden and from Dunkirk to Upper Harbledown. Now they are going to start here."

Mr. Jennings, managing director of J. A. Jennings Ltd., the printing firm based at Hall Place, Harbledown, said his company were "dead against" the proposals.

His instructions to Alderman Cooper: "Go back and say we don't want this — we want a Canterbury bypass" received loud applause from the 150-strong crowd.

He said the proposed route would cut across the five acres of parkland owned by his company, closing their main entrance. "We've got two cedars of Lebanon 400-years-old — they will have to come up if you put this thing on the map."

The road, he estimated, would cost half-a-million pounds and was quite nonsensical as it would put more traffic on Rheims Way, which was already overcrowded.

SUPPORT

But Ald. Cooper hit back strongly, saying he was tired of taking the can back for Canterbury. "This is not a county council road and we have not mucked about with it," he said. "We are tired of having this thrown at us. There could have been a Canterbury bypass if the city fathers would have had the one we proposed."

County Surveyor Mr. Allen Smith pointed out that the Canterbury bypass was at "a very preliminary stage". To get the Canterbury bypass to the stage this one is now would take at the quickest three years. Alderman Cooper had the support of Colonel George Mount, local farmer and former magistrate who said: "I've lived in this parish 40-odd years and I've been waiting for the bypasses for 25 of them. I hope to God they come quick."

At the start of the meeting Alderman Cooper stressed the importance of such discussions at what he called "grass roots level." The purpose behind them was to try to iron out any objections.

"The shorter any inquiry there has to be the quicker the road will appear," he said, "and both the Kent County Council and Mr. Crouch, Canterbury's M.P., want the road completed as soon as possible."

'BODY'

County surveyor Mr. Allen Smith admitted the Harbledown bypass was a bone of contention. "A strong body don't want a bypass at all," he said.

"But if those who live on this piece of A.2 down here want some relief then this section of bypass is quite vital."

Mr. Rex Hammond from the Department of the Environment explained: "Experience has shown over the years that smaller places when they are bypassed get immediate relief. The bigger the place the less the relief."

"If you combine the Bridge, Harbledown and Canterbury bypasses the very size means the residual traffic is going to be considerable." He claimed that half the traffic using the A.2 was destined for Canterbury.

WARNING

"If you do not have a bypass for Harbledown now," he warned, "and in the course of time there is a Canterbury bypass, I am perfectly certain all of you will be saying 'for goodness sake let us have our own little bypass.' To all intents and purposes you will hardly know the difference."

He quoted Doncaster as an

example: saying "Their figures have got back to almost what they were before the bypass was built."

A rumour that a one-way system would be created was killed by Mr. John Bergg, the assistant county surveyor, who said: "I can categorically state there is no intention for a one-way set-up."

Mr. F. G. St. Clair Strange, a surgeon who lives at Church Hill House, Harbledown said he would welcome a bypass as it would reduce accidents and noise. He referred to the bend in the dip at Harbledown Place: "Two meat lorries turned over there recently and cars run into the railing every week."

NOISE

"The new straight road would reduce accidents and make things a lot quieter. With its very even gradient the lorries will be changing gear less."

But one angry villager complained: "Your proposals are just shifting the problem a few yards up the road. What do you say to the people who are going to have traffic at their front doors now — some 34 houses?"

He was told the road had been planned as long ago as 1958. "Developers seem ready to develop right up to the line of these roads. But we will do what we can for a landscaping point of view. The road was known to be planned when the developers came along."

LOSE

The Holt Old People's Home will be the nearest building to the bypass. One of its residents said: "It appears to me Harbledown does not want a bypass. If they don't want it now's the time to say so." He said he was speaking on behalf of all the residents when he said: "If it does go through we're going to lose quite a lot of ground."

The chairman of Harbledown parish council, Mr. Norman Upson, asked if there would be a roundabout where the bypass joined Rheims Way.

Mr. Bergg admitted the junction would be a difficult one and said he was "pretty well certain" that some form of roundabout would be the solution, although he was not sure what form it would take.

The road was described as "desecration of the village" by another local householder, who asked: "How long will it be before it starts? And how long will you be building it? You'll be tearing the place apart, we'll be in a hell of a mess for two years and all we'll get is traffic flowing through faster at the rest of the church."

Ald. Cooper told him work was scheduled to start in 1976 but added: "A lot will depend how long you object to it. It will take a year-and-a-half to build but the possibility of compensation purchase could mean a public inquiry."



Bridge by-pass

Sir,
That Bridge urgently needs relief from its traffic problem is now accepted at Government level and the Bridge by-pass is on the firm road construction programme for 1974—an M2 extension being apparently out of the question. The only important decision on this remaining is the route of the proposed by-pass. It is vital that this be sited with the least possible impairment to all aspects of the environment of the inhabitants of Bridge and the surrounding villages. A public inquiry would be the most certain way of ensuring this, but many are fearful that this would delay commencement of road-building. Hopefully, any delay would be short, since the urgency of the solution is universally accepted and, doubtless, time could be made up during the actual construction.

It would reassure everyone and remove the debate from the immediate pressures of time considerations, if firm traffic control regulations were imposed now. A staggered speed limit down to 20 m.p.h. through Bridge High Street itself with no overtaking at all of moving vehicles would do much to reduce the danger and fear of heavy traffic and should be insisted on now. Present safety should not need to await a future road.

The lovely Nailbourne Valley between Bridge and Patricbourne is at present unpolluted even by overhead pylons and is visible from long stretches of the Bokesbourne and Patricbourne Roads and forms the most important view from the official North Downs Way in this area. Before irrevocably despoiling this, I would ask anyone to view and comment on the effect of the railway embankment—the work of a less enlightened age—further down the valley at Bokesbourne. Compare the views in each direction along the valley from the Nailbourne there, across the fields to Patricbourne and in the direction of Howlett's Zoo, obscured by the embankment, and remember that it has had 150 years to mature and become landscaped. Let us not perpetrate another such error.

The shorter of the alternative southern routes around Bridge to my mind is preferable and capable of siting to be least intrusive. It could leave the A2 together with the pylon grid just beyond the Canterbury boundary and link up with the proposed Canterbury by-pass along the line of the disused Elham Valley Railway. The track already forms a division between fields and is largely well away from habitation, unlike the suggested northern route which also encroaches on Bridge Primary School and the mental hospital unit at Highland Court. It could refine the A2 through the corner of Bourne Park closest to Bridge. There is no reason why views through the park, or views of the magnificent house which, incidentally, can only be seen from directly in front across the valley, should be unduly im-

paired. It would be sufficiently far from Bishopsbourne not to affect it and the avenue of beech trees from the A2 down into Bishopsbourne would be unaffected.

The engineers who have reviewed the three possible routes say that each is an entirely equivalent engineering and cost proposition. Personal interests will undoubtedly affect the opinions of us all. It is all the more important therefore that an impartial public inquiry should review the whole situation, particularly the environmental considerations. Requests for this should be addressed to The Regional Controller, Roads and Transportation, South Eastern, Epsom Road, Guildford, Surrey, before December 22, 1972, quoting reference: DSE200/09/TR 34/T 020.

D. G. PRATT, (Dr.),
The Old Vicarage,
Patricbourne.

Sir,

I have no doubt that everybody with any love of our beautiful countryside, will have every sympathy with Mr. Hooke's concern at the thought of bulldozers making a great gash through lovely Kentish orchards and parklands, plus an ugly motorway running on stilts over a beautiful valley, and the roar of juggernauts disturbing the peace and quiet of a picturesque English village.

On the other hand, I must entirely disagree with his objections, for at least two reasons. First, he would obviously prefer the southern route, and while this may be all right in so far as it uses the old Elham Valley Railway, somewhere the route must leave this to again connect up with the existing A2, and I think I am right in saying that there is no alternative to this, other than it going through or over Bourne Park, and part of Charlton Park, and this would turn the village of Bishopsbourne into a noisy hell.

With no axe to grind, my objection to this is that I consider Bourne Park an infinitely more beautiful piece of countryside than is Bifrons, and I wonder how many users of the M2, which passes through many miles of orchards, really think it has been detrimental to the view of them.

My other disagreement with Mr. Hooke is the fact, which he no doubt knows as well as I do, that if there are sufficient objections, it usually leads to a Government inquiry, and this generally means a delay of anything up to two years before any scheme even gets started, and meanwhile we shall have to suffer an ever-increasing swarm of those juggernauts tearing along roads and through villages which were only made for the days of the horse carriage. The only other alternative—

HUNDREDS of copies of this Christmas card showing a frightened Santa Claus aboard a sleigh being chased along the A2 by a juggernaut lorry, are to be given to a Junior Minister at the Environment Ministry tomorrow. They will be handed over by leaders of the A2 Group, which has campaigned against TIR (Trans-International Routier) lorries thundering through narrow village streets leading to Dover.

The cards, signed by more than 3000 people living on the A2 between Brenley Corner, Faversham (where the M2 motorway ends), and Dover, express a wish for "A safer New Year."

They call for village by-passes, a 20 mph speed limit through villages and checks on juggernauts' weights.

INVICTA Nov/DEC 1972 Roads

There is no special mention of any measure to build more roads or motorways but the Government have promised "positive action on the protection and improvement of the environment." I regard the road to Dover through Canterbury and Bridge as requiring "positive action" and I said so in my speech in the House. The by-pass for Canterbury may not require an Act of Parliament but it certainly needs a little more action!

which for some reason beyond my comprehension the powers that be refuse to consider—is that there are two main railway lines, one each from Dover and Folkestone, which between them could carry a couple of dozen container trains a day (or night), but we prefer a situation where they lose millions a year, while we spend more millions on making new roads, ever increasing the scars on our countryside.

J. L. COOKE.

Vale Farm, K&A 15.12.72
Denton.



*Town Clerk's Office
Canterbury*

CHRISTOPHER C. GAY, LL.B.
TOWN CLERK
AND
CHIEF EXECUTIVE OFFICER
TELEPHONE NO. 6411

Our Ref. DMP/MJ/TP.21
Your Ref.

5 December 1972

The Secretary
A2 Group
1 High Street
Bridge
Nr Canterbury

Dear Sir

ST GEORGE'S TOWER

Thank you for your letter of 4th December, 1972.

I am pleased to inform you that permission is hereby granted for you to collect signatures for your petition in the St. George's Tower area during daylight hours on Saturday next, 9th December, 1972.

Yours faithfully

Town Clerk

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

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

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

TELEPHONE: CANTERBURY 6641 (4 LINES)

YOUR REF.
MY REF. H5/20

27 December 1972

Please reply impersonally to

Dear Mr Lewis

TRUNK ROAD A.2

Lorry slid across road at Bridge

An orange juice-laden articulated lorry came close to disaster in Bridge High Street when it slid to the offside of the road, St. Augustine's magistrates heard last Wednesday.

The driver, Donald S. Pepper, of 7 Trebble Road, Swanscombe, denied driving carelessly and the case was dismissed.

Mr. D. N. Henderson, prosecuting, told the court that he made no secret of the weaknesses in the prosecution's case.

Pepper was driving an articulated lorry from Dover into Bridge, he said. When he came to the bottom of the hill he found his brakes were not working and ended up on the offside of the road on the pavement.

"In the event no harm was done," said Mr. Henderson. "But of course if there had been any other vehicles on the road, or pedestrians on the pavement, it could have been disastrous."

P.C. Alan Simmons said that he went to the scene of the accident soon after it happened.

Pepper told him that he had changed down two gears at the top of the hill and was braking softly all the way down. When he reached the bottom he braked a bit harder and the lorry pulled to the offside.

He let the brakes off, then applied them again, but the lorry just slid over to the other side of the road. Pepper then left his lorry and went to telephone the police because it was causing an obstruction.

Nothing wrong

P.C. Basil Aslett, a traffic inspector, said that he had examined the lorry, which was loaded with 60 drums of orange juice, and found nothing wrong with the brakes.

"Where there is no obvious defect, a possible explanation is a phenomenon known as 'brake fade,'" he said.

He explained that on a short, sharp hill, and especially on a lorry with a heavy load, there could be an enormous build-up of heat in the brake drums. Because of the drums expanding, a softening of the brake linings occurred, which could cause a temporary brake failure.

"This could have happened in this case, because I did not examine the lorry until some time after the accident, so the drums would have had a chance to cool down," he said.

Pepper was granted £10 expenses. He told the magistrates, "I don't drive artic's any more, only light vehicles. Now I will be able to keep my clean driving licence. I have been driving for 23 years without having an accident."

Harbledown by-pass is a necessity

Harbledown needs a by-pass whether or not Canterbury's is built, Mr. Rex Hammond, a senior engineer with the Department of the Environment, said last Thursday.

He was speaking at a meeting in the parish hall, organised by the Kent County Council, to discuss the by-pass and to see if objections could be ironed out.

Objectors, who fear the road will be an unnecessary desecration of the village, claim it will be redundant when the city by-pass is linked to the Upper Harbledown by-pass.

But Mr. Hammond said there would still be a lot of traffic left using stretches of the old A2.

"This sort of situation has arisen so often before. The facts are quite simple. If you do not have a Harbledown by-pass now and, if in time, there is a Canterbury by-pass, I can assure you, you will soon be asking why can't you have your own little by-pass."

In support of Mr. Hammond, Mr. Allan Smith, the County Surveyor, said that of all the traffic using the A2 through Harbledown at present, about half was destined for Canterbury.

Good intent

The assistant county surveyor, Mr. John Bergg, told the meeting: "The fact that the by-pass narrows down to a single carriageway is a guarantee of good intent by the Department of the Environment that they do not want to do anything that would put back the date of the Canterbury by-pass."

"If the Harbledown road had been a dual-carriageway there might have been a temptation for delay."

He promised that landscaping would be carried out along the road and then added that he wanted to scotch one rumour: "It has been suggested that when this new road is built, because it is single carriageway, that it would be used as a one-way system in conjunction with the existing A2."

"I can assure you, quite categorically, that this is just not on. One way traffic through the village is out of the question, dangerous junctions would preclude it for a start," he said.

Mr. E. W. Roberts, of 40 Westgate Court Avenue, protested: "For those who have the traffic on their doorstep it seems you are just shifting it a few yards up the road."

Answering him, Mr. Hammond pointed out that the line of the new road (first drawn up nearly 20 years ago) was officially laid down long before the houses were built.

Bishopsbourne to fight by-pass alterations

A by-pass threat to Bishopsbourne is being sharply resisted by villagers. They fear that strong opposition to the proposed Bridge northern by-pass could cause serious consideration of an alternative route by the Department of the Environment.

And that could involve the dual-carriageway road carving through the centre of the beautiful Bourne Park or through part of the village itself.

At a parish meeting in the village hall on Monday, Bishopsbourne villagers were told that Kent County Council had looked at two possibilities for a southern by-pass route.

Both followed the old Eilham Valley railway line, but one swung back to the existing A2, cutting right through the centre of the lake in front of Bourne Park, an historic grade one listed Queen Anne mansion.

The other continued through the park, cutting close to the parish church and then passing through existing houses in the Street.

Absolute disasters

Both routes were described as absolute disasters at the meeting, which passed a resolution opposing them. It will be sent to the Government, Kent County Council and Bridge-Blean Rural District Council.

The meeting is also asking the Department of the Environment to reconsider the "spaghetti junction" design at the Dover end of the official Bridge by-pass route. This would involve loops, a tunnel and a flyover that would mean the felling of many attractive beech trees and the demolition of a typical 19th Century estate house, Golf Cottage.

The resolution was passed by a unanimous 33-0 vote.

Cllr. George Cobbett, the parish council chairman, said it was appreciated that the by-pass going through Bifrons Park, Bridge, was not pleasant for those who appreciated that bit of the countryside. But Bishopsbourne was also suffering with the "spaghetti junction" at the top of Frog Lane.

Referring to moves to shift the by-pass to the south of Bridge, Cllr. Cobbett said: "I don't know the strength of those objections but there have been strong demands for an alternative route that would pass through Bourne Park or Bishopsbourne village itself."

"This is quite frightening for people who live in the village, particularly as Bourne Park is regarded by the county authorities and the Government as being of national value."

"It would be ruined if a by-pass was allowed anywhere near it. This is something we should stop in the interests of the people who live here, those who will live here in the future and all those who love to visit it."

Several questions

There were several questions on the programme for the Canterbury by-pass but none of the officials was prepared to commit himself.

The County Surveyor said that the Canterbury road was at a very preliminary stage and would take at least three years to construct.

When a villager shouted: "This one's taken 20 years!" Mr. Smith replied: "In this field, 10 years is but an hour."

Criticism of the line of the new road, was answered by Mr. Bergg, who said the engineers had tried to strike a balance between the needs of the environment, agriculture and housing.

One villager commented: "It is hardly an environmental answer to transfer the nuisance elsewhere."

Another resident suggested that Col. George Mount, the city magistrate who has farming interests in Harbledown, should comment on the proposals, as he was well known to everyone in the area.

Col. Mount was brief and to the point. He said: "I and my family have lived here for 40 years. For 25 of them I have been waiting for both these by-passes, and hope to God they are coming quickly."

Speed-up hope for Bridge by-pass

A START on the two-mile by-pass planned for Bridge could be nearer than villagers had hoped. The Official starting date is 1974. This week a senior Government minister said there could be a speed up of by-pass dates by up to nine months regardless of whether there were objections to the suggested routes. It's been a period of good news for only last week at a public meeting there was hope the by-pass would be moved even further from houses.

This week 4,000 petition-type Christmas cards went to Mr. Keith Speed, under secretary at the Department of Environment.

Each card had been signed by a resident near the A2 and more delivered by a delegation from the A2 Group campaigning for safer roads between Brenley Corner and Dover.

Mr. Speed told them of his hopes for a cut in the time the by-pass programme will take and promised to visit Canterbury soon to look at the situation for himself.

Group secretary Mr. Brian Lewis also urged the minister that 10 mph Slow Down zones should

be introduced on each side of Bridge. Mr. Speed agreed to reconsider this and pledged himself to study the Canterbury by-pass question.

At the public meeting arranged by the county council, last week, there was hope the by-pass would be moved away from houses in Conyngham Lane and the Bridge Down estate.

Residents who packed the village hall also won a pledge from county roads committee chairman Mr. Robert Cooper about immediate improved safety measures.

He agreed to raise the idea of a 20 mph speed limit through Bridge High Street at the next meeting of the county roads committee.

His offer came after a plea from housewife and

mother Mrs Joan Tarrats, of Riverside Close. She said: "I don't want you to feel that people who have asked for alternative routes are against a by-pass. We would build it with our own hands if necessary!"

"But I have seen one TIR lorry overtake another in our main street. There must be some way you can make lorries travel through our village at 20 mph.

Jiggle bars - corrugated road surfaces to slow traffic at the village entrances - was another suggestion put forward by Mr. Brian Pearson.

Earlier Mr. John Bergg, assistant county surveyor, had told the meeting the choice of route on the northern side of the existing A2 trunk road was a balance of agricultural, residential, environmental and highway interests.

The draft plan drawn up includes a 19ft high embankment 350ft from the nearest house where the by-pass crosses Conyngham Lane.

LINK

Farmers at the public meeting stated the view that it would not affect agriculture if the by-pass were set back further towards Patricxbourne. There will be a tunnel under the by-pass to link fields. Now the suggestion will be considered when final plans are drawn up for the Minister of the Environment.

Residents were told that while no attempt was being made to pressure them into accepting the route, if there were no objections and consequently no public inquiry, completion of the by-pass could be speeded up by six to nine months.

At Thursday's Roads Committee meeting of the county council, members agreed to ask the department to consider a "count-down" speed restriction on approaches to Bridge.

frequently did not flow freely, he said.

Then lorries used every bit of space in the area, while waiting to get aboard ferries.

"To suggest there is no necessity for lorry parks in this part of the county is beyond my comprehension," he said.

In ideal conditions the Harbour Board might cope, but the need was to cope in abnormal conditions.

The county council should throw its full weight against this suggestion that a park is not needed.

Chairman Mr. Robert Cooper was sure the whole committee supported that hope.

A working party is surveying the need for lorry parks in the whole county.

'Lorry parks are not needed'

THE Department of the Environment's Regional Controller has declared that lorry parks are not needed in Folkestone and Dover.

Members of Kent County Council's Roads Committee are indignant over the statement.

They learned of it at their Thursday meeting. Mr. John Lawton (Deal) guessed that the Regional Controller's assessment was made when there was traffic flowing freely at the docks.

But the traffic

Petition against by-pass

Opponents of the £1 million Bridge by-pass northerly route are getting up a petition to be sent to the Department of the Environment.

The organiser, Mr. R. J. Hooks, of White Gates, Patricxbourne, told the "Kentish Gazette" this week: "Many local residents, especially those in Conyngham Lane and Bridge-down, are concerned about the way the proposed north route is being foisted on to the community.

"Alternative lines exist: two have been made public on the south side and there is a strong feeling that we need a public inquiry to ensure that personal interest does not militate against a balanced view of the problem."

A circular accompanying the petition forms says: "The by-pass will affect the homes, lives and amenities of many local residents. It will desecrate one of the loveliest parts of East Kent, orchards, Elfrons Park, the Nailbourne Valley. The delightful unspoilt village of Patricxbourne will be ruined; its peace and beauty will go for ever."

The circular adds: "There is a suitable alternative to the south of the A2, using part of the old railway line. The greater part of this alternative will spoil no landscape; it will probably improve it by tidying up a disused railway track.

"A south line will affect fewer people's homes, lives and amenities than a north line. Skillfully routed, this south line will affect neither Bourne Park nor the house, nor the village behind."

New Minister for roads will visit Canterbury

A PERSONAL visit to the juggernaut besieged A2 has been promised by Mr. Keith Speed, the Government's junior minister responsible for roads. The pledge was made by Mr. Speed when he met a delegation from the A2 Group at the Department of the Environment's Whitehall headquarters on Wednesday.

The deputation, led by the group's secretary, Mr. Brian Lewis, handed over 4,000 Christmas cards. But the message was not one of good cheer. The picture showed a frightened Father Christmas being hounded along the A2 by a Continental Leviathan.

The cards had been signed by residents of villages and Canterbury seeking a speed-up in improvements and by-passes, 20 m.p.h. village limits and compulsory weight checks on incoming lorries.

The delegation, which included the Sheriff of Canterbury, Cllr. Mrs. Rita Kilvert; Cllr. Tony Payne, of Harbledown; Mr. Roy Seaborne, Mr. Eddie Watson, Mr. Mike Driscoll and Mr. R. J. E. Ways, of Harbledown Parish Council, was welcomed to the House of Commons by Mr. David Crouch, M.P. for Canterbury.

He took them to the Department of the Environment's headquarters, where Mr. Speed met the whole deputation in the lobby. Said Mr. Lewis: "He listened to us very patiently and seemed to show a lot of sym-

pathy for our problems.

"At the end he promised to visit Canterbury and to look at the situation for himself. He told us that he was hoping that up to nine months could be trimmed from the programme for building the £1 million Bridge by-pass, regardless whether objections were forthcoming."

Mr. Seaborne told the Minister that Canterbury's by-pass was tending to be left to the post while the remainder of the schemes were considered, and Mr. Speed said that that problem would be carefully looked at when he visited the area.

Mr. Speed also promised to have another look at Bridge Parish Council's request for 10 m.p.h. limits on the approaches to the village. This request, which had the backing of Kent County Council and the petition, had been turned down by his predecessor.

Mr. Lewis added that he had heard from the Department that the Bridge by-pass, which started, should take two years to complete, although the engineers hoped this could be cut to 21 months.

From: David Crouch, M.P.



November 14, 1972

Dear Mr. Lewis,

Thank you for your letter of November 6th. With regard to the delivery to me of the A.2 Christmas cards, I think that this should properly be at the House of Commons* and where the necessary publicity can be arranged. What I would suggest you do is to see that there is a photographer on hand from the appropriate Kent papers. I leave you to make these arrangements. You could also ask for a photographer, if you like, from the appropriate national papers that you think would be interested - not forgetting the London evening papers. Equally, Southern T.V. might be interested.

With regard to the date for this, I would have thought the most appropriate time would be the week commencing Monday, December 11th and the best days would be the 11th, 12th, 13th or 14th - not the 15th as Friday is a bad day in the House and also for the press. The best time would be between 11 a.m. and 12 noon and in that way you take care of the dailies and possibly get it into the evening papers. I suggest you get in touch with my secretary, Miss Armour, at the House of Commons (tel: 01 219 5252) and agree with her which of these days is convenient to both of us. Perhaps you could also let me have a little later on an idea of how many people would be accompanying you in the presentation of this Christmas card.

Thank you also for keeping me informed of the enquiries the police have been making into the Bridge sit-down. I suppose the police have no alternative to make such enquiries, in view of the fact that there has been an infringement of the law, but I hope they won't decide to go to a prosecution, particularly as they are as keen as anyone to see an improvement in the A.2 at Bridge. I think you are right not to put any news about this in the local papers. It might only irritate the police!

Yours sincerely,

David Crouch

* and also perhaps to a minister at the D of E.

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

Fear led to support for Ministry route—claim

THE claim that some people were in favour of the Department of the Environment's inner route for a by-pass because they feared that if it was not accepted Dover's eastern by-pass might not be built at all was put forward on Monday as the Dover by-pass planning inquiry entered its third week.

Making the claim was Mr. Jack Woolford, of Temple Ewell, staff tutor in history at Oxford University Department of External Studies, giving evidence as the general secretary of the New Dover Group.

Said Mr. Woolford: "Every public authority involved, none of them lacking legal expertise, has been persuaded by statements emanating from the Department of the Environment that objection to their route will mean delay."

"Elected members have feared the loss of priority or even cancellation, might result," he said.

After Mr. Woolford was cross-examined on this point by Mr. David Harris, for the Department, the inspector (Mr. Ralph Rolph) said he

was glad that aspect had been raised and given a good hearing because it was something he would have to consider.

Mr. Woolford said that ideally, the Group would have liked to have seen a by-pass in a tunnel from Lydden Hill to the docks.

But they accepted that compromise was necessary and they were now in favour of the county council's by-

pass route and against the Department's.

Mr. Woolford argued that it was environmentally better to have a first class by-pass at Dover than to have several roads carrying import-export lorries on several routes across Kent.

He presented a petition of 2,287 names calling on the Minister to make the present inquiry the only one to determine the route of the by-pass.

Local residents' turn to air their views

NUMEROUS Whitfield residents, and others, had their say about the proposed by-pass routes at the end of the two-week public inquiry at St. Margaret's.

Mr. Gordon Burke, of Archers Court Road, Whitfield, said on Monday he and his wife selected their home because they considered it an area where they could bring up their children in pleasant surroundings.

He believed that if the Department's route was

adopted, passing as it did near Whitfield roundabout, it would create road safety and other hazards.

Mr. A. Sansom, of Bewsbury Cross Lane, Whitfield, said the by-pass through Whitfield would create a psychological barrier to the growth of the village as a community.

Mr. Michael Crawford, of Courtland Avenue, Whitfield, said people in the village would be virtually living on the edge of a motorway. He expressed the opinion that regardless which route was adopted local people would still use the existing A2 to get into the town.

The real purpose of this by-pass, he said, was to get heavy dock traffic out of Dover and the villages.

Christmas cards petition to Minister

CHRISTMAS greetings with a difference were sent by the A2 Group to Under Secretary of State, Mr. Keith Speed, on Tuesday.

The greeting was in the form of many Christmas cards joined together to make a petition pointing out the dangerous conditions on the A2 from Dover to Brenley Corner.

Over 4,000 signatures were handed to the Minister, 600 of them being those of residents living in Lydden, Temple Ewell, River and Dover.

Cards depicted a humorous picture of Father Christmas being attacked from the rear by a T.I.R. lorry, with a special seasonal greeting: "Wishing you a happy Christmas and the residents of the A2 a safer New Year."

The petition demands:

- (1) Mandatory speed limits of 20 m.p.h. in villages, with slow-down lanes on the approaches.

- (2) Mechanical checks on T.I.R.'s entering British ports in Kent, and a compulsory weigh-bridge.

- (3) A grant to the Kent police to enable proper supervision of the A2.

- (4) Every endeavour to speed up the programme of by-passes and improvements, if no extension to the M2 is forthcoming.



BEST WISHES BUT...

MEMBER of the A2 Group from Canterbury, headed by secretary Mr. Brian Lewis and accompanied by Mr. David Crouch, MP for Canterbury, hand over 4,000 Christmas cards to Mr. Keith Speed, of the Department

of the Environment.

The cards were signed by residents living on the A2 who are protesting against heavy lorries using the A2 and heavy congestion of traffic in Canterbury.

Others in the picture Miss P. A. Levin, R. F. Seabourne, representative of the Canterbury Society, Councillor Mrs. R. Kilyvert, Councillor A. Payne and Mr. R. J. Waye.

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.

13th December 1972

Keith Speed Esq., M.P.,
House of Commons,
London S.W.1.

Dear Mr. Speed,

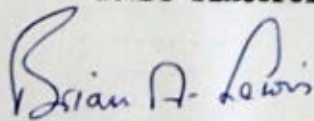
On behalf of the A2 Group, I would like to convey my thanks to you for receiving us at the Department of the Environment yesterday.

I am pleased to learn that you are proposing to visit Canterbury (and Bridge and Harbledown I trust), and look forward to having the opportunity of meeting you again.

I would again stress that we in Bridge would more than welcome your consideration to allowing the erection of 40m.p.h. slow-down lanes on the approaches to the village. We consider that their erection is vital as an interim safety measure until the by-pass is completed. To underline the dangers of the village, I would put on record that two weeks ago a T.I.R. vehicle struck a house damaging the roof, and demolishing approximately 30 feet of guttering. Last week, a cyclist died after falling from his machine under a lorry.

The facts are, I regret, grim. But this regrettably is the frightening day to day risk which exists on our inadequate trunk road.

Yours sincerely,



Brian A. Lewis:
Secretary/Treasurer, A2 Gro

JJ REGIONAL CONTROLLER (ROADS AND TRANSPORTATION)

Department of the Environment

~~Division of Road Engineering~~

(South Eastern)

Edgeborough 74 Epsom Road Guildford Surrey

Telex 86335 AB Dress Guildford

Telephone 0483 (Guildford) 71101 ext 274



B A Lewis Esq
The A 2 Group
'Weston Villas'
1 High Street
Bridge
CANTERBURY
Kent

Your reference

Our reference

ISE 200/09/TR 34/020

Date

7 December 1972

Dear Sir

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

1. I refer to your letter of 11 November 1972 about the above proposal.
2. I should perhaps firstly explain that the Department has been preparing schemes for the improvement of the A 2, including Bridge By-pass, for **several years in order** to cater for the anticipated increase in the volume of traffic using the route. The Secretary of State's statement last year merely outlined the Governments overall National policy for roads, which, was already in hand in the case of the A 2.
3. I would comment as follows on the various points which you have raised:-
 - a. It is extremely difficult to attempt to forecast a start of works date in view of the many unexpected problems which can arise, both legally and technically. This however is primarily dependent on the outcome of the statutory Orders which have recently been published and on the draft Compulsory Purchase Order which it is hoped will be published shortly. If objections to the scheme are received, as seem likely, it may be necessary for a Public Inquiry to be held in which case a start of works date of summer 1974 could probably be achieved. Obviously if a Public Inquiry was not required, it should be possible for work to start earlier, but this would be dependent of course on the time it takes to satisfy any comments or objections which are received. I am sorry that I am unable to be any more specific on this point.
 - b. The normal contract period for a scheme of this nature is 2 years. Consideration is however being given to whether this can be reduced and it is hoped that a period of say 21 months will be possible in this case. The contract period cannot however be finally agreed until all the survey and design work has been completed.
 - c. As you will no doubt have seen in the local Press, this scheme has now been included in the Secretary of State's Firm Roads Programme for construction in 1974 subject of course to the satisfactory completion of the statutory Orders.
 - d. A number of safety measures have already been provided or are proposed to improve conditions in the village until such time as a by-pass is built. A 30 mph speed limit already exists through the village and arrangements are being made for the speed limit signs to be illuminated at night. In addition, arrangements are also being made for "Road Narrows" signs bearing the

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:-

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1, High Street,
Bridge,
Canterbury, Kent.

13th December 1972

David Crouch Esq., M.P.,
House of Commons,
London S.W.1.

Dear Mr. Crouch,

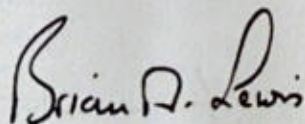
On behalf of the A2 Group, I would like to convey my sincere thanks to you for arranging yesterday's meeting at the Department of the Environment.

I am heartened to learn that Mr. Speed is proposing to visit Canterbury to view the situation for himself. When the time comes, I trust that the Officers of the Group can be of assistance, and would be pleased to learn of further developments.

It would be appreciated if you could press the Minister for an early decision on the 40 m.p.h. slow-down lanes. This is just a small interim safety measure until the Bridge by-pass is completed.

I look forward to receipt of the information concerning the lorry debate when convenient.

Yours sincerely,



Brian A. Lewis:
Secretary/Treasurer, A2 Group.

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bekesbourne,
Canterbury, Kent

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.

15th December 1972

David Crouch Esq., M.P.,
House of Commons,
London S.W.1.

Dear Mr. Crouch,

Last evening, the electorate of the Parish of Bridge met to discuss the route of the proposed by-pass.

A proposal was put to the meeting as follows:

'In view of the deplorable refusal of the Ministry of the Environment to consider the provision of an M2 Motorway extension from Brenley Corner to Dover, this meeting approves the construction of a Bridge by-pass as presented to us by the K.C.C. engineers, except for the lay-by and subject to the road being moved north east to the maximum available discretion.'

This was seconded and put to the vote since no amendments were forthcoming, and it was carried by 127 to 0.

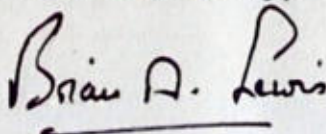
It now appears that a small number of objectors from the Parish of Patricbourne are to try our patience by forcing a public enquiry.

Together, we have worked extremely hard to press the scheme ahead as quickly as possible, and therefore must reject any attempts to hold up the construction. Clearly, the objections are being raised on the grounds of pure selfishness and as such are to be deplored.

We therefore request that you endorse the wishes of the village of Bridge in a statement to Mr. Speed in the hope that the threatening delay does not occur.

Your support for the village at this time is vital.

Yours sincerely,



Brian A. Lewis:
Sec/Treasurer, A2 Group.



Department of the Environment

2 Marsham Street London SW1 P 3EB

Direct line 01-212

Switchboard 01-212 3434

B A Lewis Esq
Hon Secretary
The A2 Group
1 High Street
Bridge
Canterbury
Kent

Your reference

Our reference

TPRA 234/19/01

Date

8/12 December 1972

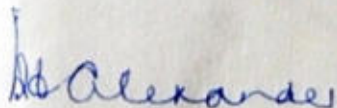
Dear Sir

1. I have been asked to reply to your letter of 17 September addressed to Mr Graham Page, the Minister for Local Government and Development. I am sorry it has not been possible to do this before now.
2. I can assure you that in the course of his visit on 12 September the Minister acquired a clear picture of conditions on the A2 between Brenley Corner and Dover. The relevant facts and figures are well known to the Department.
3. The Minister appreciates that to those living on or near the road, as well as to those who use it, the most important parts of the planned dualling of virtually the whole of this length of the A2 are the by-passes of the villages.
4. Because these are quite large schemes which involve completely new routes having a greater effect on agricultural land and residential and other property they take a long time to prepare. Alternative routes have to be examined and when it has been decided which is most suitable Orders under Sections 7 and 9 of the Highways Act 1959 to make the route a trunk road and to authorise alterations to roads which will be affected by the new route have to be made. Preparation of the draft Orders for publication, consideration of objections and attempts to resolve them is a time consuming process which is often followed by a public inquiry. Adequate time must be allowed for these processes which, I am sure you would agree, are necessary for the protection of people whose property, living conditions or livelihoods may be affected - even if the environmental effect on the countryside were ignored as you have suggested. Much of the engineering work, with a large amount of detail leading to the letting of a contract, cannot be completed until the Orders are made.
5. Schemes on the open stretches of road for the addition of a second carriageway, which do not involve a change of route, and often do not require Statutory Orders, can be designed and carried out much more quickly. These schemes contribute very considerably to road safety by providing lengths of dual carriageway where faster vehicles can overtake without danger; no by-pass scheme had to be put back because they were undertaken and there was no sound reason for delaying them until after the by-passes could be built.
6. Preparation of by-pass schemes for Boughton and Dunkirk, the Harbledowns and Bridge is well in hand and is proceeding as fast as it is possible to complete the necessary steps. The decision to make the Orders for the Boughton and Dunkirk by-pass has now been announced. The draft Orders for by-passes of Bridge and the Harbledowns were published on 10 November. Much now depends on the nature and number of objections which may be received as to whether and when these Orders can be made, and final preparation of the schemes completed. I can assure you that there will be

no avoidable delay in bringing the schemes to the start of construction. Draft Orders for the last section of dualling in between the villages (from the Bishopbourne Road to Black Robin Lane) will be published this month; those for the section from north of Lydden to Dover have already been published, and are now being considered at a public inquiry.

7. You are, I am afraid, quite mistaken in thinking that from 1 January next lorries with a laden weight of 40 tons will be able to enter this country from Europe. The statutory weight limit for commercial vehicles will remain what it has been for some years, that is, 32 tons. If, as the result of discussions now taking place in the EEC a change in this limit is agreed it will not take effect before 1980. You may, however, have seen in recent press reports that Mr John Peyton has strongly resisted the proposed changes during the recent discussions, and you will no doubt have read about the debate in the House of Commons on 29 November when a motion against bigger and heavier lorries accepted by the Government and supported on all sides of the House was approved without a division. Meanwhile the Department's traffic examiners and, no doubt, local Inspectors of Weights and Measures will continue to carry out weight checks at the ports under the Road Traffic Foreign Vehicles Act 1972, which came into force on 31 July. It must be expected that there will be a steady increase in the number of commercial vehicles entering this country after we enter the Common Market on 1 January 1973, but this increase will be spread over the years and a sudden vast influx is not anticipated immediately following our entry.

Yours faithfully



W H ALEXANDER

Bridge says "We want northern by-pass route"

KH 19.12.72

BRIDGE villagers have dismissed attempts to switch the route of the A2 by-pass from the north to the south.

At a parish meeting on Thursday there was a unanimous 127-0 vote in support of the northerly route put forward by Kent County Council, sweeping round through Bifrons Park and cutting in front of Highland Court.

Chair. Mrs. M. A. Young proposed: "That in view of the de-

plorable refusal of the Ministry of Environment to consider the provision of an M2 Motorway extension from Brenley Corner to Dover this meeting approves the construction of a Bridge by-pass as presented to us by the Kent County Council engineers, except for the lay-by and subject to the road being moved to the north east as far as discretion will allow."

Villagers feared the proposed lay-by would lead to Continental lorries being parked close to the village at night and making continuous noise by re-charging their refrigeration units. They were also worried about the litter problem.

They also seek to have the by-pass moved about 50 yards further away from the village in a bid to cut the noise filtering from the road to houses in Conyngham Lane and Bridgedown.

Seconding the proposal, Mr. Brian Lewis, Secretary of the A2 Group, said: "We have been campaigning for 10 years for this by-pass. During that time many of you have joined the sit-downs and protest marches which have taken place.

"Now, at last, the by-pass is within our grasp. If you reject this proposal, you may well delay the new road for a year.

"This will mean a completion date of 1977, which is far too long. The Under-Secretary of State at the Department of the Environment has told me he is confident that up to nine months can be cut off the proposed completion date. We can and should assist the department by accepting this proposal."

The chairman of the A2 Group, Mr. John Purchase, told the meeting: "Mr. Lewis and I have been fighting for this by-pass for the last 10 years. My only interest is to get this road safer."

There were no amendments to the proposal and the meeting lasted barely more than 15 minutes.

Petition

Opponents of the £1 million Bridge by-pass northerly route are getting up a petition to be sent to the Department of the Environment.

The organiser, Mr. R. J. Hooke, of White Gates, Patricbourne, told the "Kent Herald": "Many local residents, especially those in Conyngham Lane and Bridgedown, are concerned about the way the proposed north route is being foisted on to the community.

"Alternative lines exist: two have been made public on the south side and there is a strong feeling that we need a public inquiry to ensure that personal interest does not militate against a balanced view of the problem."

A2 GREETINGS



THE A2 Group sent a delegation to the Department of the Environment last week to present their 4,000 Christmas card protest to Mr. Keith Speed, the under Secretary of state at the department.

The eight members met Mr. David Crouch, Canterbury's M.P., at the House of Commons

and he took them to meet Mr. Speed.

Afterwards Mr. Brian Lewis, the group's secretary, explained the cards were collected in ten days from all along the A2 from Brenley Corner to Dover. Their original target was 2,000.

"I'm quite sure if we had taken more time we would have got 10,000," he said. "On one day

alone 2,000 were signed."

Mr. Speed told the delegation that the Bridge by-pass could be speeded up by at least nine months no matter what objections were raised to it. In turn he was asked by them to reconsider the refusal of local councils to introduce a 40 m.p.h. limit along the road.

KO 21.12.72(cc)

LETTERS TO THE EDITOR

Bridge by-pass route controversy

Sir,

The proposed plan to by-pass Bridge by a northern route has given rise to so much talk and correspondence that certain facts are being obscured.

The northern by-pass has been on the drawing boards for 20 years, and it is no sudden whim of bureaucracy. The planning staffs and our elected representatives at Kent County Council and Bridge-Blean Rural District Council must be given some credit for technical expertise and for integrity.

Anyone who has built or bought a house in this area during recent years must have known about this northern route. It is rather late in the day to discover objections now.

From the present uproar it is evident that those who live south of the A2 and many who live north, agree with Kent County Council. EVERYONE agrees on the vital necessity of the by-pass.

However, some who live on the north are now advocating a southern route, and agitating for a public inquiry, presumably with the aim of tearing to pieces the long drawn up plans of local authority.

A public inquiry, whatever the conclusion, can only lead to delay and to considerable trouble and expense on the part

of tax and ratepayers, of amenity societies and any individuals concerned.

Surely, two factors must have priority: The effect on the environment, which will be everlasting, and the urgency of the matter, in the interests of Bridge and the many users of the A2.

The case for the environment can be reduced to one simple equation: **BIFRONS PARK** versus **BOURNE PARK**. Both Patixbourne, with the proposed viaduct, and Bishopsbourne, with the "spaghetti junction," will be affected to a certain extent by the northern route; the southern route would spare Patixbourne but spoil Bishopsbourne.

While admitting the manifest attractions of Bifrons Park, it cannot be said with honesty that it surpasses Bourne Park. Bourne Park is a national asset. The well-preserved Georgian mansion stands in a lavishly landscaped park, with an ornamental lake and a bridge over the Nailbourne and woods and copses of mature beeches and other fine trees.

Oswalds, once the home of Joseph Conrad, Bishopsbourne church and other historic buildings stand on the perimeter.

This complete and peaceful scene is enjoyed by more than

local visitors and any attempt to ruin Bourne Park would be resisted most strongly, not only by many individuals who care for the countryside, but amenity societies concerned with the preservation of Kent.

The urgency needs no explanation: Bridge has suffered for years. Any further delay increases the damage and danger to property and to life. The chances of a minority, however vociferous, in persuading government changing from the northern route must be minimal.

The consequent delay, if these individuals force an inquiry is certain.

Surely this is a case for common sense and objectivity, and for leaving the experts and our elected representatives to get on with the job in a way which has the least adverse effect on the environment and on the majority.

G. G. ELLIOTT.

The Paddock,
Bishopsbourne.

Sir,

Dr. Pratt, in his letter to you last week, is, of course, right: the construction of a dual-carriageway trunk road across the valley of the Nailbourne between Bridge and Patixbourne is a desecration of beautiful countryside.

For nearly seven years we have enjoyed, from our windows, a view of Bifrons park and the trees round Patixbourne church which has been a delight to the eyes. If the Bridge by-pass is built as now planned, we shall lose this view and shall miss it; we shall lose, too, the pleasure of a variety of walks on that side of the village.

Nevertheless, when we bought our house, we knew that this was the projected line of the by-pass. We also think that the construction of such a road in any other place would be equally if not more detrimental to the countryside, though this must, obviously, be a matter on which opinions will vary.

But our chief concern is with the restoration of Bridge as a united village which is not bisected by a constant stream of vehicles, whether inter-continental lorries, commuter traffic or holiday-bound motorists; a place where one can go to the shops, visit one's friends or simply chat in the open, without the fear of imminent death descending either of the hills that now lead the A2 road into the village street. We, therefore, want the by-pass to be started at the earliest possible time, and this must necessarily mean that we do not want a public inquiry.

We did not have the impression that the County Council representatives, at least, were unresponsive to the points made at the meeting in Bridge village hall earlier this month, or that they would not do as much as was in their power to adjust the line of the road to cause the minimum of nuisance.

In short, the rapid restoration of Bridge as a village outweighs the potential damage to the countryside.

JANE MILLYARD,
DAVID MILLYARD,
1 Riverside Close,
Bridge.

Sir,

For many years the people of Bridge have been demanding a by-pass; this has been a united plea for safety. Now that a route for the proposed by-pass has been given, human selfishness has crept in.

People like Mr. Hooke are bleating about the environment being affected — planting the seed of discontent in people's minds. He has indicated that a southern route, using part of the old Elham Valley railway line, should be considered. My home could be demolished if this happened, but I would have to accept it for the benefit of the whole Bridge community. I feel that what people like Mr. Hooke are really saying is, "Yes, we must have a by-pass so long as it isn't near my back door," and are using the environmental argument as an excuse.

Wherever the by-pass goes, the countryside will be affected. There isn't a piece of England that someone doesn't regard as sacred. I can only suggest that Mr. Hooke should get down from his soap-box gracefully and stop bleating about the environment. By doing so there would be no delay, by an inquiry, for the completion of the much needed by-pass.

BRIAN PEARSON,
Station House,
Bridge.

Sir,

At the Bridge parish meeting last week it was agreed that the residents of Conyngnam Lane and Bridgedown be helped, as far as possible, by asking that the proposed Bridge by-pass be moved "north-east to the maximum available discretion," since it is understood that the Minister has powers to deviate on any line by as much as 55 yards.

It is firmly hoped that this move will avert the public inquiry which Mr. R. J. Hooke is so keen to achieve. In his "Bridge by-pass: North or south of the A2?" handout, he points out that such an inquiry need not cause undue delay in the work. The objectors may be fooled by their leader, but the village needs to be warned of the implications.

The most recent example of local dissension was that of the proposed Boughton by-pass route. Their scheme should already be under construction. Instead, two public inquiries have put back the starting date to September or October, 1973, a full year later than planned.

The biggest threat to the village of Bridge is that if Mr. Hooke gets his way and manages to force an inquiry, a similar pattern will almost certainly be followed, despite what the Minister may hope for.

In my opinion, the only grounds for preventing an early starting date to the Bridge by-pass are those of selfishness and self-interest. We have fought for 10 years as a community to prove our point, and now having achieved our aim must strongly reject any attempts to cause delay.

If the by-pass is delayed and someone dies as a result it should firmly rest on the conscience of the objectors.

BRIAN A. LEWIS,
(Secretary/treasurer, A2
Group),
Weston Villas,
1 High Street,
Bridge.

Sir,

In 1954 I bought Copee End, at the end of what has now been renamed Conyngnam Lane, Bridge. My solicitor informed me that a Bridge by-pass was scheduled to go through Bifrons Park near the house. I was told it was part of a 20-year plan, then with 17 years to run.

Since those times Bridge has changed a great deal. Many houses have been built; the traffic has become astronomically greater in size and number; there have been many accidents, casualties and some deaths.

However, the road has remained unchanged. A bridge path to Europe. It is now a most fearsome danger to all who walk in our village. How many major disasters involving great loss of life we have escaped so far we shall never know. Such a disaster could happen any day.

Over the last decade there has been valiant and persistent struggle with the authorities to try to obtain safer road conditions and to get the by-pass constructed. The village owes a debt of gratitude to the A2 Group leaders for their continued effort, but the population of Bridge has publicly and wholeheartedly supported moves to stir the departments of authority.

And now we've done it. We've got a by-pass almost here. And what happens? A couple of jumping jacks pop up and are trying to spoil it all by delay.

One bought a house a few years ago near the proposed line in the parish of Patixbourne. He knew where the by-pass was due to go when he bought it. If he didn't, he should sue his solicitor for negligent searches. The other came to Patixbourne only a few weeks ago. Did he descend from heaven to see poor mortals? One would think so by the way he tells us our business.

Preservation of the countryside is dear to the hearts of most of us. So is preservation of our lives and homes. We don't need a public inquiry. We need a by-pass and the selected route is the obvious choice.

Let's cut the cackle and get on with it.

N. G. FOWLER,
River House,
Bridge.

Sir,

If, as we are led to believe, the desecration of the Nailbourne Valley is an "environmental disaster," why have not the Nailbourne Protection Society rushed to the aid of the small band of objectors bent on altering the northern route?

One can only conclude that this very able organisation is firmly installed as members or supporters of the A2 Group, who are intent on putting safety and people's lives ahead of self-interest.

P. MUIR-LITTLE (Mrs.),
Alexandra House,
Bridge.

CUT THE CACKLE ON THE BRIDGE BY-PASS

KO 28-12-72

IN 1854 I bought Cope End, at the end of what has now been renamed Conyngham Lane, Bridge. My solicitor informed me that a Bridge by-pass was scheduled to go through Bifrons Park near the house. I was told it was part of a 20 year plan, then with 17 years to run.

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Lets cut the cackle and get on with it.

River House
Bridge

N. G. FOWLER

Don't be fooled

AT THE Bridge Parish Meeting last week, it was agreed that the residents of Conyngham Lane and Bridge Down be helped as far as possible by requesting that the proposed Bridge by-pass be moved 'North East to the maximum available discretion,' since it is understood that the Minister has powers to deviate on any line by as much as 55 yards.

It is firmly hoped that this move will avert the public inquiry which Mr. R. J. Hooke is so keen to achieve. In his 'Bridge by-pass: North or South of the A2?' handout, he points out that such an inquiry need not cause undue delay in the work. The objectors may be fooled by their leader, but the village needs to be warned of the implications.

The most recent example of local dissension was that of the proposed Boughton by-pass route. Their scheme should already be under construction. Instead, two public inquiries have put back the starting date to September or October 1973, a full year later than planned.

The biggest threat to the village of Bridge is that if Mr. Hooke gets his way, and manages to force an inquiry, a similar pattern will almost certainly be followed despite what the Minister may hope for.

In my opinion, the only grounds for preventing an early starting date to the Bridge by-pass are those of selfishness and self-interest. We have fought for 10 years as a community to prove our point and now having achieved our aim must strongly reject any attempts to cause delay. If the by-pass is delayed, and someone dies as a result, it should firmly rest on the conscience of the objectors.

BRIAN A. LEWIS
Secretary-Treasurer A2 Group,
'Weston Villas',
1 High Street,
Bridge,
Canterbury, Kent.

WHY?

IF, as we are led to believe, the desecration of the Nalbourne Valley is an 'environmental disaster' why have not the Nalbourne Protection Society rushed to the aid of the small band of objectors bent on altering the Northern Route?

One can only conclude that this very able organization is firmly installed as members or supporters of the A2 group, who are intent on putting safety and peoples lives ahead of self-interest.

P. MUIR-LITTLE (Mrs.),
Alexandra House,
Bridge.

OUR DIRE NEEDS

THERE IS no doubt that Bridge does need a by-pass and the urgency is acknowledged at government level. Why delay the commencement by unnecessary bickering with the object of forcing a public enquiry, which could delay the start for up to two years.

Mr. Hooke says that "many residents are concerned about the way the north route is being foisted upon the community".

All he seems to be doing is to pass the buck over to Bishopsbourne; the Bifrons Park scheme would need no demolishing of property, neither would it inconvenience any person or persons to any great degree. The nearest house would be 150 feet from the road and there would be a deep cutting, so that most of the route would not be seen, and noise minimal.

The farmer concerned publicly stated that "he has no objection". Surely this disposed of the main objection to this line.

The road through Bridge was and still is only a cart track; to the best of my knowledge the cart track has never had a real foundation laid to carry the heavy traffic it is now subjected too.

I must agree it has been resurfaced several times but

only by adding a fresh layer of tarmac over the old surface.

Huge T.I.R. lorries pass up and down the street within a few inches of the pavement kerb. During rainy weather it is impossible to walk down the street without becoming drenched with sprayed water from the gutters.

Our house was built in the early 18th century and has nine inch solid brick walls. The water thrown up reaches above the first floor windows making the interior of the rooms constantly damp.

No parking signs are constantly being uprooted and the passing and overtaking of vehicles in the street has to be experienced to be appreciated. A hazard to drivers and pedestrians alike.

Our dire needs are for 40 m.p.h. speed limit signs on the approaches to the village; 20 through the village and fines "on the spot" to make sure of the greatest offenders - the "continental drivers".

J. MILTON,
30 High St.,
Bridge

TIR lorry driver fined after crash

THE driver of a Danish TIR lorry, which overtook a car at an estimated 50 m.p.h. on the A2 in the centre of Bridge and forced it off the road, was fined £25 for driving dangerously by St. Augustine's magistrates at Canterbury last Thursday.

After hitting a signpost, the car careered across the road and embedded itself in a house. Another car travelling in the opposite direction narrowly missed being involved in the crash.

The lorry driver, Kurt Fris, of Esbjerg, Denmark, who did not appear in court, was also ordered to pay costs of £2128, which included an interpreter's fee of 15.

Mrs. Anita Lewing, of 59 McKenzie Drive, Folkestone, told the court she was driving her husband's car through Bridge at about 30 m.p.h. Her husband was with her.

"Suddenly it went black at the side of our car and I realised this lorry was overtaking us," she said.

As the lorry overtook, it struck their car, forcing it to crash into a sign post. The impact of this threw the car across the road and into the corner of a house.

She estimated the lorry's speed at "about 50 m.p.h." and added that there was nothing she could have done to avoid the accident.

Mrs. Lewing said that another car coming in the other direc-

tion narrowly missed the collision.

Driving behind the lorry was Mr. James Huckstep, of 77b London Road, Canterbury. He told the court he saw the lorry pull out suddenly without indicating.

"I saw that it was going out behind a car and in front of this car was another one coming in the opposite direction. I thought the lorry was not going to make it, so I hung back a bit. It then pulled sharply into the car it was overtaking."

"I followed the T.I.R. lorry out of Bridge and wrote down its number," Mr. Huckstep added.

Another eye witness, Mr. John Lawrence, of 7 The Poplars, Hernden, said he was waiting for a coach in Bridge, when he saw the lorry overtake the car and heard a bang as it pulled in front.

In a statement, P.C. Victor Hermitage said that on the day after the accident he saw Fris at Dover Harbour Police Station. Fris told him he had not seen the Lewings' car.

Make the by-pass longer

The Department of the Environment is being pressed to extend the proposed £1 million Bridge by-pass by another 500 yards.

The suggestion has been made by Bridge-Hlean Rural District Council, which feels that present proposals for the road will produce difficulties for lorries turning into Highland Court and Coldharbour Lane, on the Dover side of the village.

To get over the problem the council has urged that the new road should be extended 500 yards in the Dover direction to join the A2 at a roundabout to the junction with the B2065 Elham Valley road.

The council has also expressed concern about the narrow width of the new road's central reservation, especially in view of the length of vehicles which use the road and might have to cross it.

Apart from these points, the council has approved the plans for Bonny Bush Hill and other side roads at Barham.

Two hurt in four-vehicle pile-up

A four-vehicle crash, in which two people were seriously injured, blocked the A2 at Dunkirk on Wednesday night. Police had to operate diversions while the injured were attended to and the wrecked cars removed.

The vehicles involved were a Lincoln saloon, driven by Mr. John Sherry, aged 45, of 48 Craven Park Road, Harleaden; a Ford Transit van, driven by Mr. Patrick Yarwood, aged 23, of 2 West Stubble Cottages, Whitfield; a Morris saloon, driven by Mr. Brian Austin, of Forge House, Staple, and a Volkswagen, driven by Mr. Henry Clayson, of 3 Ivy Cottages, Fordwich.

Mr. Yarwood was detained in Kent and Canterbury Hospital, where he underwent an emergency operation for facial injuries and multiple abrasions and contusions. His condition was yesterday (Thursday) said to be "improving."

A passenger in Mr. Sherry's car, Kathleen Henson, aged 35, of the Quality Woolshop, Stonebridge, was detained with head injuries, concussion and severe lacerations. Her condition was said to be "satisfactory."