

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:- Mill Cottage, Bekesbourne, Kent.

3.1.1973

The Rt. Hon. K. Speed, Esq.,
Under Secretary of State,
Department of the Environment,
2 Marsham Street,
London SW1P 3EB

Dear Mr. Speed,

I should like formally to record the thanks of the A2 Group for your meeting the Deputation led by Mr. David Crouch, Member of Parliament for Canterbury, who with Canterbury City Council Officials and members of the Group saw you on December 12th. 1972 at Marsham Street.

Unfortunately I was unable to attend due to business commitments, but look forward to seeing you when, as I understand, you propose to visit the Canterbury area to see the A2 situation for yourself.

At any time now your Department will be issuing its recommended TIR lorry routes and we anticipate the A2 as a designated route. In that event, may I draw your attention anew to the Petition that was handed to you on December 12th.? The recommendations in it are, in our opinion, the mildest measures that can be adopted to safeguard residents and users of the A2 during the period that it will take to by-pass danger spots and improve the road to the requirements that your Department now recognise as essential for the main lorry route to Europe.

Without apology I must stress that speed is essential in the matter. We know that you are making heroic efforts to bring forward the completion dates on the projects in hand (and all praise for this), but with the best will in the world the principal danger spots will not be by-passed or safeguarded until 1976 at the earliest.

We have, as you know, broken the law in the past to draw attention to the problems of Bridge, Harbledown, Boughton, Lydden - not to say, Canterbury - and are loth to pursue a Department that now recognises the problems. But we do ask that the suggestions in our petition are considered seriously and soon; so that we can assure people who live in very real fear that "something is being done".

I would be most grateful for an early personal comment from you. We have had many frustrating years behind us and are most anxious to believe that the worst is not yet to come.

Yours faithfully,


John Purchase,

Chairman: A2 Group

LORRIES (SIZE)

Mr. Deputy Speaker (Miss Harvie Anderson): I have to tell the House that there are many more hon. Members seeking to speak in the debate than it will be possible to call. At the outset, therefore, I make an appeal for short speeches so that as many as possible may take part.

7.38 p.m.

Mr. Anthony Crosland (Grimsby): I beg to move.

That this House, mindful of the environment, is against bigger and heavier lorries.

I shall, of course, try to accede to your request, Mr. Deputy Speaker.

I hope that the Motion is as clear as the English language can make it. It is not an anti-European Motion. It is a Motion against a particular EEC regulation, and it is a Motion against bigger and heavier lorries in general, from whatever source the pressure for them comes. It is a Motion which, like Early Day Motion No. 55 on "Heavy Lorries", in the name of the hon. Member for Stratford-on-Avon (Mr. Maude), is supported by people with extremely varying opinions on the Common Market, and it is a Motion the sentiments of which are supported also by many bodies—in no way connected with the Common Market argument—for example by the four local authority associations, and by the Select Committee on Nationalised Industries in its First Report of last Session, dated 15th June 1972, in which it recommended:

"Whatever limits of weight for road vehicles are under consideration in the EEC, existing restrictions which are at present applied to British vehicles should be retained and applied fully to all lorries under the terms of the Road Traffic (Foreign Vehicles) Act 1972."

Support for the Motion obviously goes very wide indeed.

My second preliminary point is that I am not moving the Motion as some crazy Doomwatch character wholly indifferent to all questions of economic growth and efficiency. The Minister for Transport Industries is fond of saying that the heavy commercial vehicle plays a large part in the economy of the country and therefore in the lives of ordinary people. I fully accept that and, indeed, have constantly fallen into trouble with the environmental lobby because I am un-

willing and refuse to sacrifice the goal of economic growth. It is a question of balancing the economic against the environmental factors. In this instance the balance, in my view and that of many hon. Members, is in danger of tilting too far against the environment.

I start by outlining briefly the facts of the present situation. British limits are 32 tons overall weight, 10 tons axle weight and 15 metres length for articulated vehicles. The EEC Commission, after 10 years of study, finally proposed in May a new regulation setting limits to operate from 1980 of 40 tonnes overall weight—these are metric tonnes, but the difference between the metric and the British imperial ton is not of great significance—11 tonnes axle weight and 15.5 metres length. This draft regulation was referred to the Council of Ministers and they, after postponing a decision once, are now due to meet on 18th December with the three applicant countries present.

Why are so many hon. Members on both sides of the House bitterly opposed to any increase in the size and weight of British lorries? The first reason obviously is the financial cost. The Minister has told us that, on his best estimate, it would cost £200 million over the next 10 or 15 years to strengthen roads and bridges to allow these heavier lorries to travel in Britain. I suppose that on some comparisons this is not a vast sum. Yet the annual cost is 10 times as much, for example, as the yield of museum charges—a mean measure that was pushed through the House of Commons with a three-line Whip to save public expenditure. I should think that hon. Members could find many better ways of spending £200 million than strengthening British bridges to cope with even bigger juggernauts.

But, in my view and probably that of many hon. Members, far more serious, than the financial cost is the environmental cost. Today we are all in favour of the environment; we are in favour of the quality of life. The White Paper "Development and Compensation—Putting People First", which we debated on Monday with the corresponding Bill, starts in its first sentence with the words:

"The Government are committed to enhancing the quality of everyday life in Britain."

That is a ringing declaration indeed.

EUROCHAOS?

K.O.
4.73

Kent Alderman warns of lorry problem

AS ONE of the major towns on the road to Europe Canterbury could be besieged by traffic during the next decade.

But by the time measures can be taken to build a city by-pass and A.2 improvements are completed, Canterbury will have been swallowed up by Kent.

On Monday Ald. Robert Cooper, chairman of Kent County Council Roads Committee, said: "One of our tasks is to find the cheapest method of solving Kent's road problem, because the council's budget is not at a comfortable level."

This means that after 1974 Canterbury people could be subsidising road improvements in other parts of the county when there is already heavy pressure

to bring better roads to our area.

Speaking at a Press conference Ald. Cooper said the county council had as yet received no guidance from the government on how to deal with the influx of giant lorries from the Common Market countries.

Canterbury and nearby villages are still gravely concerned over the effects of Jug-

ernaut traffic in spite of the promised A.2 by-passes.

"The county council already has a plan of specially recommended roads for lorries," Ald. Cooper said.

But the county council have chosen the Hawkhurst area for an experiment to restrict heavy lorries from travelling on local roads.

It is proposed that working parties of surveyors will be set up to study the best way of solving road problems in Kent.

FAIR

Ald. Cooper also added that local authorities were not getting their fair share of money to spend on major road works.

Canterbury and the A.2 could get some relief from new plans to extend the A.20 trunk road to Dover.

Mr. Allen Smith, County Surveyor, said: "If this proposal goes through there will be two main routes from the Channel ports to London — the A.2 and the A.20.

"The trouble is the A.20 is already overloaded."

Ald. Cooper added that the

face of the county would change tremendously over the next ten years and they would be faced with more problems over road patterns.

He forecast that the Medway ports may become the busiest part of Western Europe when Common Market trade flourishes.

Access to Medway from Canterbury is along the A.2 and M.2 which already carries a vast amount of traffic.

Ald. Cooper admitted that the county would have a "definite problem" when increased numbers of long distance lorries begin to travel through Kent.

He added he was satisfied the county council was doing everything possible to control the problem of over-weight and long distance vehicles.

K.A. 5.1.73

Police opposed to 20 m.p.h. speed limit at Bridge

ALTHOUGH Kent's Chief Constable, Sir Dawnay Lemon, is against a 20 m.p.h. speed limit for Bridge, he is prepared to step up radar speed traps there, Cllr. Robert Cooper, the chairman of Kent County Council's Roads Committee, revealed on Monday.

At a County Hall Press conference, Cllr. Cooper told the "Kentish Gazette" that his committee was backing Bridge's demand for a lower speed limit.

"We are doing our best to lessen the danger from speeding lorries," he said, and added that he hoped that Mr. John Poyton, Minister for Transport Industries, would look at Bridge's problem sympathetically.

Cllr. Cooper admitted that some of the 4,000 miles of roads that the County Council had to maintain were bad, whereas others were good, and lorry drivers would take those most suited for them.

It was a difficult problem, but in about a month the committee would be starting an experiment around Hawkhurst. Heavy lorries would be unable to use several roads which would have weight restrictions imposed on them. If that was a success, it would be put into operation all over the county.

He went on: "The pressure on roads in Kent is tremendous. At the same time, we have the pressure on the environment, as not only are we talked about as the 'Gateway to Europe,' but also as the 'Garden of England.'

"We have the Common Market for the future and we have the environment, and we must balance the two."

GOOD THING

There are now many more preservation societies, which Mr. Allen Smith, the County Surveyor, thought was a good thing. "Preservation societies are known to be in opposition to local authorities, but they have been doing a good thing."

"They have made us think more about the environment, which does make us very, very careful of what we are doing. We usually consult those groups before doing anything now, and I think we have a good relationship with them," he said.

After the reorganisation of local government the County Council will be the highway authority for the whole of Kent, and already it has set up working parties of surveyors to work out, as an academic exercise, the best way of handling road problems in Kent, for everyone in Kent, in order to get the best for as little money as possible.

Cllr. Cooper was concerned that the roads of Kent and those of the country were not getting their fair share of money spent on them.

"There is competition for money. We have to compete nationally for schemes costing over a quarter of a million pounds and regionally for under that amount," he said.

The committee also had to compete with other departments like the Education Committee and the Social Services.

STILL SAME

Out of £1,797 million collected in motor taxation in 1970, including purchase tax, petrol tax and licensing, only about £609 million had actually been spent on roads. And the ratio was still the same.

"It is not a great deal. I think people ought to become more aware of what should be spent on roads today," said Cllr. Cooper, explaining that it costs £1 million a mile to build a motorway.

"I am a little worried that the roads of this county and country are not getting their fair share," he added.

Of the dilemma facing Kent, Mr. Smith said: "There are principal roads which are in a terrible state — but it will be years and years before anything can be done about them."

He gave the A28, which runs through Ashford and Canterbury to Margate, as an example of a principal road which could be compared with a country lane.

"We have a survey proceeding for it, but it is nowhere on the priority list," he said.

Bridge by-pass

K.C. 5-12-73

Sir,

The sorry spectacle of Bridge residents, with whom one must have every sympathy, at sixes and sevens over the siting of their local by-pass, provides a perfect example of the "divide-and-conquer" technique adopted by planners with such success today. Whichever route they decide on is going to spoil a beautiful park; and either is going to establish a dangerous thin-end-of-the-wedge precedent by what is tantamount to an admission that they accept a by-pass as necessary.

But surely the correct answer to this motor traffic problem, not only for Bridge, but every village and town between Dover and Brenley corner, is that adopted by rural councils all over the country for road bridges, over rivers and railways, which are too narrow or insufficiently strong for heavy traffic, i.e., a circular red disc and qualified prohibition notice at each end of the village.

If that evokes squeals from transport firms about how they are to convey their goods from Dover to London, the answer is that this is their business. If they insist on conveying, by road, freight which should rightly be taken by railway, it is up to them to do what the railways had to do over a century ago, i.e., buy up, outright, a strip of land, avoiding beauty-spots, and construct, at their own expense, a carriageway from which all other road users can rightfully be excluded.

It cannot be stated too often or emphasised sufficiently that the cost of upkeep and repair of the Queen's Highway is a charge upon the ratepayers—which includes the railways (which are to that extent contributing to their own bankruptcy).

Why should we, the ratepayers, subsidise motor-transport and accept that utterly pernicious principle so beloved of the motor-trade, that the environment must adapt itself to the motor-vehicle? It is the latter which is the newcomer, the aggressor, the usurper, the interloper, and which, if not checked, is going to destroy this country.

It would be unwise to count on the "Gentlemen in Whitehall" as being necessarily benevolent and sympathetic to conservationists.

The recent decision of the Department of the Environment to sanction the project of driving a motorway through the middle of the Lake District National Park, which will inevitably soil Keswick and Lake Bassenthwaite, despite there being an alternative possible route to the north of Skiddaw, which is only marginally further, and would spoil no amenities, makes one wonder what is the use of an area being designated a "National Park," and whether the Department of the Environment is not laying itself open to suspicion of paying lip-service to amenity conservation whilst in fact acting in favour of motor-trade interests.

I have found, recently, evidence that there is on foot a movement to "centralise" conservation societies, whereby it is no doubt hoped that they can be emasculated and rendered harmless (to the plans of March-of-Progress addicts).

To forestall any indignant "persecuted" motorist who would no doubt like to dub these comments as the vapourings of a bigoted anti-motoring crank, may I say that I have held a clean driving licence for 55 consecutive years, and driven some half-million miles.

W. H. SPOOR.

2, Stour Hill,
Stour Street,
Canterbury.

Sir,

Over the last decade, writes N. G. Fowler, there have been valiant and persistent struggles with the authorities to try to obtain safer road conditions. May I be excused for doubting the sincerity of much else that has been written by interested parties.

Within the past year, as Mr. Fowler will recall, proposals to provide a pedestrian crossing in the village were valiantly opposed because they required the re-siting of the bus stop. On his visit to Bridge the Minister was invited to try and get a night's sleep in a house on the High Street. Wives and mothers would probably think an invitation to accompany them on their daily visit to the shops, or seeing children safely to school, would have been far more appropriate to his need to assess the dangers of the situation.

The Nailbourne Protection Society, so far as I am aware, has shown little concern over the disappearance of the Nailbourne, so, doubting Thomas that I am, I can only assume it is selective in what it wishes to preserve, or has dual responsibilities to society and group and therefore remains neutral in the matter of the by-pass.

The delights of mansion and park are appreciated by myself, but Conrad was just a writer of good books and I have heard of no pilgrimages to 'Oswalds'. The case for Bourne Park, as for Bifrons, has as its basis the natural wish to care for the environment in the immediate vicinity of our homes. To be truthful we all want the traffic routed anywhere out of sight and sound of ourselves, and concern for the environment diminishes as the distance we happen to be from it increases.

Having written so, may I now say that if the road is to go through Bifrons then the route should be that which is more nearly equidistant between the end of Conyngham Lane and the homes in Bifrons Park, although I am not convinced that either is the best route. Imaginative planning could have linked a Harbledown by-pass with a Canterbury/Bridge by-pass on the route of the Folkestone railway; this opportunity has been lost but the route still exists between Canterbury and Bridge, on derelict land. Have we so much productive land that we can convert it to a concrete jungle without a thought?

My apologies to N.G.F. for having lived in Bridge for 10 years only, but I was unaware that one had to qualify, having been led to believe that the right to speak freely was one of the freedoms on which our society is founded.

E. J. HOLDEN.
26 Conyngham Lane,
Bridge.

Sir,

May I, as one of the silent minority (those residents of Conyngham Lane affected by the by-pass proposal), please have the benefit of your columns to reply to the five or six letters you published recently all of which were in some degree critical of the reaction to the proposed by-pass by myself and my neighbours.

My delay in replying has been to check my facts before rushing into print and in this respect I would commend Mr. Fowler to take similar care. He states (completely without foundation) that residents in Conyngham Lane purchased their properties well knowing that the by-pass was to be built on the north side of the village.

Since his letter was published, I have been in touch with my solicitor and I have now received from him photo-copies of the searches made in 1964 when I purchased.

I would advise Mr. Fowler that there is no reference in those searches to the proposed by-pass and would ask how, living in Exeter and purchasing in Bridge, with the firm's solicitor in London acting for me, it would be possible for me to know that a proposal of this nature was contemplated. Should I now consider suing the agents, the vendor's solicitors or the vendor for misrepresentation?

May I now turn to the remarks being made by Mr. Lewis and others that to criticise the proposal other than in minor detail will force a public enquiry and so delay the project months or even years.

Can he honestly say that he, or his group, expected that the proposal the Ministry would have in mind would be to build a full scale motorway, in fact at a specification better than the M2, across the Nailbourne Valley so that where it crosses the end of Conyngham Lane it would be 16 feet above ground level and where crossing the Patrixbourne Road and the river, 35 feet above ground level or the height of two double decker buses?

Mrs. Pam Muir-Little refers, as it happens, appropriately, to the Nailbourne Protection Society. I am a life member of that society and in so becoming was asked to fill in a questionnaire suggesting an appropriate use for the funds remaining with the society.

The winding up of the Nailbourne Protection Society did of course take place early in 1972 and in completing the questionnaire I proposed that they might use their funds to protect the Nailbourne Valley from being despoiled by any unacceptable by-pass proposal.

Unfortunately, the Nailbourne Protection Society and the A2 Group may wear different hats but they all fit the same heads.

Turning to more general matters, I think it fair to say that all residents in Conyngham Lane have been associated with the A2 Group at least financially and some of us have supported it with our feet and our bottoms.

It cannot therefore be said that the people most concerned have in any way bilked the issue or are now showing a degree of self-interest which is cynically opposed to the public interest. A number of people badly affected are retired and have sunk a substantial part of their life savings into these properties.

They had every intention of living out their days in a quiet semi-rural locality and were not anticipating a 68 decibel intrusion on their peace and quiet or a motorway for scenery.

Incidentally, while mentioning the question of self-interest, why are so many of your correspondents shy about their full postal address? All of them have postal numbers and most live in Bridge High Street.

G. E. STONEHAM.

Elmdon,
20 Conyngham Lane,
Bridge.

Sir,

May I comment on the Bridge by-pass letters?

Three correspondents live in the High Street and may presumably therefore benefit from the removal of traffic from their front doorsteps. Two live on the south side of the A2 and have, it seems, a personal interest in seeing a northern line used. The other correspondents ask for a by-pass for personal social reasons.

Personal concern in some of the letters then proceeds to personalities, and inaccurate statements are accompanied by (even couched in) immoderate language.

For these reasons (among others) a public inquiry is not only desirable but imperative: an impartial assessment based on an objective appraisal of the facts.

My own motives are seriously called in question. A north route, as at present projected, would run some hundreds of yards to the north-east of my house and those adjacent. It would be in a deep cutting; traffic would be out of sound and sight. The sky-line would not suffer. The route would be an advantage to all the property in this area, my own included.

R. J. HOOKE.
White Gates,
Patrixbourne.

20 - 11-1-73

In my opinion



By
**WARWICK
ELVY**

EVERYWHERE one drives in this country, be it to Scotland or to Wales, one is astonished to see the great progress that has been made in providing motorways and also in bringing the main trunk roads up to motorway standards. On these, ordinary motorists and, more important, commercial vehicles carrying goods from our industrial centres can travel at speed and in safety. The accident figures show that there are less accidents on the motorways than on any other type of roads.

This progress in building first class roads, fit for the last quarter of the twentieth century, ceases, so it seems, at Bremley Corner. As David Crouch has said, the M.2 finishes in the middle of a ploughed field.

Very little work has so far been completed in bringing the A.2 up to motorway standards. There is a small piece of double carriageway at Dunkirk completed and another piece at Upper Harbledown under construction. There is a double carriageway from Bishopsbourne to Barham created at enormous expense and road improvements at Lydden Hill. These represent the sum total of all the work the County Council, as the agent of the government, has been able to achieve in four years.

It is true that the Boughton by-pass has been held up by objections to the route by the Parish Council, that work has started on the Upper Harbledown improvements; that the route of the Bridge by-pass is at long last to be put on public display and that the Dover Rural District Council has objected to and thus delayed the final route into Dover itself.

These frustrations alone do not condone the lack of energy displayed by the County Council or the Department of the Environment in dealing with a roadway system where traffic increases by at least a fifth each year.

On reading the recently published County Surveyor's report for 1971, one can see little hope for speedy action in the near future. The whole question of A.2 improvements is hastily glossed over. The Canterbury by-pass is still on the drawing board and the site survey is not completed. The Minister of State visited the area recently but refused to impose speed limits at Bridge, even though they were supported by the police.

Can anyone wonder that David Crouch feels that nothing he says or does on this subject convinces his own government? Can anyone blame the people of Bridge and their friends for the action they took before Christmas? Even so, can anyone believe that this and any other measures will speed up a road building programme that is now totally out of date?

David Crouch and the A.2 group will, no doubt, soldier on. We hope, eventually, that they will get their message through and that we the people of Canterbury will be able to get into and out of our own city.

24 (2-1-73)

Bridge by-pass

Sir,

I am somewhat surprised by the question asked of me in Letters to the Editor last week, by Mr. G. F. Stoneham.

Neither I nor the A2 Group expected the Ministry to propose a by-pass in the form of a full scale motorway, at a specification better than the M2. Indeed, I may well ask him what prompted this seemingly irrelevant question, since no allusion whatsoever has been made to the subject before by the Group.

He will note, however, that I am heartened that officialdom has at long last accepted the need for such a scheme, assisted by a few of the Conyngham Lane "feet and bottoms," for which I remain extremely grateful.

For the record, all residents in the lane have not been associated with the A2 Group financially as suggested, but as treasurer feel that it would be imprudent to elaborate further.

On the point of self-interest, readers of Mr. Stoneham's letter will have formed the impression that with a Bridge postal address, he lives in that parish. He attacks residents about shyness in connection with their full postal addresses, whilst omitting the fact that he lives in the parish of Patricxbourne, but has attained a Bridge postal address by virtue of his location in Conyngham Lane.

It so happens that I have lived in Bridge all my life, and feel it my duty to inform the newcomers that the northern route was projected when I was a kid. I am therefore convinced that the proposals presented will be adopted, and notice the total disregard to the safety and welfare of the village community from those now objecting.

They would do well to remember that the electorate of Bridge recently voted by 127 to nil to accept the scheme as prepared by the Kent County Council with two amendments. That above all indicates the residents' wishes, and as such proves the undesirability of a hold-up by a local public inquiry.

BRIAN A. LEWIS

(Secretary/Treasurer, A2 Group).

Weston Villas,
1 High Street,
Bridge.

Sir,

I neither rush into print, nor am I incorrect in my facts as your correspondent G. F. Stoneham suggests. Indeed, it is he who falls down in these regards.

I enclose a photocopy of a letter to my father-in-law, dated December 18, 1964, regarding a survey of some land at the Bifrons end of Laundry Lane (renamed Conyngham Lane), Bridge.

Sources of the information in the letter were the County Road Area Surveyor, Barham; the Planning Office and the Bridge-Blean Rural District Council's Surveyor's office, both at Canterbury.

An extract from the letter reads: "With regard to the by-pass road this is not in the programme for 20 plus, as it is called. It will be a trunk road, these are, going by present day standards, at least 100ft., sometimes 120ft., wide between fences.

"I show the approximate intended run of this shaded on the plan, but it may be... that the route is subject to some alteration. The work would be carried out by the Ministry of Transport..."

The run of the road referred to is the line across Bifrons Park, approximately as now put forward.

It is to obtain this sort of local knowledge that one has searches done when one lives in another area. It is of little concern where the solicitor used for the purpose practises—his sources of information are unchanged.

The Nalbourne Protection Society has not been wound up—it is active with many members and useful financial reserves. Excess funds were recently returned. The society could not have been wound up in early 1972 as it was only formed then. I wonder how Mr. Stoneham can be a life member of a wound-up society? Except for one person, the society and the A2 Group active members are quite different people.

Turning to another letter, I recall the opposition to an uncontrolled pedestrian crossing. I opposed that myself because I thought it a grave danger to those using it.

I did not oppose a pelican crossing, though I think it may prove hazardous. I did oppose the siting of the bus stop right outside my front door and the destruction of the shrubbery because, as the owner of a listed property of architectural interest, I have a duty imposed by Parliament in which I can claim help from the county "to preserve and where possible enhance... the property and its immediate and adjacent environment."

Consultation with the Ministry of Environment representatives and others soon resolved the problem and Mr. Holden may have seen the sign lying ready for erection in the preserved shrubbery.

I'm sure that no-one minds newcomers having their say. What they should not try to do is teach their grandmothers to suck eggs.

NORMAN FOWLER.

River House,
Bridge.

Sir,

While not wishing to add unnecessarily to this, by now already voluminous correspondence on the subject of the Bridge by-pass, may I make a few comments?

First, one of your correspondent's articles of "The sorry spectacle of Bridges residents at lack of Bridges over the slink axes and feet by-pass." In fact, of their lack of Bridge usage, the residents of Bridge usually support the proposed route. Objectors comprise primarily from the residents of Conyngham Lane and Bridge Down, and these people belong to the parish of Patricxbourne, not to the parish of Bridge.

Second, while all concerned seem to agree that both a northern and a southern route will disposal some beautiful countryside, it is generally overlooked that as compensation the village of Bridge will be restored to its natural state of beauty and tranquility.

Finally, everyone participating in this debate unambiguously admits to adopting a standpoint of self-interest. If this is to be used as a yardstick of judgment then the residents of the High Street must win every time. Not only are they more numerous than the objectors but also they are more directly affected.

At present T.I.R.'s pass within inches of their front doors. If the proposed route was to be accepted then these "sufferers" would pass yards from the nearest houses and the inhabitants of these properties would suffer only a fraction of the inconvenience, not to mention danger, which is at present the daily lot of the residents of the A2.

Is it not time that a spirit of altruism prevailed? Will it take another fatal accident to awaken the social responsibility of the objectors? Now that at long last a by-pass route has been proposed let us accept it and see it constructed as soon as possible.

C. J. HAM.

15a High Street,
Bridge.

Life in an A2 village

Sir,

When we first came to Canterbury in 1956 we lived on the Barton Estate. Soon we became attracted to Bridge village and we were very pleased to find that we could send our young children to the excellent village school. We shopped, joined the church and the children were going to Sunday School long before we actually moved into the village. We bought 'Rosebank' in the middle of Bridge High Street in 1960.

Bridge, even in those days, had a serious traffic problem. The Ministry of Transport had repeatedly promised that a by-pass would be built. We were well aware of the potential dangers of taking young children to live on a busy trunk road, but we believed what we had been told — the by-pass was planned and work would begin on it within five years!

I clearly remember going to one of the annual flower shows that used to be held in Daddy Fagg's meadow and hearing talk of the awful and increasing traffic. "But never mind," they said, "when we get our by-pass it will be lovely and peaceful."

We walked up Laundry Lane and across the parkland where the new road was to be built and we thought it a great pity that we lived in an age which made motorways necessary.

Not much later we were to hear many of the villagers saying how dreadful that estates of nasty modern houses were appearing like a rash up Bridge Hill completely spoiling the character of the village. In the High Street a lovely old Elizabethan farmhouse and barn were ruthlessly destroyed to make way for another housing estate and supermarket. A great many people deplored those changes at the time, but Bridge is a kindly and tolerant village and before long the new houses

had been accepted and the newcomers welcomed.

How unfortunate that some of these newcomers seemingly purchased properties on the north side of the village without knowledge of the proposed by-pass route. But the facts were publicly known and should have been discovered and reported by any solicitor worth his fee.

We no longer live on Bridge High Street, for which I am profoundly thankful and grateful. However, I shall never forget what it is like to be a 'High Street Mum.' I know about the constant anxiety. I know what it is like to lie in bed unable to sleep for the noise of the traffic, wondering all the time if one of the monsters would hurtle into my sitting room. The people who are now bleating about protecting the environment might spare a thought to the rotten, noisy, polluted environment endured by trunk road dwellers.

Only the people who actually live along a village street which straddles the road to Dover can really appreciate the implications.

In December, 1961, an old man was fatally injured outside our house. It was this that prompted my husband's first letter to the Ministry of Transport asking when the by-pass would be started and if any interim safety measures could be suggested. He and Brian Lewis began what was to become the A2 Group. A complete dossier has been kept of all correspondence together with photographs and cuttings from local and national newspapers. It makes surprisingly enlightened reading and would perhaps be of interest to those who believe the by-pass to be a sudden and diabolical scheme.

How very sad it is that while a group of caring people are trying to bring about the alleviation of a serious and potentially tragic situation others must

assume that it is for an ulterior motive.

I recently heard my husband described as "emotional and hotheaded." If it is emotional hotheadedness to care deeply about dangers to human life then I hope he will never change. I hope he will continue to support Brian Lewis and all the other members of the A2 Group in the fight to make the villages safer and therefore happier places in which folk can begin to sleep peacefully at night.

At last the Department of the Environment admits that Bridge is an urgent case and that the village can have the by-pass on the route which was originally considered more than 20 years ago. Where have all the people who now suggest alternative routes and schemes been hiding their ideas and opinions during all this time?

Surely it is a matter of common sense and common humanity to separate the sort of traffic which will thunder to and from Europe from village streets where people have to live and do their shopping. And it must be done as soon as possible if we are not to witness even graver accidents than the countless ones that have happened so far.

So all the quibblers and prevaricators and objectors would do well to bear in mind the accident which occurred last May. Suddenly, Mr. and Mrs. Colin Lewis lost their home and their livelihood and only God's mercy spared them their daughter's life.

Next time it could be one of the other shops — Liptons for instance on a Saturday morning. It might involve your nearest and dearest. Or maybe you don't feel that it is safe to shop in Bridge High Street.

Or perhaps you don't care.

ANNE PURCHASE
Mill Cottage,
Bekesbourne.

Minister to see city traffic problems?

An invitation to the Minister of the Environment, or his deputy, to come to Canterbury to discuss traffic problems is to be made by the City Council.

This was decided after the Sheriff, Cllr. Mrs. Rita Kilvert, told the council last Wednesday that Mr. Keith Speed, Under-Secretary at the Department responsible for roads had told her that he was just "waiting for an invitation."

The Sheriff said she had met Mr. Speed at the Department

when the A2 Group sent a deputation before Christmas and "it was encouraging to hear that he cared so much for Canterbury."

The Town Planning Committee had recommended that a deputation should meet the Minister, but Mrs. Kilvert wanted it made clear that this meeting should take place in the city and not in London.

Said the chairman of the committee, Cllr. Michael Fuller: "We are only too happy to have the meeting in Canterbury."

KG 12.1.73

DOVER HARBOUR BOARD

Summary of Traffic Returns for the period January - November

PASSENGERS (Embarked and Disembarked)

	<u>1972</u>	<u>1971</u>	
Month of November	126,547	147,641	13.70% Decrease
Period January - November	5,300,220	5,000,280	4.74% Increase

ACCOMPANIED MOTOR VEHICLES (Outward and Inward)

	<u>1972</u>	<u>1971</u>	
Month of November	24,675	27,108	8.98% Decrease
Period January - November	966,977	887,916	8.85% Increase

COMMERCIAL ROAD HAULAGE FREIGHT VEHICLES (Outward and Inward)

	<u>1972</u>	<u>1971</u>	
Month of November	15,642	9,870	52.40% Increase
Period January - November	144,320	98,569	46.27% Increase

EXPORT AND IMPORT MOTOR VEHICLES

Cars, Agricultural Machinery and Other Vehicles

	<u>1972</u>	<u>1971</u>	
Month of November	156	9,453	15.10% Increase
Period January - November	148,051	105,875	40.22% Increase

TONNAGE OF CARGO (Export and Import)

	<u>1972</u>	<u>1971</u>	
Month of November	212,803	207,050	2.15% Increase
Period January - November	2,415,920	1,909,135	26.55% Increase

TONNAGE OF SHIPPING (Entering the Port)

	<u>1972</u>	<u>1971</u>	
Month of November	1,006,935	952,357	5.73% Increase
Period January - November	15,346,080	13,741,711	11.68% Increase

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:- Mill Cottage, Bekesbourne, Kent.

13.1.1973

Cllr. Robert Cooper,
Chairman: KCC Roads Committee,
Kent House,
Lower Stone Street,
Maidstone, Kent.

Dear Mr. Cooper,

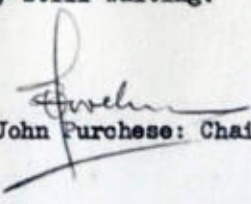
I feel that you and your Department have had more kicks than ha'pence during the past year, so I am happy to write with congratulations over your Press statements recently when you pointed out the problems of Kent following entry to the EEC, and how the government had given no lead on solutions to your problems.

The figures released by Dover Harbour Board make depressing reading for anyone thinking of the access routes: 52.40% increase in commercial freight vehicles for the month of November, and 46.27% increase for the year up to November.

You will know from Brian Lewis that we submitted a Petition to the Department of the Environment, suggesting the minimum requirements in the interim (before the by-passes are completed) should be 20mph. speed limits through the danger spots, checks on weight and road-worthiness at the ports, and a grant to the Kent Police to enable proper supervision on the A2/A20 - the cost to be borne by government as part of the costs of entry to the EEC.

There has been a studied silence from Marsham Street on this subject, and doubtless - were you able to comment freely - you would agree at County level. However, we are mounting pressure within Parliament to shift our administrators off their complacent perch; and would be grateful for any relevant information that can be given us to help in this matter. Obviously Kent should be given an immediate grant so that some attempts can be made to bring roads up to minimum requirements, although with 52.40% increases, it is difficult to see how any authority can catch up however belatedly with events. On January 14th. 1962 I wrote to the then Minister "I should be grateful for an early reply, since events have a way of outstripping preparedness". We are really still waiting.

Yours sincerely,


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

13.1.1973

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

Dear Mr. Crouch,

I hope you have had a welcome break during the past weeks, and are all set for the new Session !

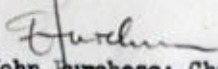
The figures just released by the Dover Harbour Board make depressing reading: heavy goods vehicles have increased by 52.40% for the month of November, and from January-November the increase is 46.27%.

There has been a studied silence from Marsham Street over our request for safety measures in the period up to 1975/6 when the by-passes of the villages should be completed. To break this silence we feel that only pressure through Parliament can possibly be effective (although I have to add that should there be another tragedy such as happened in Bridge, this would create a storm of protest that might produce results - but in circumstances much to be deplored).

We are extremely grateful to you for the pressure you have exerted, both officially and unofficially, but could we ask you to once again mount an attack on inaction? The problem may indeed need special legislation, but surely that is not insuperable as a problem.

I have alerted the Liberal Chief Whip to the situation, drawing his attention to your excellent speech (29.11.1972), the Dover Harbour Board's figures and the general *laissez-faire* of the Department. If you, Mr. Rees (for Dover), and others could combine the attack we might get somewhere. In the meantime we in the A2 Group will try to publicise matters again. I believe that BBC Radio Medway has been touch with you to see if you can take part in an open-ended discussion on the road A2 in two to three week's time. They have been down here preparing a half hour programme to go out the night before giving the views of villagers, so that the discussion has a basis for talk.

Yours sincerely,


John Purchase: Chairman,
A2 Group.

The **A2** Group

Chairman:
John Purchase,
Mill Cottage, Bokesbourne,
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:- Mill Cottage, Bokesbourne, Kent.
13.1.1973

The Chairman,
D.R.A.G.,
596 Rochester Way,
Eltham,
London SE9

Dear Peter,

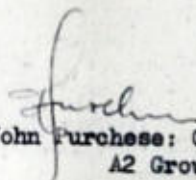
We have just received ahead of publication the figures from Dover Harbour Board for heavy goods vehicle movements for November, the increase on the previous year is a staggering 52.40%, with the period January-November showing an increase of 46.27%. Nearly all this TIR traffic is coming past us on its way to you!

In view of this I have contacted both our M.P., Mr. David Crouch and the Liberal Chief Whip, David Steel; asking them to protest loudly in Parliament over the government inaction in protecting the villages. Might I suggest you have an instant smash at your Member, and also Greenwich Council putting these figures to them.

It might pay you to mount a Census fairly soon, so that you have base figures to show increases as the year progresses. If you want Brian can send you up a sample form we used.

Please let us know how you are doing. Any response from Radio London to the Radio Medway programme?

Yours sincerely,


John Purchase: Chairman,
A2 Group.

AS A2 GROUP
ENTERS

11th YEAR —

Big new push for action

AS the A.2 Group moved into its 11th year as an action committee this week, veteran campaigners were pushing for renewed pressure at Parliament level to speed up the programme of by-passes.

Mr. Brian Lewis, secretary of the A.2 Group said that when they presented the Christmas Card petition of 4,000 signatures to Mr. Keith Speed in London on 12 December, the group were heartened because the minister appeared to appreciate their problems.

"Mr. Speed told the group and our M.P. Mr. David Crouch that he would be coming down to Canterbury to look at the situation for himself.

He further said that he would

L.O.

18-1-1973.

consider requests that Bridge should be supplied with 40 m.p.h. slow down lanes on the approaches to the village". Mr. Lewis told the Observer.

Now despite "encouraging signs" the A.2 Group says it has heard nothing further and that enough water has passed under the bridge.

"Due to the Department of Environment's inaction we are re-applying pressure at Parliament level", Mr. Lewis said.

SILENCE

John Farchese, chairman of the Group has written to David Crouch stating that there has been a studied silence from Marsham Street, the Environment Department's head office.

In the letter he says: "To break this silence we feel that only pressure through Parliament can possibly be effective.

"Although I have to add that should there be another tragedy such as happened in Bridge this would create a storm of protest which might produce results, but in circumstances which would be deplored.

"May we ask you once again to mount an attack against inaction. If you, and Mr. Rees, (M.P. for Dover) and others could continue to attack we might get somewhere".

Mr. Lewis adds that the Liberal Chief Whip, Mr. David Steel has been alerted of the pressure plans and Cllr. Mike Fuller, Canterbury's prospective parliamentary Labour candidate, is to write to Mr. Anthony Crossland, shadow environment minister asking him to raise the A.2 issue in the House of Commons once again.

The A.2 Group are also concerned that their forecasts on the growth of heavy lorry traffic are coming true.

Figures just released from Dover Harbour Board show that the increase in November compared with the previous year was a "staggering" 52.40 per cent with the period January to November, 1972 showing an increase of 46.27 per cent.

A.2 Group leaders have also made contact with the Dover Radial Action Group who are pressing for carriageway extensions at the other end of the trunk road through Bexley.

Radio Medway has recorded a half hour programme on the fight of Bridge villagers to get their by-pass.

Bridge by-pass

KE
19-1-73

Sir,

We came to live in Bridge in 1967 and learnt from our solicitor that the "New Road" was scheduled to be on roughly the line explained at the recent public meeting. As a newcomer, I hesitate to speak my mind, knowing full well that when our little estate was built it offended the eyes of the true villagers, who used to be able to wander over the fields that were. What must they feel now when they see the seemingly unending streams of vehicles passing through, what was once a pleasant village street, belching out fumes and throwing up dirt over all and sundry, added to which is the nerve shattering noise.

What a pity it is that we all want a by-pass, but descend to squabbling among ourselves as to its line. It is only natural that those who live nearest to any proposed route should feel disturbed. However, we must also be realistic and face the fact that there is a very real danger to our lives and property every hour of every day that these huge juggernauts thunder through our main road. There is sufficient evidence in Bridge and other villages along the A2 of the viable damage caused by these monster vehicles.

Let us stop snarling at each other and work together to settle the doubts and fears of those who object. Whatever route is suggested, we shall in the final analysis have to compromise, so why not do so here and now! I would hate to have to live with my conscience if any action—or inaction—on my part contributed in any way to one more accident, injury or death.

The longer we dilly-dally, the greater the chance of a terrible accident.

P. A. GRANT.

62 Western Avenue,
Bridge.

No stranger to Europe

By ROY HODSON, Regions Editor

Financial Times
18.1.73

Perhaps naively there has been mild surprise expressed here and there that life has not become markedly different for the ordinary citizen since Britain joined the Common Market on January 1. There is a different state of affairs in Kent. As the natural sally port between the Continent and Britain the county feels that implicitly it has been part of Europe for a long time. And, as cross-Channel trade and passenger traffic has boomed over the past few years, Kent has undergone a number of changes together with a few shocks as its life-style has adapted rather hurriedly to the new demands.

No enterprising chain store at a Kent ferry port would, these days, dream of being without French-speaking staff. The day trips, taken by French, Belgian, and Dutch groups, sometimes individual shoppers, have become famous. The South Coast hotels have become popular for "le weekend," and Europeans are searching out holiday homes and farms in the more luscious corners of the Kent countryside—and sometimes forcing up an already expensive market. Why are so many Dutch bulb-growers settling on the Romney Marshes? It transpires that Dutchmen are setting up their second sons there because land is cheaper than in Holland and conditions are suitable for the trade.

Traffic problem

Those are some of the more amiable facets of being a Clapham Junction of the enlarged Common Market. Unhappily for Kent, however, the county is also being pounded and polluted by a wholly unforeseen flood of the TIR trans-Continental trucks which are now streaming in and out of the Channel ports all the year round with large numbers of holiday cars adding an extra

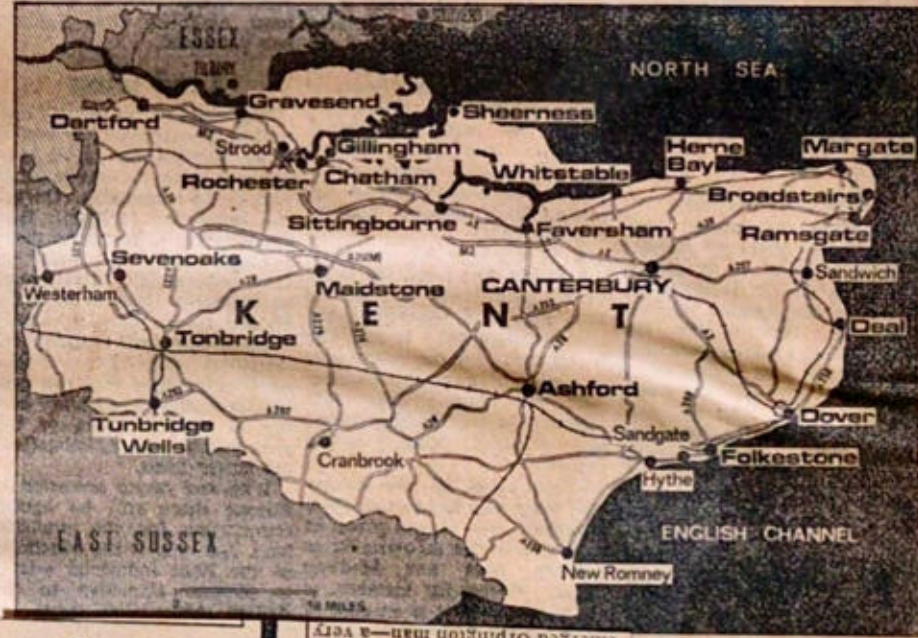
dimension to the problem in the summer. The phenomenal growth in cross-Channel vehicle traffic using the ship and Hovercraft drive-on drive-off facilities has caught just about everybody offside.

It will be some years yet before new motorway routes are prepared to funnel the traffic to the east and the south of the Greater London area. The M2 motorway stops short half-way across Kent and there are no plans to continue it as a proper motorway to Dover. The route will be improved piece-meal by building dual carriageway. To its credit the county council pressed strongly in the past for a full motorway to Dover on that route. Instead, the more southerly M20 (which by-passes Maidstone) is to be developed as motorway from south London to Folkestone with the intention that one day it will pass the entrance to a Channel tunnel.

The trouble with planning the future of Kent as Britain's front door to new Continental partners is that uncertainty has clouded most major issues until recently, and still obscures some of them. The Maplin Airport project has now been decided and Kent is already talking with the Government about a crossing of the lower Thames. Maplin and its associated community are going to need to draw upon Kent resources.

Meanwhile, Kent and Essex have together begun building a second tunnel alongside the Dartford tunnel. It will cost £1.3m. and will be paid for entirely by tolls without cost to rate-payers of either county or to tax-payers.

While Kent fulminates against an inadequate motorway system for the volume of European traffic routed through the county the prospect of a Channel tunnel is the random card which appears in all discussions and calculations. Cheriton, near Folkestone, has been accepted by the Govern-



Eurolink
Sittingbourne

trially the face of Kent has undergone a quiet transformation over the past decade. Black spots remain. Resort towns still cannot balance the summer demand for labour against the inevitable winter lay-off. Nevertheless, light industry that has prospered to date will increase its prosperity over the European years ahead. If communications with the English hinterland can be brought up to the standards of the excellent communications that Kent has with the rest of Europe, the industrial future of the county will be relatively healthy.

administration to be overhauled to prepare for future challenges. Control of development is going to be the over-riding consideration in Kent in the years to come if the county is to fulfil its role as a great through route for trade with Europe and to flourish industrially and commercially while, at the same time, practising sufficiently active conservation to keep its title as "The Garden of England."

modern light industry that one is precisely the pattern of houses, and print works. This is the pattern of the pattern of modern light industry that one

population of Ovington doubled. And much later, in the 1960s, from tracts of semi-detached homes with a rose bush in the front garden and a rose bush at the rear, emerged Ovington man—a very

Communication lines are inadequate

By ROY NASH

Financial Times
18.1.73

The fastest train from London to Dover takes 1½ hours, just two minutes shorter than the time it takes to get to Birmingham 33 miles further away. That is the measure of the communications' difficulty of Kent, and of Britain's busiest passenger port in particular. Alternatively, one can reach Stafford, nearly 57 miles on, only nine minutes after the equivalent train draws in at Dover Priory station.

Seventy-two road miles from London and 21 sea miles and 40 minutes (by hovercraft) from Continental Europe, Dover

might fairly claim to be the worst served port in the country, bearing in mind its immense importance to passenger trade and considerable and growing importance as a cargo port.

That is the problem facing Kent's Channel ports as Britain enters Europe. On the one hand, they are strategically placed to take full advantage of the increased trade that membership of the European Economic Community will bring. On the other, they are backed by an inadequate and disjointed road network, two motorways that at

present lead from nowhere to nowhere, and a rail service that is overburdened by the commuter traffic pouring daily in and out of the metropolis. As cross-Channel traffic increases, these are inadequacies that will show more strongly month by month.

First the matter of roads. Dover can be reached either via the M2 as far as Faversham, and then through Canterbury on the old A2 Dover Road, or on the A20, through the M20 motorway link by-passing Maidstone, and back on the A20 through Ashford and Folkestone. These two parallel systems at present constitute the main arteries by which the Kent coast from Margate to Folkestone can be reached. Other roads are either very minor, or cross-country inter-town links.

The A2/M2 and A20/M20 routes, either side of the North Down, may have changed in character since Dickens described the Dover Road in Tale of Two Cities, but then so has the traffic. To-day, Dover is a port that welcomes more than one million cars and their passengers a year, with extensive roll-on/roll-off freight facilities at both its Eastern and Western Docks. European entry can only serve to increase this traffic, particularly the freight, by up to possibly half as much again over a period of time.

Large oversight

It would seem a considerable planning oversight that there is no proper motorway link, therefore, not just between the Kent Channel ports and London, but between the Kent Channel ports and the other motorways that make up a vital communications network over the rest of the country. To ship freight by container lorry to the Midlands or the North, the shipper has no alternative but to go through central London, or cross the Thames by the Dartford tunnel straight into the heart of industrial Essex.

Rail communications are equally inadequate for the increased traffic bound to result

from the European exercise. The fastest line links with Charing Cross via Ashford, crowded by day—with commuters, and inevitably entering London on the wrong side for fast transfer to the lines serving the North. Indeed, Kent is bounded to the north by a cordon sanitaire of suburban sprawl, some of the most crowded railway lines in the world, and effectively cut off from by-passing London by the lack of a rail crossing on the lower reaches of the Thames.

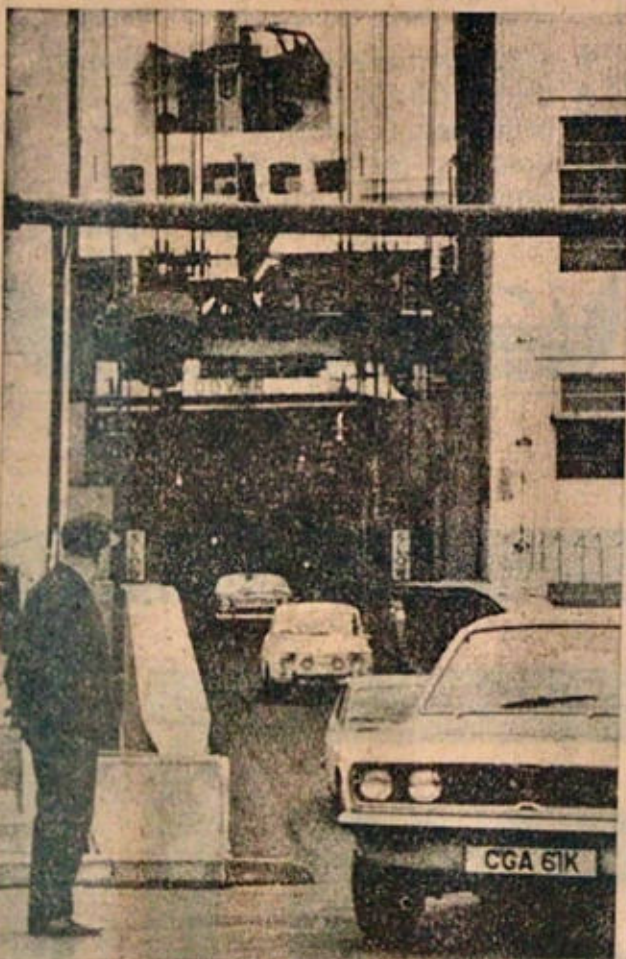
Nevertheless, however inadequate their links with the hinterland, Kent's Channel ports will continue to expand their port facilities. Their communications with the Continent are second to none, and it will still be worth the aggravation, the traffic jams, and the effect on the Kentish environment for British and Continental juggernauts to cross the Channel by the shortest route.

Dover's potential is well known, with its container cranes with a capacity of up to 40 tons, its break bulk cargo facilities at the Granville and Wellington Docks, and its many daily sailings to five continental ferry points. There are, though, other ports with considerable potential limited only by the present bad road and rail communications to the interior.

Ramsgate has its hovercraft service to Calais and its own roll-on/roll-off service used by Volkswagen.

In the north of the county are the Medway ports, perhaps overlooked by Tilbury and the Essex Thameside complex, but nevertheless of considerable importance to the economy of Kent and to any future industrial development. Medway ships to and from northern Europe and the Baltic. Unlike the southern Kent ports, who look to other Channel towns as their rivals for European traffic, the natural rivals of Medway are the East Anglian ports of Harwich, Felixstowe, and to a lesser degree Ipswich.

It is a challenge that Medway gladly accepts. At Sheerness, for instance, they have overcome the practical problem of draught limitations by installing



Cars disembarking from a British Rail ferry at Dover.

...r aboard ship" (LASH) link passes close by, but again the criticism must be that it then feeds directly into crowded south-east London. The Dartford Tunnel gives access to the docks of the north bank of the Thames, but is already stretched to capacity. Anomalously, it may take much needed traffic way from Medway across to the much larger port of Tilbury.

...specially con- ships can transport anywhere in the world. ernness part of their ser- across the Atlantic.

...tionally, the port has standard basins used by om Norway, Poland, Hol- and northern Europe. y looks forward to the ed traffic through these her facilities that the en-

...Economic Community ring. Closely associated uch increase in trade is in, a vast complex already ng 2m. tons a year. as with the Channel however, the develop- ooth of the Medway ports he industry of the de- d Medway towns is ed by inadequate com- ations. The M2 motorway

...link passes close by, but again the criticism must be that it then feeds directly into crowded south-east London. The Dartford Tunnel gives access to the docks of the north bank of the Thames, but is already stretched to capacity. Anomalously, it may take much needed traffic way from Medway across to the much larger port of Tilbury.

Port resources

Medway, Ramsgate, Dover, and Folkestone among them represent port resources that would be the envy of many other counties, and a considerable draw for the industrialist who might seek to transfer operations to the county. Their capacity is more than adequate for Kent itself, and their presence in the county should go some way to ensuring industrial self-sufficiency. To exploit their capacity to the full, however, means at least speeding up present road programmes, and ideally linking Kent motorways with the national network.

Air communications with the Continent exist at Lydd, RAF Manston, and Ashford Airport at Hythe. Though handling an in-

creasing amount of tourist traffic due to the expansion of the package holiday trade, the potential of the Kent airports can best be shown by the experience of RAF Manston. This famous Battle of Britain station is now used by both RAF and civilian traffic. Freight lifted through Manston even two years ago amounted to 6,000 metric tons.

Communication priorities for Kent are clear and, if you have ever tried the Dover road at the peak of the summer tourist traffic, visible. Forming its own peninsula, as it does, the county would seem to be blocked off from the rest of the country by the vast bulk of the metropolis. The first priority must be the improvement of existing roads as a matter of urgency.

Not only are the present motorways too short, stopping as they do well before the coast, they are also closed at their eventual northern limits by London itself. Expensive though the proposition might be, there would seem a need for a cross-country motorway link that would take the Dover traffic, and that of the other Channel

ports both inside and outside the county. This might then link with the rest of the motorway system to the west of London, giving clear access to the Midlands and North.

The prospect of any further increase in heavy Continental road transport, let alone the considerable increase that can be expected through Dover, raises both environmental and cost problems. As American experience has shown, no road system is any good if it is continually clogged by traffic. Unless the roads to the Kent coast are improved still further, the motorways will become even more congested. Still worse, much of the traffic may escape through the narrow roads of the Kent countryside.

The other priority is to improve further the rail links between Kent and London. This is an appreciably more difficult task, due to the mass of commuter traffic that this region of British Rail must carry. Nevertheless, it would act as an extra incentive to Kent and to local industry.

Given such improvements, the county can look forward to a prosperous European future.

The fallen giant



THIS is what happens when a giant lorry crashes on one of the country's most important trade routes — especially when it's not much wider than when the Romans built it.

A2 traffic at Lydden was held up for seven hours on Monday when this truck bound for Dover, overturned on the ice.

No one was hurt, but traffic had to take to the lanes to avoid the village.

Juggernaut crash terror for village

K& 26-173

Fourth serious incident within 18 months

BREAKFAST-TIME terror was caused at Lydden on Monday when a 32-ton juggernaut thundered into a pair of roadside cottages before overturning into the A2, blocking the road for more than seven hours.

Windows shattered and doors flew open with the force of the collision as the huge lorry, bound for the Continent, smashed down a garden wall before hitting a flight of brick steps leading to one of the houses. Miraculously, no-one was hurt.

The lorry, loaded with rolls of tape and drums of liquid, was heading for Dover Docks when it was involved in a glancing collision with a lorry tractor unit coming from the opposite direction.

The lorry veered across the narrow A2, knocked down the wall of 65 Canterbury Road, bursting open the front door and damaging brickwork. Two windows at next-door No. 63 were smashed and more brickwork and a flight of steps were damaged.

A telegraph pole was also knocked down, cutting off telephones in the area.

The lorry toppled on to its side, spilling its cargo right across the road, on to the pavement on the opposite side. Members of the Junior Infantry Battalion, based at Thorncliffe, had been training in the Lydden area and were passing at the time of the accident. About 30 of them helped clear the debris.

FELT VIBRATIONS

Seventy-five-year-old Mr. Thomas Boyce, who lives with his wife, Ethel, and daughter, Gwendoline, at 63 Canterbury Road, said they were in the house when the lorry struck the garden wall.

"We heard the crash and felt vibrations," he said, "then we rushed out and saw the damage." Said Miss Boyce: "This sort of thing has been continuous. They won't be satisfied until they kill someone."

Mrs. Hilda Godden, aged 65, was standing in the living room of 65 Canterbury Road. "Suddenly, the front door burst open and I saw the lorry overturn. It was lucky it wasn't worse."

"We have been living here for 26 years and have been expecting something like this to happen."

Her husband, 77-year-old Mr. Percy Godden, added that the week before two lorries had touched in a similar incident.

Mr. Kenneth Deaves, aged 37, of nearby Old School House, saw the lorry mount the pavement and turn over and he called the police.

"We have been here a year and in that time on this stretch of the road there have been five accidents."

TOWARDS HIM

The 31-year-old lorry driver, Mr. Hans Schulte, of Downa Road, Hackney, London, told the "Kentish Gazette" that he saw a tractor unit coming towards him.

"He touched the kerb and came over to my side of the road. I touched him with my mirrors and my lorry started to swerve. Next I saw the kerb coming towards me."

He said he picked the lorry up in London at 6 a.m. and was heading for Switzerland. He made the journey twice a week, he added.

The other vehicle was driven by Mr. Senol Cumbhuriyet, from Istanbul, Turkey.

It was the fourth serious incident involving a T.I.R. lorry in the village in 18 months.



AMBER AND RED LORRY CURB PLAN

By DAVID HARRIS
Political Staff

PROPOSALS for "red zones" in towns from which heavy lorries would be prohibited, would have to be submitted to the Government by Jan. 1, 1977, by a new advisory council under a Conservative MP's Bill published yesterday.

The proposed Advisory Council on the Regulation of Heavy Commercial Vehicles would also recommend that certain areas should be designated as "amber zones" in which the lorries would be restricted.

The Heavy Commercial Vehicles (Controls and Regulations) Bill has been introduced by Mr Hugh Dykes, MP for Harrow East, who came second in the ballot this session for private Members' time. It is due to be debated on Feb. 2.

Other MPs who have problems with juggernauts in their constituencies and some leading local politicians, including chairmen of highways committees, have been involved in the preparation of the Bill.

Mr Dykes hopes to get Government support for some of the proposals, particularly the setting up of the advisory council.

The council would have to consult with the local authority, the police, hauliers, industrialists and preservation societies before bringing forward its proposals for an area.

Draft "map"

It could do this before Jan. 1, 1977, but by that date it would have to issue a draft national map of control zones. It would then be up to the Environment Secretary to accept, reject or modify the individual proposals.

Mr Dykes said yesterday: "The Bill acknowledges what the public is increasingly feeling about heavy vehicles—that they are vital for our economic well-being, but that they have to be subjected to sensible controls if life is to be tolerable in many areas."

"It is not enough to leave these sentiments just to voluntary co-operation, although voluntary schemes do have a role to play in some cases."

The Bill, which has all-party support, also prohibits lorry parking on verges and footpaths. The maximum fine on summary conviction would be £50.



A 30-ton German juggernaut lorry blocking the main London-Dover A2 road in the village of Lydden, Kent, yesterday after it had been in collision with a tractor. The lorry, which was carrying a 19-ton load of paint, damaged two cottages and brought down telephone and power lines. It was the fourth juggernaut crash there in 18 months.

From: David Crouch, M.P.



January 17, 1973

Dear Mr. Lewis,

Thank you for your letter of December 13th, with the copy of your letter to Mr. Keith Speed, with which I fully agree. I will certainly press the Minister for an early decision on the slow-down signs at the entrance to Bridge.

Thank you also for your letter of December 15th. I was interested to learn of the meeting of the Parish Council of Bridge and the proposal which was put to the meeting and carried unanimously. I am well aware of the voices now being raised in protest against the proposed by-pass, particularly by those persons living on the North side of the A.2 and in Patricxbourne. I had to point out to them that it has always been my intention to do everything I can to speed up the development of the A.2, which includes the building of the by-passes of the villages. At the same time, it has never been my intention that the voice of any protester to any such planning should not be heard. That is the law of the land and the procedures do allow for peoples' voices to be heard, even by means of a local Public Enquiry, if the Minister should so decide.

I have therefore written to Mr. Keith Speed, pointing out that whilst I have heard of these protests sent to me by some of my constituents and I consider that it is only right that they should have their voices heard, I do at the same time hope that this can be accomplished without introducing any further delay in the construction of the by-pass. I have also passed him a copy of the letter, dated December 16th, 1972, from the Clerk of the Parish Council of Bridge, which records the resolution and its vote.

Yours sincerely,

David Crouch

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

A-2 CRASH —

or a motorist's view
of Lydden!

Dover
26.1.73



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erence after the 29-ton giant came to rest . . . a commonplace occurrence in a village where residents expect their view to include crashes—or the scars of earlier mishaps.

BY-PASS DEMAND RENEWED FOR 'CRASH ALLEY'

TRAFFIC was diverted through village lanes at Lydden for seven hours after another TIR juggernaut, heading for the docks, overturned and completely blocked the A2 in the centre of the village.

First calls for assistance were delayed because the lorry brought down telephone lines.

The British-owned lorry overturned after it was in collision with a Turkish lorry going in the opposite direction.

No one was hurt but car drivers and villagers walking nearby had narrow escapes.

The accident brought renewed demands for the speeding up of a by-pass for Lydden, and other villages along the A2. It occurred at the 17-foot wide bottleneck known locally as "crash alley."

The overturned Scania lorry — a 29 tonner — was owned by a London haulage company.

One of the directors, Mr. Seymour Grann, said: "This accident emphasises the inadequacy of the road system to the major ports of the country.

"It again shows the need for a by-pass at Lydden and other villages along the A2."

The driver of the lorry, 31-year-old Hans Deiter Shulte, a German living in Hackney, said: "I saw the other lorry coming towards me. There seemed sufficient room but the other driver pulled right over to his side — giving me too much clearance — and apparently hit a wall.

"His lorry bounced out into the road and my unit dug into his wheels which turned my unit and trailer over."

The other vehicle, the driving unit of a TIR, was driven by Senol Selhatsin, of Istanbul.

New ferry for T.I.R. lorries

ANOTHER cross-Channel ferry will soon be carrying massive lorries to Dover.

The Sealink ferry *Roi Baodouin* — owned by Regie des Transports Maritimes — is being converted by ship-builders Wilton Freyenoord at Schiedam, Holland.

The conversion means the vessel will have 80 to 100 metres of additional carrying capacity and be able to take vehicles up to 4.10 metres in height.

The ferry is due to resume service on Saturday, 14th April, and will make four crossings each day between Ostend and Dover.



Department of the Environment

~~Division of Road Engineering~~

(South Eastern)

Edgeborough 74 Epsom Road Guildford Surrey

Telex 85335 AB Drese Guildford

Telephone 0483 (Guildford) 71101 ext 280

J Purchase Esq
Chairman
The A 2 Group
Mill Cottage
Bekesbourne
CANTERBURY, Kent

Your reference

Our reference

DSE 200/09/1/TR 34/01

Date

22 January 1973

Dear Mr Purchase

LONDON-CANTERBURY-DOVER TRUNK ROAD A 2

1. I have been asked by the Under Secretary of State to thank you for your letter of 3 January 1973 about the above trunk road.

2. I am investigating the points which were raised in the petition which was handed to the Under Secretary by members of your Group on 12 December and will let you have a full reply as soon as possible. The third suggestion made in the petition regarding the supervision of the road by the Kent police has been referred to the Home Office, as the Department responsible for such matters, and you should therefore expect to receive a reply from that Department on this point.

Yours sincerely


J. SCHOCK

for Regional Controller

DOVER RADIAL ACTION GROUP

Chairman
Peter Welstead
596 Rochester Way
Eltham S E 9
01-850 6950

Co-Chair & Treas.
Peter English
571 Rochester Way
Eltham S E 9
01-850 2281

Secretary
Brenda Lippert
597 Rochester Way
Eltham S E 9
01-850 8612

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

23rd January, 1973.

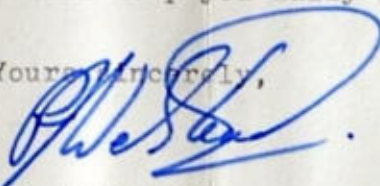
Dear John,

Many thanks for your letter and the information regarding vehicle movements. This was raised at an extraordinary meeting of the local Council Works Committee, which was convened to discuss our eight point safety plan for the Rochester Way. As a result the Council are to make representations to the Dover Harbour Board, with a view to minimising the number of overweight vehicles using our roads.

The Borough Engineer has kindly given us the capacity of the Rochester Way at a point where it is 24 ft wide, it is rated at 1,200 p.c.u. per hour. He also supplied a traffic count which was presented to a Works Committee and this shows that at this point, during the p.m. peak 2,721 vehicles per hour pass in both directions, 309 of these are heavy vehicles, giving a flow of 3,339 p.c.u. per hour, almost 3 times the rated capacity. When we carried out some checks, we counted 2,500 vehicles an hour, which seems to confirm the Council's findings. This peak figure is also in fact, near enough the saturation level for this road, so any increase would have to be measured in length of traffic jam.

We have had a word with our M.P. Bill Hamling, and we are presenting our petition, which urges for the completion of the Dover Radial Route, to Parliament on this Thursday, and we are hoping to see the Minister on this occasion. Perhaps the questions raised at the time, coupled with your M.P.'s protests in the House, may have some effect, lets hope so. Rest assured we will keep you fully informed on the outcome.

Yours sincerely,



P. Welstead.
Chairman.

P.S I have just heard of the accident at Lyddalen at which we were all shocked but at least nobody was hurt which seems a miracle in itself.



Evening Standard: James Jackson

A JUGGERNAUT on its way through Bridge.

13-2-73

New moves to slow down juggernauts to 40 mph

By JAMES IRVINE

NEW MOVES to slow down juggernaut lorries passing through the narrow main street of Bridge on the A2 trunk road on journeys between London and the Continent, were announced today.

Transport Minister Mr John Peyton told Kent County Council: "I have again examined the suggestion that 40 m.p.h. speed limits be imposed on the trunk road approaches to Bridge.

"Whilst I still do not consider that these can be fully justified by the conditions of the A2 at this point, I am prepared, in view of the exceptional circumstances of this case, to agree to the necessary draft

Order being published for public comment."

Last May a juggernaut crashed into shops at Bridge, narrowly missing housewives, and killing the driver. Villagers have campaigned for a by-pass to be built immediately.

Part of the main street is under 18ft. wide, and there have been numerous near-misses.

Each side of the village, between Canterbury and Dover, the A2 covers steep hills—with 70 mph speed limits.

Protesting villagers, who formed the A2 Group, claim that the heavy lorries gather speed on the hills, and ignore the 30 mph limit in the village.

Mr Peyton has promised to have the 40 mph draft Order "prepared and published as quickly as possible."



Cllr. Alfred Ross

16-2-73

The man who did everything

The "Father" of Bridge-Blean Rural District Council and a member of the Kent County Council, Cllr. Alfred J. Ross, collapsed and died from a heart attack on Wednesday. At the time he was attending a County Council Roads Committee site meeting at Challock.

Cllr. Ross, who was 70, was taken to Ashford Hospital but was found to be dead on arrival.

A well-known farmer at Out Elmstead, Barham, Cllr. Ross devoted all of his spare time to public service and this was rewarded in 1965 when he was awarded the M.B.E. in the New Year Honours List.

He represented Barham on the old Bridge Rural District Council and then Bridge-Blean Council for 49 years and was preparing to celebrate his half-century of membership in 1974.

He had been Bridge-Blean's representative on the Kent County Council for 13 years and was planning to stand as an Independent candidate in the April elections for the reorganised County Council.

Farm pupil

Born at Lee, South London, he spent three years as a farm pupil in Devon before moving to Out Elmstead Farm with his parents in 1917.

He started with 40 acres which, during the war, swelled to 1,000 acres, including rented farms at Bishopsbourne. For the past few years he has been farming 260 acres.

Originally, he was a dairy farmer and retailed milk in the area, but latterly he had concentrated on raising pigs and cattle, as well as arable farming.

In 1934, Cllr. Ross was appointed to the old Bridge District Council and for 10 years he was vice-chairman of that authority and then Bridge-Blean, taking over as chairman for 12 years in 1945.

During the war he was the district's chief evacuation officer, an area representative of the War Agricultural Executive Committee, a member of the A.R.P. and was involved in the highly secret organisation of a "resistance movement" which would have operated had the Nazis invaded Britain.

He was also very active in the organisation of sales in aid of the Red Cross at Canterbury Market during the war.

As a councillor he was renowned for his obdurate and dogged perseverance on

resented. For 14 years he had pressed for improvements to the A2 and in 1960 led sit-down protests in Bridge and Boughton, when he was removed from the road by police officers.

His membership of the County Council involved work with the Administrative and Finance, Lands, Local Government, Roads and Smallholdings and Agricultural (of which he was chairman) committees.

When he gave up the chairmanship of Bridge-Blean he said: "They say local government work is like a disease that gets into one's blood. I have always felt I have had the disease very badly for a very long time!"

But busy though he was with local government he still found the time and energy to devote to many other organisations.

In the Twenties and Thirties he was chairman of a dramatic group that put on shows to raise funds for the building of a village hall at Barham. He was chairman of the parish council from the Thirties up to his death and a churchwarden at Barham since 1956.

A good singer, he had been a member of various church choirs for 50 years. He was an expert in the history of the area and helped with the organisation of village fetes and the Gardeners' Society.

He was a founder of Canterbury Young Farmers' Club and had been a member of the National Farmers' Union for over 40 years. He was twice chairman and was an active campaigner in the great tithe agitation 37 years ago. He had been the Canterbury branch treasurer for 25 years, as well as representing the branch on several county committees. He was also a member of Canterbury Farmers' Club.

Cllr. Ross always encouraged young people. He helped organise his own village's youth club, but he was particularly attached to the Scout movement.

He was for 25 years, until his retirement last May, chairman of the Canterbury and District Scout Council, since when he had been joint president.

He made land available for Scout camps and often acted as a badge assessor. He was one of the prime movers in the building of a £4,000 District Scout headquarters in Sturry Road and in 1957, on the centenary anniversary of Lord Baden-Powell's birth, he laid the building's foundation stone.

His work for the movement was recognised in 1965 when he was awarded the Scout Medal of Merit.

He was a founder-member in 1931 of the East Kent branch of the Camping Club of Great Britain which has since held summer rallies each year on his land.

In addition, he was at one time a member of Canterbury Rotary Club and for some years a General Commissioner of Income Tax. He was for many years a St. Augustine's Division magistrate, a governor of Sturry Secondary School, the Kent Farm Institute and Canterbury College of Technology, as well as a manager of Barham Primary School.

He had a great love for shooting, a sport that he took up later in life. He helped form the Broome Shoot 24 years ago, of which he was recently elected chairman for life.

In recent years he also took up trout fishing, about which he was enthusiastic, although it did not rival his keenness for shooting.

Cllr. Ross' seemingly tireless energy, even though he had in recent years suffered from heart trouble, amazed his friends and family, although close friends had been trying to get him to give up much of his public work.

Married in 1932, he leaves a widow, two daughters and six grandchildren.

Bridge wins speed limit battle

Bridge villagers have won their fight for an extra speed limit on the steep hills leading into their narrow High Street.

For years they have repeated demands for a 40 m.p.h. "slow down" approach before trunk road traffic reaches the 30 m.p.h. zone. But each time the Department of the Environment has refused.

The latest request was backed by the Kent County Council following a public meeting in December to discuss the route of the £1 million village by-pass.

The meeting was attended by road experts from the County Council and the Department of the Environment, and Cllr. Robert Cooper, the council's Roads Committee chairman, promised he would urge the Department to impose a speed limit on the village approaches.

Cllr. Cooper announced on Tuesday that the new limits were being sanctioned by the Transport Industries Minister, Mr. John Peyton, because of the "exceptional circumstances" at Bridge.

Mr. Peyton wrote to Cllr. Cooper: "I have again

examined the suggestion that 40 m.p.h. speed limits be imposed on the trunk road approaches to Bridge.

"While I still do not consider that these can be fully justified by the conditions of the A2 at this point, I am prepared, in view of the exceptional circumstances of this case, to agree to the necessary draft order being published for public comment.

"I am arranging for this to be prepared and published as quickly as possible."

The news has been welcomed by both the Parish Council and the A2 Group. The group's chairman, Mr. John Purchase, told the "Kentish Gazette" this week: "We are delighted. This is a further indication that the Department of the Environment recognises the problems of A2 villages."

Other measures have also been taken to persuade traffic to slow down as it approaches Bridge.

At the weekend, large "Road narrows" signs were put up halfway down the two hills and bigger illuminated 30 m.p.h. signs

were substituted for the small reflector types.

The Department of the Environment has confirmed to the Parish Council that a public inquiry will be held into the by-pass route controversy, probably in May.

The Department explained in a letter that although an inquiry was being held, draft compulsory purchase orders were still being made for land required for the northern route.

But that action was without prejudice to the views of the objectors, which would be fully considered at the hearing, said the Department's Regional Controller (Roads and Transportation).

The council discussed the prospect of even larger juggernauts coming from the Continent after hearing a letter from the National Association of Local Councils, urging members to protest to the Common Market headquarters in Brussels.

But the council, while agreeing with the idea in principle, decided not to make any protest at present.

c.c. B A Lewis Esq, Secretary of the A.2 Group

BRIDGE BLEAN RURAL DISTRICT COUNCIL

TELEPHONE: CANTERBURY 66411 (4 LINES)

COUNCIL OFFICES

OLD DOVER ROAD

(Entrance from Cossington Road)

CANTERBURY, KENT

16 February 1973

Dear Councillor

The funeral service for the late Councillor A J Ross will be held on Wednesday the 21 February 1973 at 3.00 p.m. at St John the Baptist Church, Barham followed by private cremation. Family flowers only. Donations to the Barham Church Fund

Yours sincerely

I F Soilleux

Clerk of the Council

To: All Members of the Council

Lorries flout cargo rules on A2

WEIGHTS and Measures Inspectors are stopping lorry drivers from taking excessive loads along the A2 trunk road between the Channel Ports and Canterbury.

Their spot checks have revealed an alarming number of hauliers, from this country and abroad, who are flouting restrictions on cargo weights.

The weights and measures men from the county council have ordered some drivers not to proceed until their loads have been reduced.

Five unannounced checks have been carried out since the scheme started on January 4, just after Britain's entry into the Common Market.

TIR LORRIES

Campaigners for better conditions on the A2 say grossly overlaid lorries are a danger especially in narrow village roads like Bridge, near Canterbury.

They want more stringent controls on the TIR lorries, whose numbers on the trunk road have increased enormously in the past three years.

Of 62 vehicles weighed in the five checks, 34 were English. Of these 19 were overloaded and six were impounded until the loads were lightened.

Foreign vehicles have an even worse record. Of the 28 stopped by police and directed to the Canterbury Corporation weighbridge at Kingsmead Road, 21 were overloaded. Five were forbidden to continue their journeys until their cargoes had been reduced.

Flashback to September



St. Peter's roundabout was blocked for several hours after the 32-ton lorry overturned.

K.H. 30-1-73

Careless lorry driver blames road camber

A CLAIM that St. Peter's roundabout, Canterbury, was notorious throughout Kent for its adverse road camber and poor design, was made during a court case on Friday.

It came from Mr. John M. Roberts, a transport supervisor, of 23 High View Close, Boughton, who told the city magistrates: "It is such an adverse camber that everyone in Kent who regularly drives round it knows what it is like."

A long distance lorry driver, Leonard G. Southgate, of 45 Crowlands Avenue, Romford, had denied driving carelessly on St. Peter's roundabout on September 24.

Mr. David Roebuck, prosecuting, said that just after noon Southgate was driving his loaded 32-ton lorry along the A2 towards Dover. At the roundabout the lorry overturned.

Mr. Roberts said he had driven behind the lorry all the way from Boughton. On Rhelms Way they overtook some fairground vehicles and stayed in the offside lane.

SLOWED DOWN

They had been travelling at between 37 and 40 m.p.h. and slowed down as they reached the roundabout.

"The lorry came to a standstill to let the road clear," said Mr. Roberts. "He stopped and I had to stop behind him. He then started to go round the roundabout at a normal speed. Then the tandem wheels started picking up one at a time and the lorry turned over."

44-9-2-73

Ministry orders two by-pass inquiries

The Secretary of State for the Environment has ordered public inquiries to be held into two controversial by-pass schemes in the Canterbury area. The hearing for Harbledown by-pass is to be held in late April and for the £1 million Bridge project in early May.

A spokesman for the South-Eastern Road Construction Unit at Guildford confirmed to the "Kentish Gazette" that the inquiries would be held but said that dates were not yet certain as venues for the hearings had not been finalised.

News of the inquiry for the Bridge scheme is a blow to members of the A2 Group who have campaigned for 10 years for the by-pass and who thought they were on the threshold of success.

A public meeting was held in the village hall in December with road experts from the Department of the Environment and Kent County Council to explain details of the plan in a bid to meet objections and so do away with the necessity for a public inquiry.

But the inquiry has been ordered because of the strong feeling in Bridge—particularly Conyngham Lane and Bridge Down, the two areas closest to the by-pass—and in neighbouring Patrichtown.

The bulk

The Department is believed to have received nearly 100 objections to the scheme, although some of them are on technical details. However, the bulk of them are demanding that the by-pass either be delayed to link up with Canterbury's or to switch the by-pass south of the village, running down the old Elham Valley railway line and then cutting through picturesque Bourne Park to rejoin the A2.

However, the Department itself, Kent County Council, Bridge-Blean Rural District Council and the parish councils of Bridge and Bishopsbourne are generally in favour of the northern route on both engineering and environmental grounds.

Patrichtown Parish Council says it cannot support the northern route because of its effect upon Bifrons Park and because it is not satisfied that all the alternative routes have been considered.

D. H. PANTLIN
5-2-73

Trunk road

SIR—For many weeks the British newspapers have been full of reports about justifiable fears concerning juggernaut lorries. However, a report in your newspaper (Jan. 25) mentions an equally serious problem which is getting much less publicity. It refers to the main London-Dover road being less than 17ft wide at Lydden, Kent.

In view of all the planning involved in Britain joining the European Communities may one inquire when this disgraceful state of affairs on this main trunk route will be improved?

D. H. PANTLIN
Brussels.

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

COUNCIL OFFICES,

OLD DOVER ROAD,
(ENTRANCE FROM COBBINGTON ROAD)

CANTERBURY, KENT

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

TELEPHONE: CANTERBURY 6540 (4 LINES)

YOUR REF.

MY REF. PJT/SD

5 February 1973

Dear Mr Purchese

I understand that the lettering on the boarding to 90/92 High Street, Bridge is now beginning to look very "sad". Do you know when the owner intends to commence the renovation work?

Yours sincerely

Engineer and Surveyor

J Purchese Esq
Mill Cottage
Bekesbourne
Canterbury
Kent

Littlebourne's kg 23-2-73 Common Market lorry protest

Littlebourne is growing concerned over the increasing number of heavy lorries—some of them Continental TIR juggernauts—using the Canterbury to Sandwich road through the village.

As a result the Parish Council last week decided to send a protest about the bigger lorries that may use British roads to the E.E.C. Commissioner for Transport in Brussels.

The council's suggestion that some form of built-up hump or cobbles be used to slow down lorries passing through the village has been turned down by the Department of the Environment.

The Department said it shared the council's concern about heavy lorries but doubted the legality of using such speed restrictions as humps or special cobbles.

In any case, the Department added, the A257 was a trunk road and, therefore, the responsibility of the Kent County Council.

Lorries overweight

A snap check on juggernaut lorries using the A2 Dover-London road by Kent Weights and Measures inspectors at Canterbury showed that almost 50 per cent of them were so overweight that prohibition orders preventing them from continuing their journeys had to be served.

The offenders were 75 per cent Continental registered lorries and 25 per cent British. The report came within hours of the Department of the Environment announcing an order to restrict traffic using the A2 on the approaches to the village of Bridge to 40 mph.

ABOUT TURN ON THE A2!

KC
15.2.1973

IN A complete reversal of past policy Transport Minister Mr. John Peyton has said that Bridge can have its 40 m.p.h. slow-down lanes on the A2 approaches to the village, and it may be unique in this.

This surprise about turn follows heavy pressure from A2 Group campaigners and a promise from county roads chairman Ald. Robert Cooper.

And chairman of the A2 Group, Mr. John Purchase, who more than welcomes the news, said he believed Bridge could be made a unique example and that special legislation may have to be used to introduce the speed limit.

CAMPAIGN

"This limit is one of the things we have been asking for during our ten years campaign," he said. "It is a complete reversal of the Government department's policy. We were always told it was not possible to introduce low speed limits in open countryside where there was no apparent hazard."

In December at a public meeting called by Kent County Council to discuss Bridge by-pass Ald. Cooper promised villagers he would urge the Department of the Environment to introduce speed limits on the approaches to Bridge, and through the village itself.

After strong representations Ald. Cooper has received a letter from Mr. Pey-

ton, the Minister for Transport Industries.

The letter states: "I have again examined the suggestion that 40 m.p.h. speed limits be imposed on the trunk road approaches to Bridge.

"While I still do not consider that these can be fully justified by the conditions of the A2 at this point, I am prepared, in view of the exceptional circumstances of this case, to agree to the necessary draft order being published for public comment.

ENQUIRY

"I am arranging for this to be prepared and published as quickly as possible."

Demands for slow down lanes was one of the points on the A2 Group's 2,000 Christmas Card petition to the minister. Mr. Purchase added that it seemed at long last the ministry were recognizing the great perils experienced in Bridge.

If 40 m.p.h. limits are introduced in the near future they may be sited well before the hills on either side of Bridge village. Existing 30 m.p.h. signs are sited about half way down each hill.

Speed limits may serve to help safety in the village until the by-pass is built. Mr. Purchase told the Observer the public enquiry date over the by-pass had been fixed for 8, 9 and 10 May at Bridge Place Country Club.

"I am confident that this enquiry will not hold up the starting date for the by-pass," he said.

Mr. Purchase also claims that objections to the scheme are being raised solely by a break-away group at nearby Patricbourne "who are worried that their properties may devalue because of the road."

Residents of Conyngham Lane and Bridge Down have raised objections over the proximity of the line of the road.

Juggernauts take to the by roads ^{KH} 23.2.73

QUIET East Kent villages hidden away from the main routes to London are now facing the menace of giant TIR lorries, it was claimed this week.

Villagers say the A20 is becoming too crowded and too slow - and the juggernauts are searching for smaller but easier routes from the Channel ports.

The claims are made by the A2 Group, the villagers' organisation which is fighting for better safety on the major traffic route linking the end of the M2 motorway at Brenley Corner with the coast.

They say that TIR'S have recently been seen using a lesser road through Denton. The vehicles come ashore at Folkestone but instead of taking the A20 they cut through Hawkinge and Denton for the motorway.

LOST

Others trying to find a route through Deal and Sandwich have become lost and strayed into Patricbourne.

The A2 Group says the statistics, issued by Dover Harbour Board, underline their fears.

There was a 46 per cent increase in heavy goods vehicles through Dover between September and November 1972, and a

staggering 52 per cent increase for the month of November 1972 over November 1971.

Hopes that the A2 villagers would have a chance to speak to a Government minister about their worries and demands have been dashed.

They say that Mr. Keith Speed, Under-Secretary of State, had promised a visit about a proposed Canterbury by-pass when a deputation saw him in London before Christmas.

Now, the Department of the Environment has stated that little use could come of a visit while a roads consultants' report is being considered.

ALLIES

But the A2 Group has acquired some new allies.

It is linking with a similar protest group which is agitating for an M2 extension at the other end - 50 miles away in Eitham, in south east London.

The next move by the A2 Group is to hold a three-hour traffic census on roads out of Canterbury.

A public inquiry into the controversial Bridge by-pass scheme will take place at Bridge Place country club on May 8, 9 and 10. There will also be an inquiry into the Harbledown by-pass scheme about the same time.

SCHEDULE

"I am sure this by-pass will go ahead on schedule," he said. "Bridge has become an embarrassment. I was told by Department of Environment officials at Guildford that the whole situation had become a political hot potato and the authorities want to get rid of it as quickly as possible."

Commencing on the A2 Group's fight with monster lorries Mr. Purchase said he had been informed that some continental insurance companies had warned trucking firms to keep clear of the south part of the A2 if they wanted proper cover.

"To get round this point some of the lorry drivers are making detours round Sandwich and through Littlebourne," he added.

"We are in close touch with people in these districts and we have been asking for sightings on the number of lorries seen going through that area."

Kent County Council's Roads Committee is currently working on plans for recommended routes for heavy transport vehicles.

You will, no doubt, be interested to know what has been happening recently with our problem road.

Bridge has been the centre of interest with the recent announcement that a local public enquiry is to be held during late April or early May. It is understood that the dates are May 8th, 9th and 10th at Bridge Place Country Club with Mr. Roberts of the Department of the Environment in charge. We are confident that Whitehall is now treating the issue as a political 'hot potato' and therefore will ensure the utmost priority to relieving Bridge. It goes without saying that we are disappointed that a public enquiry has been found to be necessary since delay to the proposed starting date is probable.

As expected, Harbledown is also to have a public enquiry for their proposed by-pass. The provisional date is late April and it will be held in Bridge-Blean Rural District Council Offices.

Canterbury by-pass is still the biggest thorn in the side. You will recall that just before Christmas M.P. David Crouch arranged for the A2 Group to meet the Under Secretary of State to present the Christmas card petition. At the meeting, Mr. Speed promised to visit the City to view the situation for himself, an announcement which was warmly welcomed. But since then, what has happened? The City Council have received a letter from the Department of the Environment which states that as the consultants' report is still being considered, little use can come of either a deputation visiting London or a Ministerial visit to Canterbury. It is worth putting on record that the report was in the Departments hands as long as 4 months ago.

On more general matters, the Chairman and Secretary of the A2 Group recently met the Committee of the Dover Radial Action Group who are campaigning for an extension North of M2, at Rochester Way, Eltham. The Department of Environment are in for quite a shock when they learn that although 50 miles apart, the two groups are in close contact over a mutual problem on the same road.

The latest Dover Harbour Board figures underline our fears for all residents. A 46% increase in heavy goods vehicles through the port of Dover between September and November 1972, and a staggering 52% increase for the month of November 1972 over November 1971. These are the kind of increases which we have been predicting so they come as no surprise.

We have recently heard that TIR's have been seen in Denton and Patricbourne. On making enquiries, it appears that they are now cutting through from Folkestone via Hawkinge and Denton to reach the A2 at Barham. This is quicker than using the A20 to London.

And Patricbourne? We have had a report that one or more Continental insurance companies will no longer insure their vehicles to drive the A2 between Dover and Canterbury. A few are now journeying to Canterbury via Deal and Sandwich, with the odd one getting lost in between and finishing up in Patricbourne. We would be pleased to hear from anyone who can confirm this report with sightings of TIR recently.

Shortly the A2 Group are proposing to conduct a Traffic Census on the radial roads round Canterbury, in order to calculate traffic flows and destinations into and out of the City. We will of course need volunteers, and would be pleased to hear from people prepared to help. It is proposed that the census should be of 3 hours duration only, so anyone prepared to spend 3 hours in a good cause, kindly contact, Brian Lewis, Secretary, A2 Group, 1, High Street, Bridge.

STOP PRESS * A draft order has just been announced for 40 mph slow down lanes each side of Bridge.

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

18th February 1973.

PRIVATE

I.S. Soilleux Esq., DMA., MILGA.,
Clerk of the Council,
Bridge-Blean Rural District Council,
Council Offices,
Old Dover Road,
CANTERBURY,
Kent.

Dear Mr. Soilleux,

Thank you for your correspondence dated 13th February 1973, forwarded by recorded delivery to my father.

I understand from the sketch plan attached that the form submitted is in connection with the "advertisement signs" displayed at 1 High Street, Bridge, with the slogans 'By-Pass Bridge you know it makes sense' and 'Only 10 miles to M2'.

The rates at these premises are now in my mother's name and since I am anxious to avoid involving her in my actions over the A2 issue, the signs have been removed.

I feel that their presence has achieved the required publicity for the village of Bridge. The interim safety measures for which the A2 Group has been pressing are now a reality. As you know, last December we presented a petition of over 4,000 Christmas Cards to Mr. Keith Speed at Marsham Street. During that meeting I asked him to again reconsider the request (previously rejected) that Bridge be provided with 40 m.p.h. slow down lanes on the approaches to the village. As you are aware, this has now been granted following further backing from Mr. Cooper. Illuminated 30 m.p.h. and 'Reduce Speed Now' notices have already been erected. If my signs have contributed slightly to their adoption, my village owes a debt of gratitude to you and your Council for allowing them to remain for as long as they have. Between us we may have saved a life.

Our main concern now is the pending public inquiry. Since the eyes of the national press will be on Bridge in May, I will write to you again just prior to that date.

I return the forms unsigned and trust that it will now be unnecessary to submit the details previously requested.

Thank you for your letter dated 16th February 1973, concerning the funeral arrangements of Cllr. A.J. Ross. The A2 Group will of course be represented.

Yours sincerely,

Brian A. Lewis

Brian A. Lewis.

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

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

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(ENTRANCE FROM COBBINGTON ROAD)

CANTERBURY, KENT

TELEPHONE: CANTERBURY 0640 (4 LINES)

YOUR REF.
MY REF. T15/55/2/1

20 February 1973

Dear Mr Lewis

TOWN AND COUNTRY PLANNING ACT 1971 - SECTION 284

Thank you for your letter of the 18 February

May I apologise right away for wrongly addressing
the correspondence and I trust that you were not
unduly distressed

On the broader issues, may I say my personal feelings
are that the A.2 Group have done a first-class job
and I trust they will continue to do so

My apologies once again

Yours sincerely



Clerk of the Council

B A Lewis Esq
"Weston Villas"
1 High Street
Bridge, Canterbury

S/LT

From Graham Tope M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

As from Liberal Headquarters, 40 Mulgrave Road, Sutton, Surrey.
Telephone 642-4852.

John Purchese, Esq.,
Mill Cottage,
Bekersbourne,
Canterbury,
Kent.

22/2/73.

Dear Mr. Purchese,

Heavy Commercial Vehicles (Control & Regulations) Bill.

As you will know, the above Private Members Bill was given its second reading in the House recently, and is now in its Committee stage. Mr. Tope has been appointed to the Standing Committee examining the Bill, and has asked me to write to you enclosing a copy of the Bill and the proposed amendments.

He would be most grateful if you could spare the time to give him your views.

Yours sincerely,

Tessa Horton.

(Miss T. Horton)
Secretary to Mr. Tope.

Heavy Commercial Vehicles (Controls and Regulations) Bill

EXPLANATORY MEMORANDUM

1. This Bill provides for the establishment of an Advisory Council on the Regulation of Heavy Commercial Vehicles charged with the duty of submitting proposals to the Secretary of State so that he may give directions for the making of traffic regulation orders to control the movement of heavy commercial vehicles. The Bill also enables traffic regulation authorities to prescribe routes to be followed by heavy commercial vehicles and enables them to take account of amenity considerations in further restricting access by such vehicles to roads in their area. In addition the Bill makes provision for the prohibition of heavy commercial vehicles from parking on verges and footways and enables drivers of overloaded heavy commercial vehicles to be required to remove the vehicles to a suitable place where they can be unloaded.

2. Clause 1 makes provision for the establishment of the Advisory Council and the Schedule to the Bill sets out its constitution and deals with administrative, financial and accounting matters affecting the Advisory Council.

3. Clause 2 sets out the functions of the Advisory Council which include the zoning of such parts of Great Britain as they consider, after consultation, should be areas within which heavy commercial vehicles should be prohibited or restricted and submitting proposals to the Secretary of State.

4. Clause 3 sets out the functions of the Secretary of State in relation to the proposals submitted to him by the Advisory Council which he may accept, modify or reject. Proposals accepted with or without modification are to be enforced by the Secretary of State directing traffic regulation authorities to make orders implementing such proposals.

5. Clause 4 amends section 1(3) of the Road Traffic Regulation Act 1967 so as to enable traffic regulation orders to prescribe routes to be followed by heavy commercial vehicles and Clause 5 amends section 1(6) and section 5(3) of that Act so as to enable traffic regulation authorities to regulate access to roads in the area by such vehicles on grounds of amenity.

[Bill 17]

A

45/3

CLERK ALFRED ROSS, "Father" of Bridge-Blean District Council and a Kent County Councillor, died suddenly from a heart attack last Wednesday. He was 70.

He was taken ill at a site meeting of the county council's Roads Committee at Challock. He was rushed to hospital at Ashford, but was dead on arrival.

Only a few days previously he declared his intention to stand as an independent candidate for the re-organized county council after Canterbury Conservatives dropped him as a candidate because of his age.

A farmer at Out Elmstead, Barham, Cllr. Ross gave up all his spare time for almost half a century to public service, and this was rewarded in 1965 when he was made an M.B.E.

He represented Barnham on the old Bridge rural council, and continued when it combined with Blean. He was a county councillor for 13 years.

Born in South London, Cllr. Ross spent three years as a farm pupil in Devon before moving to Out Elmstead Farm in 1917. Starting with a fairly small acreage he expanded to farm 1,000 acres.

In 1934 Cllr. Ross was appointed to the old Bridge District Council, acting as its vice-chairman for ten years. From 1945 for 12 years he was chairman of Bridge-Blean rural authority.

During the last war he acted as the district's chief evacuation officer. He was involved in a great deal of additional effort working for a "secret" organization and assisting the Red Cross with sales at Canterbury market.

Throughout this local government career Cllr. Ross put his whole heart into campaigns and

in the past few years had joined in militant activities at Bridge over conditions on the A 2.

In spite of his devotion to duties as a councillor he found plenty of time to give to other organizations, particularly the Scout movement.

Around his own home he was chairman of the parish council and a churchwarden at Barham.

A fine singer, he was a member of various church choirs for half a century, and was a local expert on the history of his area.

He helped to found Canterbury Young Farmers' Club, and was involved with the local branch of the N.F.U. for forty years.

Cllr. Ross had been a magistrate, school governor, and great sportsman at some time or other in his life.

Two of his favourite sports were fishing and shooting, and he promoted the art of camping. In 1931 he founded East Kent branch of the Camping Club of

Great Britain, and rallies were held each year on his land.

Cllr. Ross' wide circle of friends were amazed at his energy. In the last few years he had suffered from heart trouble, but appeared to carry on his work without ill effect.

He leaves a widow, two daughters and five grandchildren.

Among tributes made to Cllr. Alfred Ross was one from Mr. Brian Lewis, secretary of the A 2 Group.

He told the Kentish Observer: "Cllr. Ross was associated with the A 2 Group since its foundation in 1962. In 1969 he organized a sit-down in Hridge, followed by one a week later at Boughton.

He had been fighting for the Bridge by-pass for 14 years, and we are saddened that he will never see the results of his hard work.

"To the A 2 Group his death is the loss of an old friend and fighting fellow campaigner."

CIL DIES

Kentish
observer
22 Feb
1973

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:- Mill Cottage, Bekesbourne, Kent.

25.2.1973

G. Tope Esq. M.P.,
House of Commons,
London SW1 0AA

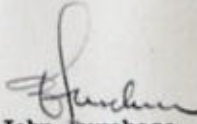
Dear Mr. Tope,

Thank you for your letter of the 22nd. enclosing a copy of the Bill "Heavy Commercial Vehicles (Control and Regulation)", together with the amendments of Standing Committee C who met on February 21st.

Having briefly examined the documents and discussed them with the Hon. Secretary of the A2 Group, Brian A. Lewis of 1 High Street, Bridge, I am attaching to this letter some thoughts on the subject, which we hope will be of use in Committee.

There is very real fear of the heavy goods traffic threat along the old A2 from Brenley Corner (M2) to Dover, and we thank you for your interest. Please do not hesitate to get in touch again for amplification on any point in our recommendations.

Yours sincerely,


John Purchase

Enc.

STANDING COMMITTEE C

*New Amendments handed in are marked thus **

HEAVY COMMERCIAL VEHICLES (CONTROLS AND REGULATIONS) BILL

Mr Hugh Dykes
Mr Sydney Chapman
Mr Ernle Money

That the Bill be considered in the following order, namely: New Clause 1 (Heavy Commercial Vehicles); Clauses 1 to 9; remaining New Clauses; Schedule; and New Schedules.

NEW CLAUSE

Control of heavy commercial vehicles

Mr Hugh Dykes
Mr Sydney Chapman
Mr Ernle Money

NC1

To move the following Clause:—

(1) In section 1 (traffic regulation orders outside Greater London) of the Road Traffic Regulation Act 1967 (in this section referred to as "the 1967 Act") after subsection (3A) there shall be inserted the following subsections:—

- 5 " (3AA) A local authority (as defined in subsection (2)(a) above) may include in a traffic regulation order any such provision—
(a) specifying through routes for heavy commercial vehicles; or
(b) prohibiting or restricting the use of heavy commercial vehicles (except in such cases (if any) as may be specified in the order) in such zones or on such roads as may be so specified,

- 10 as they consider expedient for preserving or improving the amenities of their area or of some part or parts of their area.

(3AB) Nothing in subsection (3AA) above shall be construed as limiting the scope of any power or duty to control vehicles conferred or imposed on a local authority or the Secretary of State otherwise than by virtue of that subsection."

- 15 (2) In subsection (6) of the said section 1, after the words "traffic on the road" there shall be inserted the words "or for preserving or improving the amenities of an area by prohibiting or restricting the use on a road or roads in that area of heavy commercial vehicles."

"Duty of local authority to take measures for control of heavy commercial vehicles.

(3) After that section there shall be inserted the following section:—

1A.—(1) It shall be the duty of every local authority (as defined in section 1(2)(a) above), as soon as possible after the relevant date, to carry out a survey of their area and to formulate written proposals, on the basis of the survey and of consultations under subsection (2) below, for the regulation by means of an order or orders made under section 1(3AA) above of the use of roads in their area by heavy commercial vehicles so as to preserve or improve the amenities of their area.

L

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

Please reply to:-

PRELIMINARY OBSERVATIONS ON "HEAVY COMMERCIAL VEHICLES (CONTROL & REGULATION)"

As with the route to Harwich A136/604 Kent is particularly vulnerable to Heavy Goods Vehicles, with EEC membership and the expanding road vehicle ferry services. With these old roads, not suited to the type of traffic, there is danger.

The A2 is known to be the principal route to the port of Dover. The figures from Dover Harbour Board for November last show an increase of 52.40% over the same month the year before, and for the 11 months January to November the increase is over 46%.

Consequently at least one member of the Advisory Council to be set up, should be appointed from Kent, with knowledge of the particular problems here. Since the Council cannot be set up and operative for some time it is important for interim safety measures to be introduced to cover A2 and similar roads until the rolling programme of improvements (for A2) now being started, is completed with by-passes for Boughton, Harbledown, Canterbury, Bridge, Lydden and the road built into Eastern Docks round Dover.

To control 32 ton+ TIR and domestic heavy goods vehicles we suggest the following minimum requirements:-

a) restrict the speed of traffic to 20 mph. where the road is less than 20' wide, to reduce vibration damage to adjoining property and to safeguard pedestrians. Investigate the possibilities of using automatic radar checks which photograph offenders.

b) introduce a compulsory mechanical check on foreign TIR with inspection bays at the ports; requiring a three-monthly inspection, the certificate of roadworthiness to be displayed on the windscreen.

c) impose a weighbridge check on all TIR at ports of entry, with multi-pad electronic measurement of axle and gross loading taken while customs papers are checked, for speed of turn-round.

d) introduce a police patrol, two vehicles to each 20 miles of old road, in continuous operation, using motorway type shooting brakes with emergency gear and signs, and with language cards for questioning drivers. (We know that through Dover vehicles come from Norway down to Persia in places of origin, and the language barrier delays police action).

e) all side roads to be posted "NO ENTRY - except for access" with a mandatory speed limit of 20 mph. for vehicles over 10 tons.

To cover all these expensive suggestions we recommend a direct grant from Government be made available to the port authorities, the police and county officials, being directly debited to the cost of entering Europe.

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1964 MORRIS Traveller, new engine, gearbox and clutch, Radiala new spare £225 cash. — Phone Chatham 658. s

1 ROVER 3500 1968, excellent opportunity, 2995, H.P., part exchange. — Phone Brougham 475 (daytime); Whitehall 5992 (evenings). s

AUSTIN 7, approximately 1930, for renovation, offers — Phone Stelling Minnis 343. s

1963 (DEC.) Super Minx, new engine, clutch, MOT 18 January '74, £150. — Phone Canterbury 60639 (after 6 p.m.). x

TIPPER, D700, 1967, plated till July 31, 1973, £400 or near offer. For Spares—Offers 7 cwt. Ford Thames Van, 1962; 5 cwt. Ford Thames Van, 1965. — Phone Barham 395 (after 6 p.m.). x89

AUSTIN 1100, 1965, green, MOT, taxed June, £210. — Apply Greenlands, Ifre Lane, Canterbury, phone Canterbury 62184. s89

AUSTIN 1800, 1967, A1 condition, £450. — Phone Canterbury 60761 (after 6 p.m. or weekend). s89

RENAULT R6 DELUXE, red, 1965, good condition for year, reliable, 5 good ZX tyres, taxed, MOT, £155 o.n.o. — Phone Wingham 425. s89

NOVEMBER '71 Ford Escort Estate, 1300L, £700, mileage 27,000, colour tawny. — Phone Canterbury 51509 (6 p.m.-8 p.m.). s

1965 MORRIS Cooper, MOT, taxed, extra, £260 o.n.o. — Phone Stelling 416. s89

1966 FORD Anglia, 3 owner, taxed, MOT, £160. — Phone Herne Bay 5405. ms

MORRIS Oxford Estate, very good condition, £140. — Phone Thanet 54698 (evening). ms89

HUMBER Super Snipe 1965, Salmon, front damaged, with 65 Estate, the two £155 o.n.o. 1965 A.55 Van, mechanics excellent for breaking, £15, Mercedes rear bumpers, 250 or 190, excellent condition, £10. Various other cheap spares. — Phone Stelling Minnis 345. s

FREE twin-speaker 8-track stereo unit with the first 10 cars sold this week. Offer closes Saturday, March 3. See our list of one owner, low mileage cars on the Motor Page. — East Motor Company, phone Folkestone 54521. s

FERRI Oliva Cabin Cruiser, 1971, as trailer with 18 h.p. outboard, ready for sea, ideal for fishing, plus Morris 1100, 1966, 25,000 miles, with low ker, will swap for 1969 onwards, 1,000 to 1,500 r.c. car or sell separately. — Apply 74 Whitehall Road Canterbury. s89

A.45 FARINA Mx 3, fair condition, many extras, MOT, £50. — 55 Gilling, Ash. s

M.B. PRINZ, 1964, white, good radials, excellent condition throughout, £160. — Phone Herne Bay 5441. s

1965 A.60 Van, good condition, MOT 9 months, £80. — Phone

Herne Bay

'72 K.M.G. Midget Sports E895
 '71 J Austin 1100 Super D/L E897
 '70 H Capri 3000 GT XLR E970
 '69 H Corsica 1600 Super E809
 '69 G Sunbeam Rapier E795
 '69 G Corsair D/L E568
 '68 G Hillman Minx E540
 '68 F Vauxhall Victor 1600 E457
 '67 E Hillman Hunter 1725 E449

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 '69 G Bedford Roma, 2/3-Berth E375

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 '64 Morris 1100 E145

Part Exchange, H.P.

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Props: D. F. Howe Ltd.

VAUXHALL deluxe, 1960, automatic, MOT, nice runner, £50. — See Ferth View, Wraik Hill, Whitehall. s89

1967 DECEMBER Vauxhall Viva deluxe '90', green good condition, MOT taxed, H.P. arranged, £335 o.n.o. — Phone Bridge 830324. s89

1964 A.40, year's MOT, £45, for quick sale. — Phone Herne Bay 42075. s

1962 MINI Van, 4 new Cooper wheels, tyres, new brakes, lights, shockers, wipers, washers, exhaust, near new engine, body a very sound but needs painting, excellent runner, MOT May, £45 o.n.o. — 18 Sussex Gardens, Herne Bay. x

SIMCA 1000 Special, 1972, 'K' reg., 11,000 miles, radio, light blue metallic, £725 o.n.o. — Phone Herne Bay 63602 (after 5.30 p.m. or weekends). x

1968 VW 1300, sea blue, low mileage for year, very good condition, taxed March, 1973, MOT September, 1973, children's safety belts fitted, £455. — Phone Canterbury 65628. s

FORD Consul 1960, MOT, good runner, £50 o.n.o. — Phone Canterbury 64578. s

A40 Countryman, 1964 low mileage, £150 o.n.o. — 55 Hovenston Close, Canterbury (after 6 p.m.). s89

VIVA De Luxe Estate, 1970, 29,000 miles, Monza red, radio, immaculate taxed, £675. — 19 Cowdry Place, phone Canterbury 60215. s89

'K' Reg., low mileage, Morris 1100 2-door saloon, midmetal blue, £710 o.n.o. — Apply T2 Broad Oak Road, Canterbury or phone 69000. s89

1971 December, Automatic, Mini De Luxe, red, 34,000 miles, good tyres and battery garage maintained, good condition, £315. — Phone Canterbury 65159. s

TOYOTA Estate, 1966, new tyres, battery, radio, MOT and tax'd, £295. — Phone Herne Bay 62178. x

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 ASHFORD 20073, 26546**

CONSTANT Velocity Jolla Mx 1, 1100, still boxed, £10, 1966 Morris 1100 MOT year noisy first year, £140 quick sale. — Phone Canterbury 65640. s

1963 IMP, new engine 1971, new dynamo and battery, MOT, £160. — Phone Chislet 386. s

BOND Bug, £5, very good condition, many extras, taxed, Herne Bay 5014. s

SEPTEMBER, 1970, Opel Kadette, red, immaculate condition, £565. — P. G. Hedding, 56A Dover Bay, Canterbury. s89

1968 VIVA 8 cwt. Van, heater, rear seat, MOT 12/2/74, very good throughout, £210. — Phone Thanet 5465. s

1966 MINI Traveller ZXs, reclining seats, extra, MOT taxed, good condition, £240. — Phone Thanet 64665. s

1960 O.N.O. '65 Gazelle, 75,000 miles, taxed, M.O.T. August, good, good runner, body dirty, (10 p.m. - 10 p.m.). s88

1966 TRIUMPH Herald 12/50, full 1975 o.n.o. — 218 Sturry Road, Canterbury. s88

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22/28 EAST STREET
 Phone Ashford 22450/24691

BRADSTONE ROAD
 Phone Folkestone 58394

1955 1966 Anglia de luxe, low mileage, first class all round condition. — Phone Chislet 413. x88

1969 ESCORT de luxe, gleaming blue, sound tyres, good mechanics, £480, exchanges. — Phone Chislet 413. x88

AUSTIN 555 1958, reliable starter, MOT December '73, taxed and April, £45. — Phone Canterbury 66220. x88

FORD Popular, 1961, MOT, January, 1974, good engine and body, £60 o.n.o. — Phone Canterbury 69567. s88

1968 A35, MOT February, 1974, £45, 1968 Ford Prefect, MOT, £15, all very good condition. — 33 Windsor Road, Thanington, Canterbury. x

FORD 15 cwt. van, 1965, MOT to July 1973, £55, also engine and gearbox for 105E Anglia. — Torcan, The Grove, Staple. s88

MORRIS Mini Countryman, green, wood trim, 1963, very good for year, MOT, taxed, £150. — Phone Herne Bay 62214. s88

1962 FORD Classic, blue, breaking for spares. — Phone Canterbury 61192 (evenings). s

OPEL Kadette E, September '70, red, £550. — Phone Canterbury 69403. s88

Andrew Cox

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FORD Anglia Estate, 'C' registration, MOT taxed and September, brakes relined, a new battery, £200 o.n.o. — Phone Canterbury 510036 (after 6 p.m.). s

1962 MINI Van, good condition, £50. — Phone Canterbury 65203 (after 7 p.m.). s88

AUSTIN Westminster, 1961, £40 o.n.o., 4 months' tax. — Phone Littlebourne 620 (after 4 p.m.). s88

ROVER 2000, 'F' registration, new tyres, radio, 31,000 miles, Zircon Bus, bucket, exceptional condition, £790. — Phone Canterbury 64220. No dealers. s88

1971 FORD Consul, green, for £560 o.n.o. — Phone Littlebourne 456. s87

MINI, Austin, green, 1962, MOT 12 September, mileage 26,000, £160 o.n.o. — Phone Canterbury 61222. s87

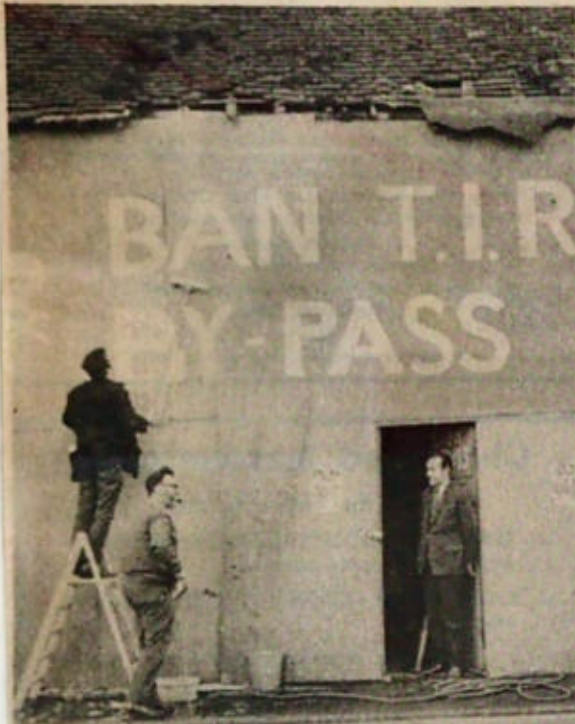
1962 1675, 1970, white, low mileage, one owner, immaculate, £960. — Phone Blean 358. ms87

CITROEN Dyane 6, 'H' registration, 27,000 miles, taxed, insured March '75, MOT February '74, perfect condition, £350 '69 quick sale. — Phone Barham 394. s87

TRIUMPH Herald Convertible, 1965, white, new hood, bonnet, rally seat covers, full instrumentation, boot rack, dual radials, excellent condition, £250 o.n.o. — Phone Blean 605. s87

1961 FORD Thames 15 cwt. Van, MOT, £65, Small C & T Trailer, £25. — Phone Canterbury 710220. s87

SHOPKEEPER STILL WAITS FOR JUSTICE



Mr. Colin Lewis (far right) watches two A2 Group members clean the boarding that hides the remains of his home and business.

NINE months ago, Bridge shopkeeper Mr. Colin Lewis lost his home, his business and very nearly his life, when a 32-ton T.I.R. lorry tore through a row of houses in the village's narrow High Street.

The lorry driver was killed, Mr. Lewis' shop demolished, his daughter thrown across her bedroom and slightly hurt, he and his wife shocked and shaken.

Today, Mr. Lewis is still waiting for justice. So far, he has not received a penny

by Christopher Riddell

damages from the company whose lorry plunged into his house.

Without his livelihood or his home, Mr. Lewis waits patiently, while solicitor argues with insurance company and insurance company quibbles with insurance company.

"If their lorry knocked it down, then they should put it back up again," Mr. Lewis said on Saturday.

According to Mr. Lewis, the main dispute is over the betterment of the building. The lorry owners, he said, contend that if the shop is rebuilt all the decorations will be new and they want this taken into account.

Mr. Lewis said he had been told this could make as much as £1,000 difference to the final settlement. But, while the legal experts haggle, Mr. Lewis still pays rent for the shattered building.

"We are still waiting and hoping that it will all be settled soon. All I want to do is rebuild my shop like it was and get on with my business," he told me.

"I know that insurance companies often take a long time, but it is nine months. Even if it was settled tomorrow, it would still be 12

months before we would be back in business."

To reinforce Mr. Lewis' point, leading campaigners from the A2 Group were on hand on Saturday to help him clean the "temporary" boarding put up outside the shop shortly after the crash on May 26.

The A2 Group chairman, Mr. John Purchase, explained: "We think it's disgraceful. Mr. Lewis lost his livelihood, his home and nearly his life and yet he's still waiting for a settlement from the lorry owners."

Mr. Purchase revealed that the A2 Group has been asked to give its views on the trunk road to the Government committee examining the Heavy Commercial Vehicles Bill.

The request was made by a Liberal M.P., Mr. Graham Tope, a member of the committee, who will today (Tuesday) receive the group's suggestions for ending the A2 traffic chaos.

While Mr. Purchase and his helpers cleaned the boarding, which carries a slogan urging the banning of juggernauts, T.I.R. lorry drivers jeered and shouted as they drove past.

Pinned to the boarding, a poster promised: "The Lewis' will return bigger and better." The question Mr. Lewis wants answered is... "When?"

Urgent talks over by-pass

CANTERBURY City Council is seeking urgent talks with neighbours Bridge-Blean Rural District Council over action to be taken at the public inquiry into Harbledown by-pass. Mr. Keith Hunt, Canter-

bury's Deputy Town Clerk, told the council's Highways Committee on Wednesday that the public inquiry was being held in April to investigate objections to the closing of side roads and land compulsory purchase orders.

He pointed out that the committee had not previously objected to the line of the new highway, which was fixed in 1968, but had supported Bridge-Blean, who were opposed to it, by pressing for an early Canterbury by-pass.

Cllr. Mike Fuller said he thought that the City Council should actively co-operate with Bridge-Blean in order to impress on the inquiry the alternative strategy of providing a by-pass for Canterbury with an associated road linking into Rheims Way.

The all-party deputation, which the Minister responsible for roads at the Department of the Environment has refused to see, is to consider what action should be taken and the Town Clerk is to attend the inquiry and to take instructions from that group of councillors.

K4.
27-2-73



BRIDGE shopkeeper Colin Lewis went cleaning at the week-end — to wash the dirt off a hoarding that hides what is left of his shop after it was demolished by a 22 ton T.I.R. lorry nine months ago. And he was aided by the top brass of the A2 Group. Last May Mr Lewis' general shop and home in Bridge High Street was blasted into nothing by the crash, which killed the lorry driver. And now Mr. Lewis is still waiting for the money to start

rebuilding his livelihood and home. The cleaning operation at the week-end was the result of a letter from Bridge-Blean Rural Council, who told members of the A2 Group the boards looked "a little sad."

Chairman of the A2 Group Mr. John Purchase, and secretary Brian Lewis, spent Saturday afternoon with pails and brushes washing down the hoarding. They think it is disgusting that

● PAGE 29

KENTISH OBSERVER
13-73

Mr. Colin Lewis has had to wait all this time for any action from the insurance companies.

The hold up is said to be partly due to haggling between the two insurance companies involved in Mr. Lewis' claim.

Mr. Lewis says he will have lost almost a year's income by the time he gets back into the shop.

"My wife is working at the hospital and I am doing a baker's round in the meantime," he said.

The family is currently living in a cottage in Brewery Lane, a few yards round the corner from the shop. They are still paying rent on the shop while it lies in a state of delapidation.

"I would almost have been better off if my insurance claim had passed direct to the lorry company, then there would not have been all this waiting," Mr. Lewis said.

The couple have given up being impatient over the rebuilding, they are just waiting now for things to get moving. Since the accident in May action has been slow. It was six months after the crash before estimates for the work were put in.

Mr. Brian Lewis speaking for the A2 Group promises that if nothing happens from the insurance angle the group will paint out the current slogan on the hoarding and replace it with words "blacking" the lorry company, which owned the vehicle in the crash.

Colin Lewis has told Bridge villagers they might get their general shop re-opened for Easter. He promised the same thing last Christmas and hopes he will not be making the same promise at the end of this year.

His fight

Another member of the committee is Canterbury's M.P., Mr. David Crouch, who told the "Kentish Gazette" he is continuing his fight for better roads in Kent and, in particular, for a speed-up in the Government's A2 improvement programme.

The new Bill will give councils greater powers to control routes used by heavy lorries and at the committee's first meeting, Mr. Crouch spoke strongly in favour of it.

He reminded the Government that if the Bill became law it would empower councils to say they wanted to ban heavy traffic from unsuitable roads on amenity grounds.

It would then be the councils' duty to ask the Government to provide adequate roads for the heavy traffic, if they did not already exist.

Mr. Crouch said that the whole committee knew he was talking about the "notorious" A2 and he has warned the Government that it must expect to build the necessary trunk roads and motorways if the Bill was to have any meaning.

Urgent talks

Urgent talks are to be held between Canterbury City Council and Bridge-Blean Rural District Council over action to be taken at the public inquiry into Harbledown by-pass.

Mr. Keith Hunt, Canterbury's Deputy Town Clerk, told the council's Highways Committee last Wednesday that the public inquiry was being held in April to investigate objections to the closing of side roads and land compulsory purchase orders.

He pointed out that the committee had not previously objected to the line of the new highway, which was fixed in 1958, but had supported Bridge-Blean, who were opposed to it, by pressing for an early Canterbury by-pass.

Mr. Mike Fuller said he thought that the City Council should actively co-operate with Bridge-Blean in order to impress on the inquiry the alternative strategy of providing a by-pass for Canterbury with an associated road linking into Rheims Way.

The all-party deputation, which the Minister responsible for roads at the Department of the Environment has refused to see, is to consider what action should be taken and the Town Clerk is to attend the inquiry and to take instructions from that group of councillors.

A2 juggernaut victim waits for his cash

Early in the morning of May 28 last year, Bridge shopkeeper Mr. Colin Lewis lost his home and business when a massive lorry plunged through a row of houses in the village's narrow High Street.

After recovering from the initial shock of the crash, in which his daughter was injured and his shop demolished, Mr. Lewis' first thought was to get back into business.

Nine months later, he is still waiting. So far, he has not received a penny damages from the owners of the lorry which tore into his house.

Without his livelihood or his home, Mr. Lewis waits patiently, while solicitor argues with insurance company and insurance company quibbles with insurance company.

"If their lorry knocked it down, then they should put it back up again," Mr. Lewis said on Saturday.

According to Mr. Lewis, the main dispute is over the betterment of the building. The lorry owners, he said, contend that if the shop is rebuilt all the decorations will be new and they want this taken into account.

Mr. Lewis said he had been told this could make

as much as £1,000 difference to the final settlement. But, while the legal experts haggle, Mr. Lewis still pays rent for the shattered building.

"We are still waiting and hoping that it will all be settled soon. All I want to do is rebuild my shop like it was and get on with my business," he added.

"I know that insurance companies often take a long time, but it is nine months. Even if it was settled tomorrow, it would still be 12 months before we would be back in business."

To reinforce Mr. Lewis' point, leading campaigners from the A2 Group were on hand on Saturday to help him clean the "temporary" boarding put up outside the shop shortly after the crash on May 28.

The A2 Group chairman, Mr. John Purchase, explained: "We think it's disgraceful. Mr. Lewis lost his livelihood, his home and nearly his life and yet he's still waiting for a settlement from the lorry owners."

Mr. Purchase revealed that the A2 Group has been asked to give its views on the trunk road to the Government committee examining the Heavy Commercial Vehicles Bill.

The request was made by a Liberal M.P., Mr. Graham Tope, a member of the committee, who this week received the group's suggestions for ending the A2 traffic chaos.

K & 2373

MM
2-3-73

It's still no business at crash shop

A VILLAGE grocer whose family had a narrow escape when his shop was wrecked by a juggernaut lorry still cannot re-open his business.

A wrangle has developed over the payment of insurance money for Mr. Colin Lewis's general store in Bridge, near Canterbury.

Estimates for rebuilding his shattered shop on the A2 are about £8,200. But his insurers want to knock nearly £1,000 off that figure, on the grounds that the property would be improved compared with what it was before the accident.

Mr. Lewis, 46, does not agree. So he stays out of business nine months after the crash.

The accident which started it all was on May 26. A heavy lorry from London bound for the coastal ports strayed off the main street through Bridge.

It plunged into the front wall of Mr. Lewis's shop,

wrecking the entire two floors. The driver was found dead in the debris.

Mr. Lewis, his wife Berta and daughter Angela, 15, all escaped serious injury, although Angela was flung from her bed by the impact.

The family now lives in nearby Brewery Lane. Mr. Lewis has been working as a roundsman for the village baker.

"This is effectively keeping me out of business," he said. "People keep asking when I am going to open again."

QUESTION

"The insurance people want to deduct nearly £1,000 for 'betterment'. I say I am not prepared to accept that."

"It is stalemate at the moment."

Negotiations over re-compense for the demolished 300-year-old building, which Mr. Lewis leases, have been going on since November.

"We have been here seven-and-a-half years, and this is my living", said Mr. Lewis. "There is

nowhere else in the village where I could take my business, we carry such a variety of stock."

The case is being taken up by the A2 Group, the residents' organisation which has been campaigning for a safer A2.

Its secretary, Mr. Brian Lewis, said: "We intend that the village should get its shop back and this man should get back into business quickly."

"It's a disgrace. It is not just a question of it happening here in Bridge. It's a national question. What happens when you lose your business premises?"

"After all, he didn't move his shop into the road and get it hit by a lorry!"

Mr. John Purchase, chairman of the A2 Group, this week led a wash-and-brush session on the blue-painted barricades which protect Mr. Lewis's ruined shop premises.

"Soon after the crash, villagers daubed 'Ban TIR Lorries Now' slogans on the boards.



JOHN Purchase and Brian Lewis give the front of the shop a spring clean. Mr. Colin Lewis is holding the steps.

St. Mildred's & St. Margaret's Area Conservation Society



President - W. H. Spoor, M.A. Cantab., M.R.C.S., L.R.C.P.
Hon. Secretary - Miss. A. Coleman.
Hon. Treasurer - Michael Ward.

65 Stour Street,
Canterbury,
Kent.

25th February, 1973..

Brian Lewis Esq.,
Secretary,
A2 Group,
1 High Street,
Bridge, Kent.

Dear Brian Lewis,

In your February newsletter you are asking for volunteers to carry out a census on the Canterbury ring road.

I would like to participate and I know of two others members of our Society who would help. Hopefully I can arrange for a few more members to help out if needed.

Perhaps more details could be given of a possible date or dates for this census, and then I can give you a definite answer.

I look forward to hearing from you.

Yours sincerely,

Michael Ward.

Michael Ward.

Canterbury Constituency Conservative Association

Parliamentary Representative: DAVID CROUCH, M.P.

Canterbury District Y.C. BRANCH

Constituency Headquarters:
9 HAWKS LANE
CANTERBURY

Please reply to:
"Silverlands"
Brady Road
Lyminge
Folkestone
Kent

26 February 1973

B. A. Lewis Esq
Sec/Treasurer, A2 Group
'Weston Villas'
1, High Street,
Bridge,
Canterbury,
Kent

Dear Mr Lewis

I am writing to confirm with you that you will be able to come and talk to us on Tuesday 6th March.

The Meeting will take place at 9 Hawks Lane, Canterbury.

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.

13th November, 1972.

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

Dear Mr. Lewis,

Thank you very much for your letter dated the 2nd November, and for answering so promptly. We are all very pleased that you will be able to come and speak to us on 'The A.2' and look forward to your visit. Our meetings do take place on Tuesday evenings at 9 Hawks Lane, Canterbury starting at 8.00 p.m. If possible we would like you to come on Tuesday, March 6th and I should think there will be approximately 15 - 20 members present if this would suit you.

Again thank you for your letter and unless we hear from you to the contrary we will assume that Tuesday, March 6th will be a convenient evening for you to attend our meeting.

Yours sincerely,

June Simnett

June Simnett (Miss)
Secretary

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.
CT4 5JY

3rd March 1973

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

Dear Mr. Crouch,

You will no doubt have read the articles in the Kent newspapers this week concerning the plight of Colin Lewis, the shopkeeper who lost his home and premises in Bridge on 26th May last year.

We consider that sufficient time has lapsed to enable rebuilding of the premises to have commenced, and would be pleased to receive your support in ensuring that the state of affairs is rectified.

Colin Lewis informs us that the T.I.R. insurance company (Union Cartage Company of Chelmsford being the lorry owners), are insisting on reducing the estimated reinstatement costs by nearly £1000.00 on the grounds that the property would be improved by rebuilding. His own insurance company have quite rightly rejected this and consequently both parties have reached deadlock.

It would be appreciated if you could take the matter up on Colin Lewis' behalf in an effort to achieve a speedy settlement.

I look forward to hearing from you in due course.

Yours sincerely,

Brian A. Lewis

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

P.S. I am sending a copy of this letter to Colin Lewis for information. His present address for correspondence is 1, Brewery Lane, Bridge.

A lorry-load

By HARVEY ELLIOTT, Environment Reporter

A FAMILY whose home and livelihood were destroyed when a juggernaut lorry careered into their village shop are still waiting for compensation nine months after the accident.

Now a campaign has been launched to make an insurance company cut through red tape and pay up so that the store which housed and supported 46-year-old Mr Colin Lewis and his family can be rebuilt.

The accident happened at 3 a.m. on May 26 last year. A meat lorry owned by the Union Cartage Company, of Chelmsford, Essex, went out of control in the village of Bridge on the main A2 London to Dover road near Canterbury.

It smashed into the shop, destroying the ground floor and leaving Mr and Mrs Lewis balanced precariously in their bed 20 feet above the roadway.

Since then, the shop has been boarded up and painted with slogans calling for a ban on the inter-continental lorries which rumble through Bridge.

The Zurich Insurance Company, acting for Union Cartage, accepted the lowest builders estimate of £8,260 for rebuilding the shop. But she company refused to pay nearly £1,000 of the cost because it says the property will have been improved by being rebuilt.

Mr Lewis, who is living in a one-bedroomed cottage near his former home, has a part-time job as a bakers roundeman. His wife Berta, who helped to run the store from the time the family moved in nearly eight years ago, works as a hospital seamstress.

Their income has dropped by more than half, to £20 a week.

Mr Lewis said: "I never dreamed it would take this long to get matters settled. We have had three temporary homes in the last nine months and are really beginning to feel the pinch."

Principle

"I don't see why the insurance people can't pay for the whole rebuilding. I certainly cannot afford to make up the difference between what they are prepared to pay and what the work will cost."

A spokesman for the Zurich Insurance Company said: "It is a principle of insurance that a claimant neither gains nor loses by whatever accident has befallen him. It would therefore not be unusual to ask a claimant to pay some of the cost of any rebuilding work, for example."

"Mr Lewis put the claim in the hands of a firm of professional assessors soon after the accident. We are dealing with them."

A pressure group campaigning for a by-pass to divert heavy lorries from the Bridge has taken up Mr Lewis's case with local MP Mr David Crouch.

AT times I wonder whether some of the men who run insurance companies have hearts of stone and heads of teak.

Take the case of Mr. Colin Lewis and the Zurich Insurance Company.

In May last, a meat lorry went out of control and smashed into a shop owned by Mr. Lewis. The liability of the lorry was never in question. Zurich accepted the lowest builder's estimate of £8,260 for re-building the shop.

BUT THEN a little bother arose. The insurance company said that because the shop was being re-built, it was being improved. So, instead of paying the full price, Zurich wanted to deduct £1,000 and has been haggling all these months over that £1,000 while Mr. Lewis has been deprived of his livelihood.

Isn't that meanness? Isn't it pettifoggish quibbling? Or is it just plain commercial stupidity?

Sunday Express 11.3.73



MR COLIN LEWIS



BRIDGE shopkeeper Colin Lewis went cleaning at the week-end -- to wash the dirt off a hoarding that hides what is left of his shop after it was demolished by a 22 ton T.I.R. lorry nine months ago. And he was aided by the top brass of the A2 Group.

Last May Mr. Lewis' general shop and home in Bridge High Street was blasted into nothing by the crash, which killed the lorry driver.

And now Mr. Lewis is still waiting for the money to start

rebuilding his livelihood and home. The cleaning operation at the week-end was the result of a letter from Bridge-Blean Rural Council, who told members of the A2 Group the boards looked "a little sad."

Chairman of the A2 Group Mr. John Purchase, and secretary Brian Lewis, spent Saturday afternoon with pails and brushes washing down the hoarding.

They think it is disgusting that

Mr. Colin Lewis has had to wait all this time for any action from the insurance companies.

The hold up is said to be partly due to haggling between the two insurance companies involved in Mr. Lewis' claim.

Mr. Lewis says he will have lost almost a year's income by the time he gets back into the shop.

"My wife is working at the hospital and I am doing a baker's round in the meantime," he said.

The family is currently living in a cottage in Brewery Lane, a few yards round the corner from the shop. They are still paying rent on the shop while it lies in a state of delapidation.

"I would almost have been better off if my insurance claim had passed direct to the lorry company, then there would not have been all this waiting," Mr. Lewis said.

The couple have given up being impatient over the rebuilding, they are just waiting now for things to get moving. Since the accident in May action has been slow. It was

My solution to the puzzle
col
were not drawn.
the correct answer but
hard luck to me
with

of troubles

o cash yet for crash man



Mr Lewis watches a lorry rumble past his boarded-up shop

Lorry^{KM} 9.3.73 victim finds support

SUPPORT for Mr. Colin Lewis, whose livelihood was destroyed when a juggernaut lorry ploughed into his shop in Bridge has come from a local pressure group.

They have launched a campaign to make an insurance company pay up the compensation Mr. Lewis has been trying to get since the accident happened nine months ago. The group who are pressing by a bypass to divert heavy lorries from Bridge, have also asked MP Mr. David Crouch to take up his case.

Mr. Lewis, 46, lost his grocery business in the early hours last May when a meat lorry owned by Union Cartage of Chelmsford, Essex, went out of control and smashed into the shop leaving the family balanced in their bed 20 feet above the road.

REFUSED

The Lewis's complain that their insurers want to top almost £1,000 off the payment for rebuilding the 300 year-old premises because they will be better off than before it was demolished.

A spokesman for National Employers Mutual Insurance company in Canterbury said they had insured the building against impact but the whole matter was in the hands of assessors. He did not know whether the company insuring the lorry would be paying in the end.

The Zurich Insurance Company, acting for Union Cartage, accepted a builders' estimate of £8,260 for rebuilding the shop but refused to pay just under £1,000 of the cost because it will have been improved by being rebuilt.

The negotiations now involve four assessors, three insurance companies, solicitors and architects.

From Zurich's offices in Hampshire it was stated: "It is not us who are creating the delay in settlement. It is dangerous to make remarks about 'haggling'. We know where the blockage is and it is absolutely beyond our control."

Meanwhile Mr. Lewis has a part time job in the village as a baker's roundsman and his wife is working as a hospital seamstress. The family are now living in a one-bedroomed cottage near their former home.

K.G. 9.3.73 M.P. is a guardian angel

Canterbury's M.P., Mr. David Crouch, has been a "guardian angel" to the A2 Group in recent months, with his efforts to speed improvements to the trunk road between Brenley Corner and Dover. Mr. Brian Lewis, the group's secretary, told Canterbury Young Conservatives on Tuesday.

In his 2½-hour talk, Mr. Lewis outlined his group's activities since 1962 and gave a current situation report, which included slides and a tape recording compiled by fourth-year students at Canterbury School of Architecture.

Mr. Lewis revealed that members of the group were interviewed by C.I.D. officers following their October protest at Bridge and charged with conspiring to incite members of the community to obstruct the highway. Charges that were subsequently dropped.

During a lengthy question and answer session that followed the talk, Young Conservative members offered to assist the group in further activities.

K.G. 9.3.73 TIR lorries in crash

Two more "juggernauts" were involved in collision on the A2 early Tuesday morning. The incident happened near the Halfway House at Barham, and one of the T.I.R. giants, from France, ran off the road, ploughed through a hedge and came to rest in a field. Neither driver was seriously hurt.

KM 9.3.73 Charge is dropped says A2 protester

THE protest sitdown against juggernaut lorries in the 18 ft. wide High Street at Bridge, near Canterbury, in October had an echo this week.

Mr. Brian Lewis, secretary of the A2 group which campaigns for better safety on the trunk road between Faversham and Dover, claimed that he had been charged by police.

He told a Young Conservatives' meeting on Tuesday that the charge had been "conspiracy to incite members of the community to obstruct the highway."

It was the first time Mr. Lewis had revealed police action which followed an interview by C.I.D. He said he was later told by letter that the charge was dropped.

A2 BLOCKED

THE A.2 at Lydden was completely blocked on Monday when two T.I.R. lorries collided. One of the vehicles overturned and the road was not clear until late afternoon.

Traffic was diverted and workmen were called in to repair damaged Post Office and electricity cables. No one was hurt.

Ko 25-1-73

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

March 14, 1973

Dear Mr. Lewis,

Thank you for your letter of March 3rd. I will be pleased to do all I can to help Mr. Colin Lewis and I have written to him for more details of his negotiations with the Union Cartage Company of Chelmsford.

I am sure you will appreciate however that it might well be considered that the matter is still a question of legal investigation by the solicitors on each side and it might not be appropriate for me to intervene at this stage.

Yours sincerely,

David Crouch

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



Department of the Environment
Regional Controller Roads and Transportation
 South Eastern
 74 Epsom Road Guildford Surrey

Telex 85335

Telephone 0483 (Guildford) 71101 ext 280

J Purchase Esq
 Chairman
 The A.2 Group
 Mill Cottage
 BEKESBOURNE
 Kent

Your reference

Our reference

DSE/200/09/1/TR 34/01

Date

2 March 1973

Dear Sir

LONDON-CANTERBURY-DOVER TRUNK ROAD A.2

1. I refer to my letter of 22 January 1973 and as promised can now reply to your letter of 3 January about traffic conditions on the above Trunk Road at Bridge.
2. I must firstly say that the Department has long been aware of traffic conditions on the A.2 and that work on the preparation of various schemes for the improvement of this route has been in hand for some time. For instance, the recent publication of the draft Orders for the Bridge By-pass is the culmination of considerable preparatory work involving the investigation of a number of alternative routes. As you may recall, the Secretary of State formally announced his intentions to improve this route overall and to construct a Mid-Kent Motorway to act as a main access road to the Channel Ports in his statement of 23 June 1971 on the expansion of the Road Programme.
3. With regard to the points raised in the petition, I have the following comments:-
 - a. If speed limits are to remain the valuable road safety measure they are at present, it is essential that they be realistic and enforceable especially on main traffic routes. It has been found where speed limits are regarded as being unrealistic by the majority of motorists, they are not observed and this tends to devalue the overall concept. This would be the case if a 20 mph limit was imposed on the A.2 through Bridge.
 - So far as the approaches to the village are concerned, the Minister for Transport Industries recently decided that the necessary draft Order required to authorise the imposition of 40 mph restrictions on these lengths of road should be published for public comment. It is intended to publish this Order shortly.
 - b. Weight checks on TIR vehicles entering British ports in Kent have been carried out regularly by the Department's Examiners since the introduction of the Road Traffic (Foreign Vehicles) Act 1972 in August last year. Mechanical checks are also carried out periodically at Dover and at lay-bys on the A.2.
 - c. As I explained in my earlier letter of 22 January, this point is a matter for the Home Office to deal with.



CANTERBURY and DISTRICT YOUNG CONSERVATIVES

Constituency Headquarters
9 Hawks Lane
Canterbury
Kent

15 March 1973

B A Lewis Esq
Sec/Treasurer, A2 Group
'Weston Villas'
1 High Street
Bridge
Canterbury
Kent

Dear Mr Lewis

I am writing on behalf of Canterbury Young Conservatives to say how much we all enjoyed you coming to talk to us on the A2 Group on the 6th March. I am sure we all realise the seriousness of the situation now and the effect it has on the community at Bridge.

Thank you again for coming and I wish you luck in your plans for the future of the A2.

Yours sincerely

Gillian Leblanc (Miss)
Secretary

Wickhambreaux complains K& 16.3.73 about heavy lorries

Danger from lorries, overgrown hedges and litter were some of the problems aired at the annual parish meeting at Wickhambreaux Village Hall. Reports from village organisations gave a picture of a thriving community.

The meeting was presided over by the Parish Council chairman, Cllr. J. A. Montgomery, who welcomed 60 villagers.

To Mr. N. H. Parson, who complained about the danger to pedestrians from heavy lorries on the Littlebourne Road, Cllr. Montgomery explained that the National Association of Parish Councils was pressing the Government to introduce laws to categorise lorries and cars for different types of roads but nothing could be done at present.

Mrs. Freeman suggested that kerb stones should be provided to stop cars being driven on to the village green and she asked for "Stop" lines to be painted on The Street to check traffic coming from Seaton.

Both matters will be taken up by the Parish Council.

Prof. Butler complained of litter in the River Stour by the bridge in Wickhambreaux and asked for street lighting in The Street, although most of the meeting was against lights.

Mrs. Farrar reported a large amount of rubbish and overgrown hedges behind the chapel and the chairman promised to speak to Bridge-Blean Rural District Council's Public Health Inspector.

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.
CT4 5JY

20th March 1973

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

Dear Mr. Crouch,

Thank you for your letter dated 14th March concerning the premises of Colin Lewis.

I understand from him that moves towards a settlement are now taking place, so we now intend to wait for a while before making any further protests on his behalf. Apart from the reports in the local and county newspapers, the story was picked up by The Times, The Daily Mail and The Sunday Express, so I feel that we have justified our actions in bring the matter to the public's attention, and obviously achieved results.

On 6th March last, I was pleased to have the opportunity to talk to the Canterbury Young Conservatives on the subject of 'The A2'. I must say however, that I was somewhat annoyed to learn from members that your Agent 'Ted' Brown has indoctrinated the belief that A2 Group is 'a bunch of Liberals'.

During my talk, I emphasized the non-political structure of our Committee, and would be more than grateful if you could inform Mr. Brown of the true situation.

The political divisions of the Committee are:

Conservatives	3 members
Liberals	3 members
Labour	1 member

As you well know, up to last year, the Group was headed by John Purchase (Liberal) and myself (Conservative), and that was the structure for 10 years.

Yours sincerely,

Brian A. Lewis

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.

CT4 5JY

20th March 1973

The Secretary,
Canterbury and District Young Conservatives,
Constituency Headquarters,
9, Hawks Lane,
Canterbury, Kent.

Dear Miss. Leblanc,

Thank you for your letter dated 15th March 1973.

I would like to convey my thanks to you again for giving me the opportunity to explain the A2 situation to your members on 6th March last.

I trust that something was learnt of our problems, and that I made it clear that we are a non political organisation. It is worth repeating I feel, that our Committee structure is

Conservatives 3 members
Liberals 3 members
Labour 1 member

Thanking you again, yours sincerely,

Brian A. Lewis

Brian A. Lewis:
Secretary/Treasurer, A2 Group

I hear that some members of the A2 Group committee are very annoyed that people are saying that this body is a sub-committee of the local Liberal Party.

This feeling has got abroad because the Liberal Party in its County Council propaganda give this impression. In fact the committee consists of three Liberals, three Conservatives and one Socialist.

The A2 Group is concerned, as its name indicates, with the improvement of that road. This is surely a non-political task and the Liberals in trying to squeeze some party advantage out of it do the case no good at all.

Socialist councillors were annoyed that Diogenes was able to reveal the goings on at the last Development and Estates Committee. Ald. Kingsman got the blame for that, but they have so little knowledge of newspaper production that they thought that the proceedings of a Monday night committee could appear in the newspaper the next day. By the time the council committee met the machine was running!

427 213 11. DIOGENES

The A2 Group

KG
30 3 73

Sir,
In view of suggestions that have been made regarding the A2 Group, we wish it to be known that the A2 Group is a non-political body.
Its committee and supporters include all shades of political opinion.
JOHN PURCHASE,
Chairman,
Mill Cottage,
Bekesbourne, Kent.
BRIAN A. LEWIS,
Hon. Sec./Treasurer,
1 High Street,
Bridge, Kent.

GE FIELDING & PEMBROOK

SOLICITORS

COMMISSIONERS FOR OATHS

A. BARTON OF WHITSTABLE AND TAMERTON

U. H. B. ALEXANDER

A. FLOCHER (SOLICITORS PUBLIC)

J. H. GOULDEN

V. E. BARTON

H. D. SMYTH

H. K. F. GRAHAM

N. CHARLESWORTH

R. E. H. STANTON

H. V. PAGE

39 ST. MARGARET'S STREET.

CANTERBURY. KENT

TELEPHONE: 66151

S.T.D. CODE: 0227

TELEX: 966078

Our Ref 26/280J

Your Ref

19th March, 1973

Dear Mr. Lewis,

A.2 Group Bridge By-Pass

I am sorry to have been so long in letting you know my decision but I have had to contact Mr. Whigham in Portugal. I am glad to say that neither he nor Mr. Mount have any objection to my representing the Group at the Inquiry. Before I positively accept (and at the same time give you an indication of what my fees would be likely to be) I should very much appreciate the opportunity of a discussion with you to find out exactly what it is that you want me to do and the scope of the work involved.

Obviously I should prefer to see you during office hours at this office but if you would like to call at my house one evening that could certainly be arranged. I will leave it to you to get into touch with me to make a mutually agreeable appointment.

Yours sincerely,



J.H. Goulden

B. Lewis, Esq.,
1 High Street,
Bridge.

Your Ref: 26/28/CJ.
Our Ref: BAL/PAL.

Brian A. Lewis.
1, High Street,
BRIDGE, CT4 5JY,
Canterbury,
Kent.

22nd March 1973.

Furley Page Fielding & Pembroke,
39, St. Margaret's Street,
CANTERBURY,
Kent.

For the attention of Mr. J.H. Goulden.

Dear Mr. Goulden,

Bridge By-Pass/Local Public Inquiry.

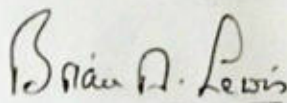
Thank you for your letter dated 19th March 1973.

I am pleased to learn that there are no objections from your other clients and wish to thank you for considering representation for the A2 Group at the pending inquiry.

Since I am in business at Maidstone, you will appreciate that a meeting would prove difficult during office hours, and would therefore be grateful if we could liaise at your home. Our Chairman, John Purchase, is also anxious to meet you and an evening appointment would also be more suitable for him.

I leave it to you to suggest a suitable date and time and look forward to hearing from you in due course.

Yours sincerely,



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:- Mill Cottage, Bekesbourne, Kent.

26.3.1973

P.H. Sweet, Esq.,
151 Rough Common Road,
Canterbury, Kent.

Dear Mr. Sweet,

The A2 Group Committee have asked me to thank you very much for your interest in the A2, and for the possible use of some of your senior boys in keeping a Census count on the radial roads at Canterbury.

The date fixed at last night's Committee meeting was Tuesday, April 17th. 1973; times 8.00a.m. to 11.00a.m.

The sites chosen were:-

1. (A2) The Gate Inn, just beyond the junction of New and Old Dover Roads.
2. (A2) Vernon Holme School, Harbledown.
3. (A28) The Water Works, Wincheap.
4. (A28) Sturry Road, just beyond Kingsmead from the City.
5. (A257) The Barracks, Sandwich Road.
6. (A290) Kent College.
7. (A28 feeder) Broad Oak Road, Canterbury side of Farley Road.
8. Wincheap Roundabout - all four main exits.

We feel that crewing of the check spots could be two - where either there is an A2 Group rep. as one, or where - using your judgement - the older boys can do it. We have, of course, a number of adults lined up for this exercise, but we welcome very warmly any help that might be available. Please don't hesitate to telephone me at the office (Canterbury 61508) with comment.

I enclose sample Census forms - and if we have been successful in getting a Xerox copy of the file copies of last year's Census, a copy of that as well!

Yours sincerely,


John Purchase

The rape of Kent

KM
23-3-73

All one who has lived in Kent all his life may I express my fears for the County at this time. The scene at the moment is grim. On one side of us there is the proposed Third London Airport at Foulness. A proposal that would lead to a noise nuisance in North Kent that does not exist at present. The damage to the huge bird population there is being described by experts as an "international disaster."

What is not being brought to the fore is the accompanying idea for an industrial and marine complex that will make the river estuaries in Kent and Essex a hell on earth. These latter proposals have never been subjected to proper inquiry.

On the other side of Kent there is the proposed Channel Tunnel, which is bound to have very serious effects on that area. There are also cries for office and industrial development elsewhere in the County.

What of the middle? Here lies an important

agriculture, and the most intensive and modern fruit growing industry in the UK. These "traditional industries" need room to manoeuvre. Any business expects to be free to move about its factory floor. That is what the countryside of Kent is to its farmers and growers and those who work with them in all aspects.

The second trouble here is the road structure. The pathetic efforts on A2 would disgrace a broken down Ruritanian Administration.

Words fail one to describe one's feeling towards successive governments on this issue. M20 will not be completed for a long time and many feel the need for a third motorway to serve the ports and the Tunnel. If the latter stupidity is ever permitted, M2 is getting overcrowded and as far as Thanet Way, built in the depression of the Thirties, one can only say it looks it.

One has to bear in mind that Kent is a narrow peninsula which just can-

not accommodate vast development. The constraints imposed by that fact and others of a traditional and geographical kind reinforce the point.

There is therefore a need to protect Kent at this time. At the moment each of the problems is being watched and opposed, where needed, by small groups. They naturally tend to concentrate on their own areas. The attitude of the County Council seems ambivalent, and it may indeed be unfair to ask such a body to oppose what one can only call the rape of Kent.

Though one would hope that it would give the lead to see that some co-ordination takes place to ensure the survival of the County we all love in a shape we can be proud of. If some of the lunacy now in the pipeline is not stopped dead in its tracks our successors will record us as very poor specimens of Men of Kent and Kentish Men.

A. D. M. Hilton
Perry Leigh,
Selling,
Nr. Faversham.

Providing tunnels for horses on new bypasses

KC
2-1-73

Where Bridge or Hartle-down's new by-passes cut across bridle paths, bridges or tunnels should be provided for horses. Brig. Jack Slade-Powell, first chairman of the new East Kent Committee of the British

Horse Society, said at its inaugural meeting at Elham on Monday.

Brig. Slade-Powell said that one of the committee's important functions would be to look after bridleway problems. That was a vast and vital task, particularly as recently a large number of bridleways had been downgraded.

Although tunnels or bridges were provided for horse-riders where motorways crossed bridlepaths, they were not provided on trunk roads.

"I have asked the British Horse Society to take this up in a big way with the Department of the Environment," he told the packed village hall.

There were now 1,800,000 horse-riders in the country and, because of the widening appeal of the sport, these were increasing at the rate of about 20 per cent. per year.

Juggernauts are the great danger

KM
23-3-73

KENT'S greatest danger is the juggernaut lorry. This is the view of Dr. A. Daniel, who spoke at Ashford Library last Thursday on the environmental effects of a Channel Tunnel.

He said the obvious solution must be to put heavy lorries on rail

through the Tunnel and on to depots in London and elsewhere.

"No matter what the cost", he said, "it will be a saving in the end."

Dr. Daniel, a senior lecturer at London University and a member of the Channel Tunnel Association, said the feared upheaval in Kent need not happen if the Tunnel were used as part of the through journey to important centres, and with

"mouth" installations only for the benefit of Dover itself.

Existing means of transport between Dover and Calais traffic should be left as it is so as to avoid mass unemployment in the Dover area.

"In years to come the mere Dover to Calais traffic will become a burden and a handicap", he added.

Brigadier R. Parry asked if a Channel Tunnel would not be a "hijacker's delight". It would be an easy target for subversive activities.

Dr. Daniel explained that it would be impossible for an intruder to get in except on a train, but in any case all the windows would be sealed.

John Purchase

30th March, 1973

Dear Mr. Rippon,

London - Canterbury - Dover Trunk Rd
Harbledown By-Pass

At the end of April there is to be an Enquiry held concerning the Harbledown By-pass. It is, we understand, limited to side-roads and compulsory purchase detail and not the principle of the By-pass.

The A2 Group would strongly recommend that in view of public opinion and the great discrepancy in traffic flow projected vehicle rates calculated by the Department of the Environment and Buchanan following construction of the by-pass, that this enquiry should have its terms of reference enlarged to cover the principle of the by-pass when considered in conjunction with the feasibility study that has been made concerning the Canterbury by-pass.

Yours faithfully,

John Purchase
Chairman A2 Group

The Minister,
The Dept. of the Environment,
Marsham Street,
London, S.W.1.



Traffic stops at Bridge's new pedestrian crossing—but some heavy lorries are jumping the red light, says the A2 Group.

KH 3-473

Pelican crossing a new danger says A2 Group

A NEW pelican pedestrian crossing in Bridge High Street is dangerous for old people and children to use, the A2 Group claims after conducting experiments.

The group's secretary, Mr. Brian Lewis, says the main danger comes from Continental "juggernauts" which often jump the red light because they are going too fast to stop.

"They just do not have time to stop if a pedestrian presses the button when the lorries are about 50 yards away from the crossing," he told the "Kent Herald."

"As a result they jump the lights at red when a pedestrian has priority. We are concerned that an old person or a child might be killed if they rely on the lights giving them immunity."

The group's experiments were carried out during the evening, when less traffic on the busy A2 means that lorries' speeds are higher than during the day.

The group says it will campaign for the erection of "Pedestrian crossing" warning notices either side of the new crossing and a longer time than the present five to seven seconds between a pedestrian pressing the button to stop traffic and the red light coming on.

"These foreign drivers don't understand pelican crossings and that is another

danger of them," said Mr. Lewis.

But not everyone in the village agrees with the claim. "We have got to give drivers time to realise there are traffic lights in the High Street," the chairman of the Parish Council, Cllr. Laurence Shirley, said.

"Some of the lorries have overshot the lights, most of them are coming from the Dover direction. Traffic mostly slows down at the 30 m.p.h. signs, but when we get the 40 m.p.h. signs, which we hope will be installed in the next two months, it will improve matters."

"It is too early to say whether the crossing is working properly," Cllr. Shirley added.

The council's clerk, Mr. E. G. Down, agreed: "It's all a case of these people observing the law." But he felt the crossing was perfectly safe.

"The lights don't show up enough in the sun," Mrs. Vera Cruttwell, of Western Avenue, said. She has to collect her five grandchildren from the school and feels that not enough time is allowed for children to cross.

"I find drivers are pulling away too quickly and I think it is dangerous."

But another woman with two children felt the area was much safer with the crossing.

"Children have been given leaflets at the schools and old people have been told to wait for the green man to light up before crossing."

The freighting scene in Kent

IFW found a mood of optimism in the ports, and airports of Kent, and at the not long opened Inland Clearance Depot at Lenham, near Maidstone. Britain's

entry into Europe was the overriding factor but, as we report, there were other, less obvious points. But there may also be the Channel Tunnel...

EEC causes 'staggering leap in business

Yet Mr Hall is quite confident that the port can survive. He said: "Even if the Channel Tunnel did come in the 1980's it would take a big



Blocks showing in the foreground, the freight compound, and beyond, the Hoverport.

So the air war was... spent £200,000 on deepening the berth and boosting the covered storage space to 100,000 sq ft, formed Transist Freight, and early last year brought to the wharf from the Thames. In 1970, came the general business. Within a couple of months decision to deepen the berth and start handling European imports. The transition from im- other companies cargo. tended the facility to handle handle the imports, then ex- group opened its own wharf to porting panel products, the of companies. For, from im- the policy of the Eden group It seems this has become do it yourself."

storage and open quay space. The quay — Crown Wharf in Strood — was first bought Freight Ltd. The quay — Crown Wharf in Strood — was first bought

Mr. Hall is quite confident that the port can survive. He said: "Even if the Channel Tunnel did come in the 1980's it would take a big

Yet Mr Hall is quite confident that the port can survive. He said: "Even if the Channel Tunnel did come in the 1980's it would take a big

John Purchase

5th April, 1973

Dear Mr. Goulden,

I have been in touch with Kent County Council on an unofficial basis and have discovered that at the Public Enquiry at Bridge, evidence can be entered by anyone - and that following that evidence there is opportunity for cross-examination by any other body represented at the Enquiry.

Consequently we can examine Mr. Hook, or his representative - and they can question our statement.

I am told that the Department of the Environment present the case, Mr. Ritchie is the Engineer representing K.C.C., and we understand that the representation for Mr. Hook will be a Solicitor, not Counsel.

Yours sincerely,

John Purchase
Chairman
A2 Group

John Goulden, Esq.,
Messrs. Furley Page Fielding & Pembroke,
39, St. Margaret's Street,
Canterbury,

Canterbury Constituency Conservative Association

Parliamentary Representative: DAVID CROUCH, M.P.

President L. E. Hart, Esq., J.P.
Chairman Peter Proudfoot, Esq.
Hon. Treasurer J. T. R. Prestige, Esq.

Agent and Secretary E. C. F. Brown

Hawks Lane,
Canterbury.

Telephone: Canterbury 65332/3

26th March, 1973.

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

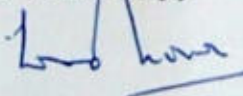
Dear Mr. Lewis,

Mr. David Crouch has sent me a copy of your letter to him of the 20th March in which you say that I have "indoctrinated the belief that A2 Group is 'a bunch of Liberals'".

You really should not repeat heresay information. I was well aware of the make-up of your Committee but what I think does offend people is that the local Liberal Party are claiming the A2 Group as their own. This particularly applies to one of your Committee Members, Mr. Seabourne and to Mrs. Goulden, both of whom are County Council candidates in Canterbury and if you look at the literature they have issued I think you will arrive at the same conclusion.

If some of the more politically conscious Young Conservatives, some of whom take great interest in the environment, form this conclusion one cannot really be surprised at it. *They did not get the idea from me as I have never discussed the question with them.*

Yours sincerely,



E. C. F. BROWN,
AGENT & SECRETARY.

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.

CT4 5JY

27th March 1973

To all A2 Group Committee Members

I enclose a copy of a letter dated 26th March and received today from Mr. E.C.F. Brown, the Conservative Agent and Secretary, and await your individual comments to the contents.

Yours sincerely,

Brian A. Lewis

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

From: David Grouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

March 27, 1973

Dear ~~Mr. Lewis,~~ *Brian,*

Thank you for your letter of March 20th and for keeping me up-to-date concerning the premises of Colin Lewis. I will take no action unless and until I hear further from you about this.

I was interested to hear that you gave a talk to the Canterbury Y.C.'s on the A.2. I have informed Mr. Brown of the political breakdown of the A.2 Group.

Yours sincerely,

David Cawley

Brian A. Lewis, Esq.,
'Weston Villas',
1, High Street,
Bridge, Canterbury, Kent.
CT4 5JY.



Department of the Environment
Regional Controller Roads and Transportation
South Eastern
74 Epsom Road Guildford Surrey GU1 2BL

Telex 85335

Telephone 0483 (Guildford) 71101 ext 210

J Purchase Esq
Mill Cottage
Bakesbourne
CANTERBURY
Kent

Your reference

Our reference
DSE 200/09/TR 34/S 09

Date
12 April 1973

Dear Mr Purchase

HARBLEDOWN BY-PASS

1. I have been asked to reply to the letter you wrote to the Minister on 30 March suggesting that the terms of reference of the inquiry to be held on 25 April should be extended to cover the principle of the proposed Harbledown By-pass.
2. Although the route was established when the line Order was made in 1958 there will nevertheless be scope at the inquiries for discussing the principle of the by-pass in relation to any alternative solutions which objectors may think preferable. In discussing the side roads and compulsory purchase Orders which are the subject of the inquiries, there will be nothing to prevent objectors, if they so wish, putting forward arguments against implementation of any of the three Harbledown By-pass Orders. The Inspector will take into account and report any relevant evidence of this nature. This will apply to any relevant evidence or views about traffic figures which objectors may wish to express. In these circumstances there is no need to take any special steps to enlarge the terms of reference of the inquiries - the principle of a by-pass will be open to discussion in any case.
3. You mention in particular the discrepancy between the traffic forecasts in the Department's opening statement and those in the Buchanan report "Canterbury Traffic Study". The latter took account of local traffic only whereas the Department considers that longer distance traffic with destinations in the western and northern parts of Canterbury itself (or originating there) will find the existing A 2 route quicker, and therefore preferable, to a detour via a Canterbury By-pass and Wincheap radial; the Department has therefore allowed for this extra longer distance traffic in its forecast and is prepared, if necessary, to support this view in greater detail at the inquiries.
4. In proposing to build the Harbledown By-pass in the near future, the Department has very much in mind the earlier relief it would bring not only to traffic on the A 2 but also to people living alongside the present narrow section through Harbledown. As has been stated, a full Canterbury by-pass could not be planned and completed in less than another seven years or so and you will no doubt be aware that the Buchanan final report to which you referred also stated, at paragraph 47, that "If the A 2 by-pass of Canterbury cannot be programmed to be built until the late 1970's, the Harbledown by-pass would be justified as a single carriageway road as an interim measure to relieve the immediate locality".

Yours sincerely

N ROBERTS
for Regional Controller



Department of the Environment
2 Marsham Street London SW1P 3EB

March 1973

CONFIDENTIAL

Dear David

... In his letter of 13th February, Keith Speed told you of the intention to hold concurrent public inquiries into the Bridge By-pass draft Orders in May. I am enclosing an advance copy of the public notice which will appear in local papers on Friday 23rd March giving the name of the independent Inspector who has been appointed to hold the inquiry. ... The inquiry is due to begin on 8th May; I also enclose a copy of a letter and my Department's opening statement at the inquiry which has been sent to all objectors.

Following the inquiry, I will consider the Inspector's report; if his recommendations are in favour of the proposals I would hope to follow through the remaining processes of making the Orders, acquiring the necessary land and completing the engineering design work, contract documents and contract letting procedures in time to start work in mid-1974.

Arrangements for additional speed limits are also in hand. A draft Order for 40mph limits for 200 yards at each end of the existing length of 30mph limit is to be published on 23rd March. Unless there are many objections, it should be possible for the procedures to be completed and the Order brought into operation by about the end of May. I should be grateful if you would treat this information as confidential until the announcement on 23rd March.

Walter Jones

Walter

David Crouch Esq MP

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

April 12, 1973

Dear Brian,

I enclose a copy of a letter I have received from Mr. John Peyton, Minister for Transport Industries, concerning the public enquiries into the Bridge By-pass draft Orders. You will no doubt already have seen the announcement in the press. You will also see from Mr. Peyton's letter that the enquiry is due to begin on May 8th. Also in the letter are the details regarding the draft Orders for the 40mph limits at each end of Bridge, which should be brought into operation by the end of May.

Yours sincerely,

David Crouch

Brian Lewis, Esq.,
'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. CT4 5JY.**
14th April 1973.

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

Dear Mr. Crouch,

Thank you for your letter dated 12th April, together with enclosure.

I am very encouraged, as you must be, by the context of Mr. Peyton's letter. The Minister now clearly appreciates the urgent need for the Bridge by-pass, and I am confident that with continued pressure from your goodself after the Public Enquiry, the original proposed starting date need not be drastically affected.

You will be interested to learn that A2 Group will be represented by a Solicitor at the Enquiry.

I am pleased to learn the latest situation regarding the 40 m.p.h. limits, and doubt if there will be any objections raised. Following their erection, we will have to contact Canterbury police to learn how they intend to implement their enforcement. It must be put on record that the "Reduce Speed Now" signs have had no effect whatsoever to the overall speed of T.I.R. and vehicles in general passing through the village, particularly during the evenings and at night.

You will have read my observations on the "Pelican Crossing" reported in the Kent newspapers last week. I am extremely concerned about the timing mechanism on the lights, and would appreciate any assistance you can offer to get this altered.

Thanking you again for your correspondence,

Yours sincerely,

Brian A. Lewis

Brian A. Lewis:
Sec/Treasurer, A2 Group

'DANGER'

K.O
5-473

266473
"Hear all
by-pass
evidence"

THE NEW "Pelican" crossing in Bridge High Street was attacked this week as bringing added dangers for villagers who try to cross the road between massive T.I.R. vehicles.

Ever watchful members of the A2 Group say that instead of improving conditions in the village High Street for pedestrians, the crossing has brought extra hazards because heavy lorries cannot pull up in the time given by the "flashing light" sequence.

Pelican crossings are a development of the familiar pedestrian crossing, with the addition of light signals to both traffic and pedestrians.

The example at Bridge is one of the first to be installed in and around Canterbury.

TESTED

Mr. Brian Lewis, secretary of the A2 Group said. "We have tested the equipment on this Pelican crossing for two evenings and we are of the opinion that heavy lorries can not stop under the present time sequence of the lights.

"Children or elderly people who are relying on this crossing to get over the road safely could be injured or killed if one of these mammoth vehicles failed to obey the signal".

Mr. Lewis said that drivers did not have an adequate view of the Pelican crossing lights, which is near the White Horse public house, from either direction.

He added that ordinary cars could probably pull up in time, but a lorry that was travelling in excess of 30 mph, would have a lot of difficulty in braking.

Mr. Lewis is also concerned that continental lorry drivers will fail to understand the Pelican crossing signals, because it is a new traffic sign. He also says there are no prior warnings before motorists reach the area.

The Kentish Observer asked Bridge Primary School, if they were concerned about children using the new crossing.

A spokesman said it had not really been installed long enough to make a firm comment.

HAZARDS

Apart from the obvious hazards presented by the High Street they had heard no bad reports to date.

Canterbury police explained how the Pelican crossing operates. The lay-out is basically the same as ordinary pedestrian crossings apart from the lights.

Lights facing the pedestrians are in the shape of a walking man. If the light is red, it means: "do not cross." A green figure says: "cross with care." If this figure flashes it means the lights are about to change.

The motorist sees three lights. Red means give way to pedestrians. Green means: "proceed with care;" flashing amber

A2 Group in action over 'Pelican' crossing in Bridge High Street.

says: "proceed only if the crossing is clear." Plain amber means: "stop unless unsafe to do so."

The A2 Group says the Pelican

crossing is an interim measure to help Bridge residents until their by-pass is built.

Mr. Lewis adds that the crossing could be made much safer if

the timing sequence on the lights was changed. They are already making representations over the situation to the authorities concerned.

Sir Dawnay calls for lorries policy

K.M
6-4-73

CHIEF Constable of Kent, Sir Dawnay Lemon, has called for a national policy statement from the Department of the Environment on heavy goods lorries.

In his annual report he says: "The geographical position of the county in relation to our European neighbours, results in ever increasing numbers of these lorries using our roads for Continental trade, creating many problems of an environmental nature.

"The application of width restriction orders to narrow country lanes, in an endeavour to prevent conflict on both amenity and traffic grounds, creates certain enforcement problems.

"It is felt that a firm statement of policy from the Department of Environment, is necessary to alleviate the situation."

Movement of abnormal loads through the county has increased, particularly in the Rochester area.

Fatal accidents totalled 189, a drop of 20 on 1971's figures, but injuries were up by 203.

Safety crossing a danger, says village

K.M
6-4-73

PEDESTRIAN - controlled traffic lights have been installed in the High Street of Bridge, the "juggernaut" village near Canterbury.

But the A2 Group, who have been urging better safety measures for this stretch of the A2 are now protesting about the lights.

They say far from improving safety for people wanting to cross, the lights would be an extra hazard.

The 'pelican' crossing

is the first on the busy road between Brenley Corner, Faversham, and Dover.

Mr. Brian Lewis, secretary of the Group, said its efficiency has been tested.

He claims TIR lorries were unable to stop in time if within 50 yards of the lights when a pedestrian wanted to cross.

He said: "They jump the lights on red when the pedestrians have priority. We are very concerned that a child or old person will be killed while

crossing the road.

"I think that possibly the answer could be for them to erect warning notices for drivers. But sight lines are bad anyway."

"If they could introduce into the lights change mechanism a long stay on amber before it went to red, then it could avoid the first death of 1973 in the village."

A county council spokesman said the county surveyor will investigate the allegations.

Ginger group to fight for safer A20

K.M
6-4-73

RESIDENTS of Sellindge, outraged by the deaths of three people on the A20 in two weeks, have formed their own accident prevention committee.

Two elderly women and an eight-year-old boy, who all lived in the village, were killed as they tried to cross the busy A20 which cuts through Sellindge.

At the annual parish meeting on Thursday, Mr. John Fittall, of Stone Hill, Sellindge, and Mrs. Jackie Hall, of Down's Way, Sellindge, volunteered to serve on the committee.

Three other members will be elected from the parish council at its next meeting in May.

The committee is expected to have its first meeting almost immediately afterwards.

CROSSING

"I think our best bet would be to fight for a controlled crossing," said Mr. Fittall. "If the village would back me up I would refuse to pay my rates as a protest about the conditions."

The parish council chairman, Mr. Stewart Torrington, said: "We will have to rule out a subway or bridge as it wouldn't be built for a road 22 feet wide."

"I hope the committee will try to persuade people to take more care."

MP Mr. Abbert Costain attended a meeting of villagers two weeks ago to discuss the A20 hazards and the poor lighting along the road.

He has seen the Transport Minister Mr. John Peyton, and is now waiting for the Minister's report on the road.

City by-pass — 'we're

MINISTRY S ANGERS C

CONTINUED silence from Transport Minister, Mr. John Peyton over his private report on Canterbury's by-pass is causing grave concern to members of the city council.

Mr. Peyton ordered

a confidential report from consulting engineers, Brian Colquhoun and Partners over the feasibility of a by-pass for the city and the possible alignment of the road.

Since the report was present-

ed to the minister last year no member or officer of the council has been informed of any detail of the report.

Anxiety has increased over the last few days as Canterbury City Council met with Bridge-Blean Rural Council to discuss points to be put to a public enquiry over the Lower Harbledown by-pass on 25 April.

Canterbury is expected to tell the inspector that the council feels that if the city by-pass was built at an early date, with radial roads connecting main parts of the area, then the proposed by-pass for Lower Harbledown would be unnecessary.

QUESTION

The fight for information was taken up again by Canterbury's M.P. Mr. David Crouch in a written question to the minister last week.

He asked as the number of lorries using the Dover ferry service last year increased by 43 per cent over 1971, that import-export car traffic using Dover rose to 127,116 vehicles, and that Dover was used by over 5 million passengers and over 1 million accompanied private cars, the minister would speed up the A2 development programme, and in particular the construction of the Canterbury by-pass.

In a written answer on Friday, Mr. Peyton said: "While I know how pressing the problem is, I regret that there is no scope for further acceleration. The feasibility study into the need for, and alignment of a Canterbury by-pass is now being considered by the Department."

The Department's "consideration" of the confidential report has been going on for over six months.

Canterbury's City Engineer, Mr. John Rhodes said: "This report is confidential to the minister, but obviously we ought to know what it contains. The information is related to other highways schemes.

"The by-pass is one of the vital things for Canterbury and we need firm decisions made soon."

Cllr. Mike Fuller, Chairman of Canterbury City Council's Town Planning Committee and a member of the A2 Group said: "No one from the city has the slightest idea of the matters contained in this report. We are being left in the dark.

"This council would be in a much stronger position, particularly in the statement it wishes to make at the Harbledown public enquiry if the contents of the Colquhoun report were known.

"Cllr. Tony Payne of Harbledown had a letter last August saying the report on the by-pass was with the minister. Since then I believe nothing has been heard of it at all."

KG 13-4-73

City by-pass hopes dashed

Hopes that a new sense of urgency was being shown by the Government in providing Canterbury with a by-pass were dashed last Thursday. The Secretary of State for Transport Industries, Mr. John Peyton, categorically told Parliament that there could be no acceleration of the A2 programme.

Mr. Peyton's statement followed a question from Mr. David Crouch, M.P. for Canterbury. He asked if, in view of the fact that the number of lorries using the Dover ferries in 1972 rose by 43 per cent to 156,581, the Secretary of State for the Environment would expedite the A2 development programme and, in particular, the construction of a Canterbury by-pass.

Mr. Peyton's answer was brief: "While I know how pressing the problem is I regret there is no scope for further acceleration. The feasibility study into the need for and alignment of a Canterbury by-pass is now being considered by my department."

Mr. Crouch is far from satisfied with Mr. Peyton's answer and he told the

"Kentish Gazette" this week: "I cannot accept this as the last word from the Minister in view of the fact that the flow of traffic from Canterbury to Dover is rising at such an alarming rate.

"I was glad to hear from the Minister that he realises how serious the problem is and I feel he must consider speeding up the road programme to meet the new traffic demand.

"I intend to see Mr. Peyton personally to discuss the problem as a matter of urgency."

But what is angering by-pass campaigners is the fact that the feasibility study, commissioned from Brian Colquhoun and Partners, was delivered to the Department of the Environment many months ago.

So far neither Kent County Council nor Canterbury City Council has been consulted over its contents and neither has been shown a copy.

In the light of Mr. Peyton's statement in the Commons, a joint committee of Canterbury and Bridge-Blean councillors met on Monday night to consider

the next step in their campaign.

Cllr. Mike Fuller, chairman of the City Council's Town Planning Committee, revealed that a strong protest is likely to be made at the Lower Harbledown by-pass public inquiry which starts on April 25.

Said Cllr. Fuller: "There just seems to be no way we can speak to the Minister. He showed no interest in coming down to see us and none in us sending a deputation to see him.

"He has had that by-pass report since the end of August and has been sitting on it ever since, during which time nobody from this council or Bridge-Blean has been allowed to see the plans or comment on them.

"We are preparing a written statement to hand in to the inspector conducting the Harbledown by-pass inquiry in which we shall make the point that Canterbury by-pass needs to be built along with the Wincheap radial road at the earliest possible date.

"If it was to be built early enough the Lower Harbledown by-pass would not be needed."

left in the dark'

KO
12.4.73

SECRECY COUNCIL

M.P. goes to war over A2

KH
17.4.73

Canterbury's M.P. is seeking a personal interview with the Minister for Transport Industries, Mr. John Peyton, over the A2 and Canterbury by-pass problems.

Mr. Crouch is highly dissatisfied with an answer given in the Commons by Mr. Peyton, when he said no speed-up could be made in the A2 programme.

Mr. Crouch asked if, in view of the fact that the number of lorries using the Dover ferries in 1972 rose by 43 per cent to 156,581, the Secretary of State for the Environment would expedite the A2 development programme and, in particular, the construction of a Canterbury by-pass.

Mr. Peyton's answer was brief: "While I know how pressing the problem is I regret there is no scope for further acceleration. The feasibility study into the need for and alignment of a Canterbury by-pass is now being considered by my department."

Mr. Crouch later told the "Kent Herald": "I cannot accept this as the last word from the Minister in view of the fact that the flow of traffic from Canterbury to Dover is rising at such an alarming rate."

"I was glad to hear from the Minister that he realises how serious the problem is and I feel he must consider speeding up the road programme to meet the new traffic demand."

"I intend to see Mr. Peyton personally to discuss the problem as a matter of urgency."

New danger at Upper Harbledown

KG 27.4.73

The completion of the dual carriageway at Upper Harbledown has caused a dangerous situation, says Bridge-Blean Rural District Council.

It was told on Wednesday

Staines Farm and Baker's scrapyard. Kent County Council had promised to investigate.

At that same meeting Cllr. L. R. Wanstead suggested the problem might be helped by a 40 m.p.h. speed limit, and Cllr. Payne said it should be imposed on the section of the road at the end of the dual carriageway.

The council decided to ask the County Council to look again at the imposition of a 40 m.p.h. speed limit through Upper Harbledown at the end of the dual carriageway.

It also pointed out that a dangerous situation now exists at the end of the new piece of road, and called on the County Council to give urgent consideration to improving it in view of the speed of traffic coming off the dual carriageway.



KG
274-73

Harbledown by-pass not necessary

CANTERBURY does not want the proposed Harbledown by-pass built if it will delay the city's own by-pass, a public inquiry heard on Wednesday. Mr. Christopher Gay, the Town Clerk, said that the new road—beginning 250 yards east of the junction with Palmers Cross Hill and joining Rheims Way—would not be necessary if the Canterbury by-pass proposals, including a new radial road, were to be brought forward.

The same view was expressed by other objectors to the Harbledown by-pass on the first day of the inquiry, being held at the County Hotel, Canterbury.

Mr. Rex Hammond, senior engineer of the South East Region for the Department of the Environment, told the Inspector, Mr. Morris Robinson, that a new road was normally designed to last at least 20 years, but it was expected that the 0.6 miles of road by-passing Harbledown would carry A2 traffic for a much shorter time, until the Canterbury by-pass was built.

In this event the Harbledown by-pass would then cater purely for residual traffic travelling between the trunk road and the western areas of Canterbury.

BY HALF

He said that when the Canterbury by-pass was built—which would be unlikely before 1980—the volume of traffic on the Harbledown by-pass would be reduced by half which would be adequately dealt with by a single two-lane carriageway.

But Mr. Hammond pointed out that after a Canterbury by-pass had been built it would not mean that the new single carriageway would no longer be needed. There would be the residual traffic entering and leaving Canterbury particularly the western part, which would continue to use the Harbledown by-pass. This scheme would thus give continuing relief to the village.

He continued that because of the importance of the A2 to the Channel Ports it had been general policy, in relation to national planning, to improve the road



Mr. C. Gay

for the traffic it had to carry now and in the future.

Mr. Hammond quoted a trunk road census taken on the A2 near Dunkirk in August, 1970.

"This revealed that the average volume of traffic on a 16-hour day was 13,419 vehicles. Of these 1,142 were heavy goods vehicles, or 8.5 per cent."

This meant that the number of vehicles had increased by five per cent between 1965—when the previous census had been made—and 1970. By 1980 the trunk road would be required to carry 18,200 vehicles during an average day in August.

Such a flow of traffic would be beyond the capacity of the A2 through Harbledown and would make crossings by pedestrians even more difficult and hazardous than they were now.

Summarising the problem, Mr. Hammond said: "The

Continued on page 9

village of Harbledown has developed over the years alongside the Old Roman Road and is in consequence unsuitable for the requirements of modern traffic.

"The increase in roll-on/roll-off freight to and from the Continent combined with the larger number of holiday makers every year, journeying to and from Dover and Canterbury, has resulted in ever-increasing congestions, accidents, damage to property and difficulties for pedestrians. Owing to the layout of the village all the local traffic has to join the trunk road at one point or another; the community life of the village suffers as a result.

As an alternative to a by-pass the widening of the existing road would destroy a number of attractive buildings. The re-grading of the road which would be involved would also necessitate the construction of earth embankments and create access problems.

"The type of scheme needed to deal with through traffic in this case is clearly a new road."

About 9½ acres would have to be acquired for the road. No houses would need to be demolished. Cherry Cottage had already been demolished following vandalism.

The estimated total cost of this scheme would be £372,000 at 1973 prices.

WHITE PAPER

Referring to the Government White Paper "Development and Compensation—Putting People First," Mr. Hammond said that where properties were acquired or badly affected by a new road, provisions such as compensation, sound insulation and home loss payments would be granted.

"While it is not denied that there would be disadvantages to individual land and property owners, every effort has been made to minimise these and it is submitted that the overall advantages of the scheme are very substantial. The village is at present severed by the large volume of traffic using the existing narrow and inadequate trunk road.

"If the by-pass was built channelling all through traffic along a predominantly access-free road, the existing road through the village would become a local road. The environmental benefit would be very great.

"With the reduced amount of traffic on the existing road, pedestrians would be able to cross more freely while delivery vehicles would be able to stop in the village without causing congestion."

theory and may not be right. Surely the sensible thing to do is to proceed with the ultimate now and then do the second class road, if need be," he said.

Nearly 20 years ago Harbledown Parish Council agreed to proposals from the Ministry of Transport to build a by-pass in the interests of safety and to avoid property demolition. "At that time, of course, commercial continental traffic had not started," added Mr. Wayne.

He claimed that now the Department seemed to want to "bulldoze their way" through public opinion.

"Harbledown is not prepared to lie down and allow the desecration of the parish, particularly when it is obvious that the real solution is to by-pass the city and not fiddle with a scheme which will be outdated before it is started."

For the Canterbury Society, Mr. R. F. Seaborne, a committee member of the A2 Group, said that the society had expressed its views to the Harbledown by-pass proposals due to the influence the Lower Harbledown Road would

have on the city's environment and the effect it might have on other measures to relieve the city's traffic problems.

"There can be no doubt that the Lower Harbledown road, where it affects the perimeter of the city, would be environmentally damaging, nor can we overlook the damage it would inflict on countryside of high quality just outside the city boundary.

"The Lower Harbledown proposals suffer from the following faults:

"They were conceived in 1953 and confirmed in 1958, and are not an answer to the needs of the 1970's. They do nothing to answer the principal need, which is to withdraw heavy long-distance traffic from the Rheims Way sector of the A2.

"And if implemented they may further delay action on the only valid solution; the provision of a by-pass linked to the city by a Wincheap Radial Road as outlined in the Buchanan Report."

J. A. Jennings Ltd., printers, of Hall Place, situated at the focal point of the proposed new road at Harbledown, objected because the firm would lose its amenities and custom because of the by-pass.

Representing the firm, Mr. J. H. Goulden said that they bought the building 30 years ago, because it was quiet. Parts of it were also rented to Canterbury Lithographic Service and to an industrial photographer, both of whom had also wanted peace and quiet.

The road would be within a few yards of the building, and it would be bringing the traffic problem "from their front door to our front door," he said.

OUT OF DATE

Mr. Anthony Payne, for the A2 Group, claimed that the Harbledown proposal was "An out of date scheme looking for a reason to be built."

"The present plans for the Upper Harbledown and Harbledown by-passes show them to join by a merging of dual and single carriageways, a situation which would have to remain until the construction of the Canterbury by-pass.

"Such a road is highly dangerous and I suggest that the dual carriageway of the Upper Harbledown by-pass should terminate in the area of Bigberry Lane with a positive junction, either a T-junction or a roundabout. This could be well signed and illuminated. An improved Bigberry Lane could then be constructed to join the existing A2 where adequate provision must be made for local traffic to join with the trunk road."

He also pointed out that those houses (with the exception of Hopebourne) which were supposed to benefit from the road would be suffering from the construction of a 30 foot high embankment in their back gardens.

"I am sure that the proposed Harbledown by-pass is damaging to the environment, both of the village and Canterbury. At nearly 1400,000 for half a mile of single carriageway, it is also extremely expensive."

And Mr. Payne also advised that the Canterbury by-pass should be constructed first and much earlier than had already been planned.

The inquiry finishes today (Friday) when the inspector will visit the sites.

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:- Mill Cottage, Bekesbourne, Kent.

25.4.1973

Her Majesty's Inspector,
The Harbledown By-Pass Enquiry,
Canterbury April 1973

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:-

STATEMENT TO THE HARBLEDDOWN BY-PASS ENQUIRY HELD APRIL 1973 AT CANTERBURY

The A2 Group has been concerned about the apparent lack of consideration for overall planning on the A2 from Brenley Corner to Dover for the past eleven years. Indeed, the Group's activities in its attempts to speed improvement along the route are well known.

The Group views the Department of the Environment's decision not to construct a Canterbury By-Pass incorporating a by-pass of Harbledown with alarm. It is evident that the Department still fails to appreciate the necessity of treating the whole situation as a matter of national urgency. Britain has joined the Common Market; TIR traffic flows have increased by 50%, and no twitch of alarm has appeared at Marsham Street despite energetic warnings from Members of Parliament, County Councils and Rural District Councils.

The present plans show the Upper Harbledown and Harbledown By-Passes joining by the merging of dual and single-carriageway road. It is understood that this situation would remain until Canterbury By-Pass is built. It is the view of the A2 Group that this point is not acceptable; to prevent accidents each such junction should be in the form of a well-lit roundabout with slow-down lanes in each direction. Drivers would then appreciate the changed road conditions at each junction. If this is not done a similar series of accident black-spots will be created such as has been constructed by the authorities at Barham Crossroads, and the recently opened junction at the southern end of the dual-carriageway between the Gate Inn, Dunkirk, and Upper Harbledown.

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:- Mill Cottage, Bekesbourne, Kent.

25.4.1973

Her Majesty's Inspector,
The Harbledown By-Pass Enquiry,
Canterbury April 1973

Dear Sir,

Attached to this letter is the Statement which the A2 Group wishes to make to the Enquiry, concerning the proposed Harbledown By-Pass.

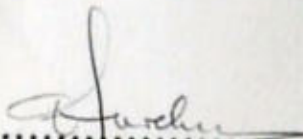
We apologise that it did not reach your hands earlier in the proceedings, but would be grateful if you would allow this Statement to be read at the Enquiry by our accredited representative and Committee Member, Cllr. Tony Payne, who represents Harbledown on the A2 Group.

In case you wonder if there are going to be any other late Statements from the A2 Group (!) let us say that this is the only document we are presenting and no other A2 Group Committee Member has been empowered to speak on our behalf.

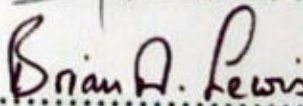
Thanking you for the courtesy accorded the Group,

We are, Sir,

Yours faithfully,



.....
John Purchase, Chairman: A2 Group



.....
B. A. Lewis, Secretary: A2 Group

Enc.

CERTIFICATE OF POSTING FOR RECORDED DELIVERY

D616430

Note. MONEY must not be sent by RECORDED DELIVERY. See over for Conditions of Acceptance and Instructions.

Date Stamp

2, Bekesbourne, Kent

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

Enter below in ink the name and address as written on the letter or packet.

Name: R.F. Seaborne Esq.
Address: 11, Manwood Ave. Canterbury Kent



Accepting Officer's Initials

road to Dover from the M2

ton Villas', High Street, Edge, Canterbury, Kent. CT4 5JY.

SI 8042 C.P.LTD. 766

R.F. Seaborne Esq., 11, Manwood Avenue, Canterbury, Kent.

21st April 1973.

Dear Mr. Seaborne,

As you are aware, the first A2 Group Committee Meeting was convened on 5th July 1972, and it was agreed by all present, yourself included, that the Group should not in any circumstances be used for political gain.

Since you violated that decision through the publication of your leaflets "Focus on Northgate", and "Focus on Westgate", a Meeting was held on the 25th March 1973, and with the severity of the pretext it is felt that you were not co-operative when the subject was raised.

It is now independently established that leaflet distribution continued after that date, and consequently in view of the damage caused to our politically impartial Group, we request your resignation from the Committee in writing by return of post.

Yours sincerely,

- John Purchase. (Chairman)
Brian A. Lewis. (Sec/Treasurer).
A.G.L. Payne.
L.E. Watson.
M.F. Fuller.
C.B.W. Stevens.

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. CT4 5JY.
30th April 1973.

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. CT4 5JY.
30th April 1973.

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

Dear Mr. Crouch,

During the recent County Council elections, Mr. R.F. Seaborne an A2 Group Committee Member for Canterbury, used the Group for political gain.

As a result, the Committee requested his resignation.

This was not forthcoming, so the Committee has now removed him from his position.

We have now co-opted two new members onto the Committee.

For your information they are, Mr. N.G. Fowler (Bridge) and Mr. T.J. Flisher (Canterbury).

The political structure of the Committee is now as follows:

Conservatives	4 members
Liberals	2 members
Labour	1 member
Independent	1 member

I have informed Mr. E.C.F. Brown of the latest situation.

Yours sincerely,

Brian A. Lewis

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. CT4 5JY.

30th April 1973.

E.C.F. Brown Esq.,
Agent & Secretary, Canterbury
Constituency Conservative Association,
Hawks Lane,
Canterbury, Kent.

Dear Mr. Brown,

Further to your letter dated 5th April and Mr. John Purchase's meeting at your offices, the A2 Group Committee requested the resignation of Mr. R.P. Seaborne for using the Group for political gain during the County Council elections.

Since he has not resigned voluntarily, the Committee has now removed him from his position as a member for Canterbury.

We have now co-opted two new members onto the Committee. For your information they are, Mr. N.G. Fowler (Bridge) and Mr. T.J. Flisher (Canterbury). The latter is known to you I believe as a Young Conservative.

The political structure of the Committee is now as follows:-

Conservatives	4 members
Liberals	2 members
Labour	1 member
Independent	1 member

I am writing to Mr. David Crouch to inform of these developments.

Yours sincerely,

Brian A. Lewis

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

John Purchase
.....
Brian A. Lewis
.....
John Purchase
(Chairman)
Brian A. Lewis
(Sec/Treasurer)

The A2 Group supports the view of the Department of the Environment that a by-pass of Bridge should be constructed to the north of the village. Starting with the need for a by-pass we would make the following points:-

1. Traffic has increased during the past decade at a considerable rate. The latest official figures (KCC) reveal 16,292 pcu per day at a point one mile south east of Bridge. The Group's own census conducted over four days and nights, August 24 - 27, 1972, in Bridge High Street, revealed in the first 24 hour period 20,502 pcu. We would point out that the official census was for a 16 hour period and ours for 24 hours. On this basis we confirm the D. of E. figures, but we cannot accept their projected flow rate for an average August ~~day~~ day in 1980 of 22,000 vehicles. This in our view is an underestimate.
2. The road at Bridge should not carry more than 9,000 pcu. daily (KCC) and is now carrying a 227.8% overload on this maximum figure. We would stress that the key to the difference in Bridge from other overloaded roads is the weight of the traffic. A greater percentage of heavy goods vehicles uses the road. Dover Harbour Board have shown annual increases for heavy goods of more than 30% in recent years, and they project 230,000 heavy goods vehicles per annum by 1977. These figures from Dover Harbour Board (1971) are probably conservative. They reported in International Freighting Weekly on March 26th. 1973 that since January 1st. 1973 the throughput of more than 300 lorries daily at the end of 1972 had increased to almost 450 daily.
3. More than 90% of TIR use the A2 in preference to the A20. This has been unofficially confirmed by Kent Police. The reasons are not hard to find. The M2 gives excellent access to the Blackwall and Dartford Tunnels, whereas the A20 exhausts itself into the congested streets of Lewisham. The rolling programme of improvements north of the Blackwall Tunnel completes the attractiveness of the A2 route as the link to the north and midlands. There are now 40 miles of motorway and A road dual carriageway between Brenley Corner and Bexley. Between Brenley Corner and Dover only three miles of A road dual carriageway have been completed and no single house by-passed - but the northern section of A2 still attracts the traffic, and consequently it passes through Bridge day and night.
4. The village street has remained mainly unchanged since the Roman occupation of Britain; during the 18th. century it was a posting point for the stage-coaches en route for London. The road narrows to 17'6" in the built-up area. There are pavements 18" wide to match. There are over 50 houses facing the pavement without front gardens to insulate the house from the traffic. It is difficult for delivery by vehicle in the street, and heavy congestion occurs when a vehicle has to stop in Bridge. The village baker cleans his shop window at 2.00 a.m. when he feels it is less dangerous so to do. The street, having a hill of 1:13 at one end, and 1:18 at the other, has a speeding problem as vehicles accelerate to attack the hills while still in the High Street. The Kent Police have had many prosecutions resulting from radar speed-meter checks in the village; and it is the top priority radar speed-meter check point for the Police on the A2. Boughton is second in this league table. At every junction black tyre marks can be seen on the roadway where vehicles have had to brake sharply.
5. The village of Bridge has been designated a Conservation Area under the Civic Amenities Act 1967; consequently the traffic must be removed from the village if it is to survive as a place of historic interest. In the view of the A2 Group a by-pass has been warranted for many years. In a survey carried out by the Group in the village in October 1972, where 398 householders were questioned; 95% expressed their concern over personal safety in the street; 73% felt so strongly about it they were prepared to demonstrate publicly their dissatisfaction by sitting in the road and breaking the law; 62% at that time had already participated in such demonstrations. On October 21st. 1972 more than 800 people demonstrated in this fashion in the High Street. The success of this demonstration led to Police enquiries of all the Committee of the A2 Group at the request of the Home Office.

To underline concern by the public in this matter, and the long time that Bridge has suffered from the traffic problem, the following demonstrations have been held in the street:-

1. Sunday October 12th 1963 - march.
 2. Sunday March 29th 1964 - march with exhibits/banners.
 3. Sunday July 26th 1964 - procession with floats
 4. Saturday August 23rd 1969 - sit-down
 5. Monday May 29th 1972 - sitdown and procession
 6. Saturday October 21st 1972 - sit-down and procession and rally.
 7. - and we blocked the road with a demonstration when Mr. Graham Paige, Under Secretary of State, D. of E. travelled the A2 from Brenley Corner to Dover, as well as at Harbledown and New Dover Road, Canterbury.
6. On the environmental front there is a strong case. For the person living in the street life is intolerable. "Motoring Which?" recently conducted a scientific survey which showed the six noisiest places in the country; and it showed Bridge to be noisier than Central London. Their readings rose to 93 dbA. Tests by the Open University topped this to 98 dbA at one point. Ornaments have to be pushed back on the mantelpiece each day in one roadside house to prevent them walking off the shelf from vibration. The ~~Anti~~ Quinquennial Inspection of St. Peter's Church in Bridge, has led the Architect to suggest that tests need to be carried out since vibration appears to be affecting the east end of the church. With a heavy lorry passing on average every 50 seconds of the day and night it is difficult to sleep. 41% were quoted in "Motoring Which?" as having difficulty in talking in the street or listening to radio or television in the house.

The A2 Group recommends that the northern route be adopted for the by-pass because less agricultural land and farming interests will be affected by the northern route being adopted; less visual amenity will be disturbed by the northern route, and Bourne Park, a Grade I listed building and its parkland will be untouched; the northern route will be cheaper to construct (D. of E.) - and the northern route means a large part of the new road being in cut where it passes houses at Bridgedown, thereby minimising traffic noise. The southern route would not have as much road in cut. Anticipated noise levels by the KCC are 56 dbA at Bridgedown; 68 dbA at Conyngham Lane, and 60 dbA at the C. of E. Primary School. Since the dbA scale is logarithmic it will be appreciated that noise levels of 60 dbA are far less than the 90+ dbA at present in the High Street. The western end of the northern route will also be in cut, removing sight and most sound from those in Bekesbourne Lane.

We totally reject any suggestion that a southern route be favoured for these reasons, and wholeheartedly support the D. of E. and KCC in the publication of their projected northern route. The case for removing traffic from Bridge is strong. It was mentioned by Mr. David Crouch, M.P. for Canterbury, in the reply to the Queen's Speech on October 31st. 1972; and was put in stronger terms in the debate on Lorries Size, November 26th 1972, where eleven other Members echoed his view that the A2 was a disgrace.

In conclusion; although an M2 extension to Dover would have ~~ixs~~ been the logical answer to the bulk of the problems on the A2, the Minister's decision to press ahead with improvements to the existing road warrants a Bridge by-pass. This, although a detraction to amenity, is essential and should be to the north of the village. The incident at 3.0 a.m. on Friday May 26th, 1972, when a 30-ton TIR loaded with meat for the Continent ploughed into the premises and house of a local grocer, killing the driver, shutting the shop to this day, depriving a family of livelihood and injuring the grocer's daughter, could happen again at any time. This must be prevented, and not a day's delay brooked in removing the menace of heavy traffic from the ancient village of Bridge.

Row breaks over 'political'
claim

Ko 3.5.73

QUIT!

-A2 GROUP TELLS LIBERAL

Speed up A2 plans — Crouch

DAVID CROUCH has refused to accept a statement from the Secretary of State for the Environment that the A2 development programme — and construction of the Canterbury by-pass in particular — cannot be speeded up.

He intends to see the Minister to try to convince him of the urgency of the programme.

He received the "no haste" news after putting down a question in the Commons, with the request that the programme be expedited in view of the increased traffic on the A2.

Mr Crouch stated that the number of lorries using the Dover ferry service last year rose by 43 per cent over 1971 to a total of 156,581 vehicles.

Import-export car traffic using Dover climbed to 127,116, and Dover was used by 5,476,269 passengers and 1,003,453 accompanied private cars.

"While I know how pressing the problem is, I regret that there is no scope for further acceleration," replied Mr. John Peyton.

"The feasibility study into the need for and alignment of a Canterbury by-pass is now being considered by my Department."

But Mr. Crouch said later: "I cannot accept this as the last word from the Minister, in view of the fact that the flow of traffic through Canterbury to Dover is rising at such an alarming rate."

"I am glad to hear that the Minister recognises how serious the problem is. I feel that he must consider speeding up the road programme to meet new traffic demands."

"I intend to see him for discussions."

CITY Liberal Roy Seaborne has been thrown off the A2 group committee in what he describes as "a move to appease local Conservative opinion."

The committee asked him to resign after remarks he made about the Liberals and the A2 group when he stood in the recent county council elections.

Mr. Seaborne refused, the committee threw him off, and replaced him with two co-opted Conservatives.

"I think I am a Liberal head which has rolled to appease local Conservative opinion," he said.

"The political machinations in-

side the committee have been horrendous.

"There are more politics on that committee than any other I have been on."

The co-opted members are Mr. N. G. Fowler, a Bridge veterinary surgeon, and Mr. T. J. Flisher, a Canterbury Young Conservative.

The remarks Mr. Seaborne made were in copies of Focus, a Liberal election news sheet. They were about the involvement of individual Liberals in the A2 Group.

RESIGN

The group committee held an emergency meeting and asked Mr. Seaborne to stop their publication.

Similar remarks were repeated in another issue of Focus and the committee asked Mr. Seaborne to resign.

He refused, saying he had been elected to the committee by a public meeting and was not in a position to resign.

The A2 group have now written to him, telling him they no longer recognise him as a committee member.

Mr. Seaborne is to write back to say that he does not accept this, pointing out the Canterbury Society recently gave him a vote

GOING ROUND AND ROUND

OF NEARLY 3,000 vehicles an hour that used Wincheap roundabout during an A2 Group traffic survey, over 2,100 were A2 users.

The census was carried out, with the help of Kent College pupils, between 8 a.m. and 11 a.m. on a recent weekday. It found the traffic flows were: Rheims Way (South bound) 2692 vehicles, Pin Hill (North bound) 2674, Wincheap (East bound) 2273, Castle Street (West bound) 352.

"The roundabout was used by a staggering 8991 vehicles, an average of 2997 per hour," said A2 Group secretary Brian Lewis. "Of these, 2122 were A2 users."

"Traffic entering the roundabout from Rheims Way (South bound) is reinforced by Whitstable Road traffic being forced onto the A2 now that the one-way system is in operation."

□ □ □ Ko 3.5.73

Mr. Lewis added that a further analysis of the figures showed a greater ratio of goods carried to vehicles on Rheims Way and Pin Hill as opposed to Wincheap. This was due to the heavy flow of T.I.R.s on the A2.

A solicitor is to represent the A2 Group at the Bridge by-pass inquiry which starts at Bridge Place Country Club on 8 May.

Mr. John Peyton, Minister for Transport Industries, has written a letter saying he is confident the by-pass will start in mid-1974 despite the inquiry. He wrote to Canterbury M.P., David Crouch, who has contacted the Group.

of confidence as a committee member.

Mr. Seaborne says the Conservatives were embarrassed by Liberals on the A2 group and were determined to have a head. His was the first convenient one.

Mr. John Purchase, Committee chairman stressed that the group was essentially non-political and accused Mr. Seaborne of making no attempt to diminish a serious error of judgement.

CONTROL

Group Secretary Mr. Brian Lewis, said: "We are like a company really. Once we are elected into the position of directors we are in control."

"The fact that he was elected on to the committee by a public meeting is irrelevant, since the committee was fully responsible for conducting its own affairs."

"Politics have only entered into our campaign through Mr. Seaborne's publications. Without that, this problem would never have arisen."

Mr. Lewis said he invited Mr. Flisher and Mr. Fowler to join the committee after getting members' verbal permission. Mr. Flisher was Mr. Seaborne's replacement and Mr. Fowler had decided to join after refusing to serve on the committee both in 1964 and when approached again last year.

Now the committee no longer accepts his membership, it consists of four Conservatives, two Liberals, one Labour, and one Independent.

Two-day by-pass inquiry

Planned Harbledown road slammed as "dangerous"

A SERIES of accident black-spots would be created by a plan to reduce the dual carriageway by-pass around Upper Harbledown to a single carriageway as the new road swings north of Harbledown on its way to Canterbury, the Department of the Environment has been warned.

At a two-day inquiry in Canterbury into the new road, the Inspector appointed by the Department, Mr. Morris Robinson, was bombarded with protests about the proposed route, first laid down nearly 20 years ago.

The road is split into two sections — one a 11-mile dual carriageway running south of Upper Harbledown, planned eventually to link up with the proposed Canterbury by-pass.

Until the city by-pass is built, the Government has suggested another section of road, carrying a single carriageway, should link the dual carriageway with the western end of Rhombs Way. It would cross the A2 and run north of Harbledown.

Many of the protesters are concerned with the timing of the whole scheme. They

feel that if the Canterbury by-pass was speeded up and joined to the Upper Harbledown road, there would be no need to carve a road north of Harbledown.

The Department of the Environment's argument against this is twofold. Mr. Rex Hammond, a senior road engineer with the department, explained to the inquiry why the road was necessary.

It had been suggested that a by-pass for Canterbury could not be built before 1980, by when, Mr. Hammond said, the flow of traffic along the A2 would be beyond the capacity of the road.

Even if the city by-pass was built, the Harbledown road would still be required to cater for the remaining internal traffic travelling to and from the city.

On Wednesday, the first day of the inquiry, Mr. Christopher Gay, the Town Clerk, urged that the Canterbury by-pass should become the major objective, with a higher priority than the Harbledown road.

He said the City Council had an alternative plan which would recognise the fundamental need for a Canterbury by-pass, the urgency of treating it as a major priority and finally the need to relieve Harbledown by using the Canterbury by-

pass with the Wincheap Radial, to link with the present ring road.

On Thursday, two leading amenity societies warned the inquiry that the plan to run a dual carriageway directly into a single carriageway could be a dangerous hazard for motorists.

Mr. Roy Seaborne, a member of the Canterbury Society, said it was in favour of the by-pass, but not the traffic management aspects of it.

Mr. Seaborne, who is also a committee member of the A2 Group—set up to speed improvements on the trunk road—pointed out that the proposed dual carriageway would run down a hill into the single carriageway.

"It is a downward gradient all the way from the present dual carriageway and the traffic is belting down this way. They do not always pay attention to the 70 m.p.h. speed limit."

"From the safety point of view, taking the dual carriageway into the single car-

riageway is a very serious piece of engineering. I suggest that one should be terminated before starting the other, for example, by a roundabout."

For the A2 Group, Anthony Payne expressed alarm at the Department's decision not to construct the Canterbury by-pass,

porating the proposals for Harbledown.

"It is evident that the Department still fails to appreciate the necessity of treating the whole situation as a matter of national urgency," he said.

Referring to the merging of the proposed dual and single carriageways, he said: "It is understood that this situation would remain until the Canterbury by-pass is built."

"It is the view of the A2 Group that this point is not acceptable; to prevent accidents each such junction should be in the form of well-lit roundabouts with slow-down lanes in each direction."

"If this is not done, a similar series of accident black spots will be created such as has been constructed by the authorities at Barham Cross-roads and the recently opened junction at the southern end of the dual carriageway between the Gate Inn, Dunkirk, and Upper Harbledown."



Cllr. Tony Payne (right) makes a point to the Government Inspector, Mr. Morris Robinson, who conducted the inquiry into the Harbledown by-pass last week. With them on a tour of the area on Friday were: Mr. Rex Hammond, of the Department of the Environment (left), and Cllr. R. Ways, of Harbledown Parish Council.

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You can't sack me, says A2 Group member

by Malcolm Mitchell



Mr. Roy Seaborne

A CANDIDATE in the recent Kent County Council by-elections has been "sacked" from the committee of the A2 Group for allegedly using the organisation for political purposes. But the man at the centre of the storm, Mr. Roy Seaborne, a former member of Canterbury City Council, refuses to accept dismissal.

Mr. Seaborne, a member of the Liberal Party, of 11 Stanwood Avenue, Canterbury, has twice been asked for his resignation by the A2 Group Committee, whose name he used in election material during his campaign.

But Mr. Seaborne told me this week: "I was elected to the committee at a public meeting to represent the city. I cannot resign even if I want to."

"I was appointed to represent the Canterbury Society and that organisation wants me to continue."

The A2 Group chairman, Mr. John Purchase, said that when the new committee met it was felt that a membership contained several "political animals."

"Because of this we thought it worth saying that nobody should use the group for political advantage and everybody there agreed," he added.

When Mr. Seaborne's election campaign got under way, his material included a "Focus on Westgate" document, which was delivered to houses in that area.

The document said that Mr. Seaborne was a member of the A2 Group and named only Liberal Party members who had gone to London to see the Secretary of State for the Environment over speeding up the A2 improvements.

"The committee had a meeting and said 'This must stop,'" said Mr. Purchase. But a week later

another "Focus" document was issued which linked Mr. Seaborne's activities with the A2 Group.

As a result, the entire A2 Group committee signed a letter to Mr. Seaborne calling for his resignation by return. But a week went by and they heard nothing.

It was then that a second letter was sent to Mr. Seaborne telling him he was no longer a committee member of the A2 Group.

Mr. Purchase said: "We very much regret the way in which this simple business of somebody resigning has been allowed to blow up into a political hot cake."

"For 11 years we have kept politics out of the A2 Group and I hope we shall be able to in the future."

Mr. Purchase, who is also chairman of the Canterbury Liberal Association, continued: "I, as chairman of both the party and the group, have always put the group ahead of the party advantage that one person was trying to take."

ALL OVER

Mr. Seaborne told me that after the first "Focus on Westgate" was issued he attended an A2 Group Committee meeting and assured members that it was not his intention to use the group for political motives. He then thought the matter was all over.

"The A2 Group has had more political pressure put on it than any other of which I am a member. This time we have had such considerable Conservative political pressure that the A2 Group wishes to discredit one of the candidates

in the County Council election."

He pointed out that the group would become even more Conservative-slanted, since two people they were co-opting on to the committee were both members of that party.

Mr. Seaborne rejected the allegation that he had used the group for political purposes. "That was not my intention," he said.

Mr. Ted Brown, the Conservative Agent, denied putting pressure on the A2 Group to get Mr. Seaborne discredited.

"That is a load of nonsense," he said. "There was no pressure on my part to get rid of Mr. Seaborne, because I cannot waste my time on candidates from a fringe party."

Mr. Brown said his involvement followed a complaint from the A2 Group secretary, Mr. Brian Lewis, that he had described the group as a Liberal Party sub-committee.

"I did not say anything of the sort—it was a Young Conservative," said Mr. Brown. "But when I saw how the Liberal candidates were involving the A2 Group in their election material, I drew it to Mr. Lewis' attention. I had no more to do with it than that."

Residents stunned by surprise proposal

to move Bridge by-pass 100 yards

K.O.
10.5.73

BY-PASS: NEW ROUTE SHOCK

The day that the back fell off the back of a lorry



When large lorries rumble through narrow roads all sort of unpleasant things are likely to happen, argue the A2 residents. They took along to the enquiry part of a car transporter weighing more than a hundred weight, which they claim fell off the back of a vehicle on Friday, 6 April.

PROPOSALS to shift the suggested Bridge by-pass route 100 yards further from the village

* PLUS FIRST 1973 CRAWFORD APPEARANCE OF THE SENSATIONAL MINI-RODS *

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CAFES BARS RESTAURANT
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BANGER RACING
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CRAWFORD STADIUM

Lydden Circuit is on the A2 8 mile sikh of Canterbury.
Adults 50p, Children 10p, Car Park 10p

SUNDAY MAY 13th 2.00 p.m.

- * KART RACES
- * CYCLE RACES
- * CAR RACES
- * SCOOTER RACES
- * SCRAMBLE
- * ROAD RACES

FESTIVAL OF SPEED
ANNUAL
LYDDEN CIRCUIT'S

There's a flourishing market for the sweet's brand of music — and good luck to them. But I wish they'd stop trying to tell us that they're a rock band. If you want to hear true rock, listen to E.L.P., Ployd or Yes.

"Sad Day" is the latest single from the Stones. Although it was originally recorded way back in 1966, it was never released. "You Can't Always Get What You Want" is on the Blade of record.

Stones followers will be glad to be given an opportunity to get their hands on these old num-burns.

Wayne Fortuna used to be a big name in the sixties, but we He is best remembered for his successes with the Mindbenders.

"The Game of Love" and with "Groovy Kind of Love" and Graham Gouldman wrote the song. He was also responsible for "Blue Stop" by the Hollies.

"For Your Love" with the Yardbirds and the Hermit's Hermit's hit. "No Milk Today," "Together" has already reached number four in the Australian charts, and it could do the same in this country.

Meanwhile Wayne and his original Mindbenders, now called 10cc, are set for an American tour as part of a sixties revival tour.

porting musical cast. Saxophonist Sonny Rollins plays on four and these are his earliest solos so will be of great interest to Sony's fans.

The closing five items feature the Dizzy Gillespie Big Band when it was on the decline. There were many fine musicians in the orchestra (including John Coltrane) but these arrangements were very commercial and left little room for the soloists. The section playing is frequently listed.

A mixed bag, then, but an essential LP, if only for the Dameron material.

Mark Gardner



GUITARIST Pat Martino, pictured on the steps of the old New York Post Office building in the heart of Manhattan. Photo by Mark Gardner.

'A2 Group generates emotion'

● From Page 29

Jards at the primary school and asked: "Noise has an effect on inter-personal relationships, what is going to be the effect on Highland Court which has people likely to be disposed to the effects of noise?"

Solicitor for the A2 Group, Mr. John Goulden, told the inquiry inspector, Mr. Frank Adams, that time was the one thing that was short.

'TOO LATE'

The time is now too late to start thinking of other routes. The A2 Group wants a by-pass now, that's what we say. The northern route now!"

He then offered Mr. John Purchase, chairman of the group, and Mr. Brian Lewis, its secretary, for questioning by "anyone who thinks otherwise."

Mr. Purchase told the inquiry the A2 Group's reasons for taking a northern route around Bridge. Agriculture would be less affected, and not only would fewer views be spoiled but Bourne Park, a listed building, would be undisturbed.

Much of the northern route would be in a cut thus minimizing noise. A southern route would create much more traffic noise in the village.

Prof. Puhl asked the two if they would be content to see a southern route if it could be completed in the same time scale as one to the north.

"The lesser of two evils is to recreate the Patrishbourne side of Bridge," said Mr. Lewis. "I would certainly take the northern route. The biggest thing is we feel that you objectors are going to hold up the by-pass."

A2 GROUP

The inquiry continued on Wednesday, with an attack on the A2 group by Mr. Hook.

"The A2 group does not represent the whole of Bridge and I will go so far as to say it does not represent the whole of Bridge High Street."

It was a pressure group which had generated "high emotional slings."

He accused the group of suggesting anyone opposing the northern route would be responsible for any death which might happen while plans were being made for a Southern by-pass.

He had got the impression residents of Conyngnam Lane had been inhibited in expressing an opinion. Mr. Hook agreed that he believed the route had been devised under pressure and was too much a case of political and financial expediency.

Col. Jeffery Elliott, the Padlock, Bishopsbourne, asked him about bog and ice dangers in cutting a southern route in the low-lying Nailbourne area.

He replied: "It's too minimal to worry about."

TWISTED

Suggestions made that a southern route should start near to Canterbury were described by Mr. John Yrle, assistant engineer with K.C.C. as of "such nature they would be very twisted".

The ideas could mean over three miles of by-pass and part of the A2 would have to be built or made up.

It would also require a 50 feet embankment and a 40 feet cutting in the Nailbourne valley and would be more expensive.

Mr. Hammond said on Wednesday that one of the "modifications" was to block off Bridge High Street from the Canterbury end making a blind

by-pass. Bishopsbourne traffic would detour round the by-pass to reach Nailbourne there.



The A2 Group secretary and treasurer, Mr. Brian Lewis (left), and the chairman, Mr. John Purchase, with the eight-foot, two cwt. metal runner they took to the Bridge by-pass inquiry. It was one of many items that have fallen from lorries and into the village High Street. This piece crashed into the road from a car transporter early one morning about four weeks ago.

Route switch delay warning for by-pass

Bridge villagers put their views

THE building of a by-pass for the juggernaut-besieged A2 village of Bridge could be delayed for two years if the planned northerly route was scrapped in favour of one going to the south, a senior roads engineer with the Department of the Environment told a public inquiry on Wednesday.

The two-day hearing into objections to the £1 million scheme was held at Bridge Place Country Club by Mr. Frank Adams, an Environment Department Inspector, who will report back to the Secretary of State.

The delay warning came from Mr. Rex Hammond, the department's south-east region controller, who was commenting on suggestions that the new road should pass round the village on the south side favoured by the department.

He told the inspector: "Let me say that such a move must mean a delay, which would put us back at the shortest reasonable estimate, two years."

The change of plan would mean a lot of engineering work to be done, plans to be prepared, compulsory purchase orders to be outlined, public meetings to be held, orders published, time allowed for objections... and then another public inquiry.

"If we were very expeditious we could get back to the stage we are now in about two years hence," Mr. Hammond said.

IN FAVOUR

The A2 Group, which has led the by-pass campaign for 11 years was in favour of the northerly route. It was represented by a solicitor at the inquiry and members took pieces of metal and debris, which had fallen from heavy lorries passing through the High Street, for the inspector to see.

Nearly 200 people spoke at the inquiry, which ended yesterday (Thursday) when the inspector visited the areas involved. He will announce his decision later.

On the first day of the inquiry, Mr. Hammond said it was envisaged that the Bridge by-pass would eventually link the proposed

Canterbury by-pass with the improved section of the A2, south of the Bishopsbourne road.

It was expected that by 1980 the road would be required to carry about 22,000 vehicles during an average day in August.

This would mean a traffic flow of about one vehicle every 21 seconds—making the crossing of the road by pedestrians very difficult and hazardous.

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Mr. Leslie Walters, said the choice between a northern or southern route for the by-pass was by no means clear cut. The northern route seemed better and the County Council supported it. It would cause less damage to the total environment, he said.

There had been suggestions that the by-pass could follow the track of the disused Elham Valley Railway, but objections would arise, said Mr. Walters when one came to rejoining the by-pass to the A2.

An Environment Department's landscape architect, Mr. Leo Kramer, told the inquiry of broad landscape proposals for the by-pass scheme, including the construction of sound barriers and the planting of hedges and trees along the route.

Bridge and Bishopsbourne Parish Councils and Bridge-Blean Rural District Council supported the scheme, but the clerk of the Patricxbourne parish meeting, Mr. Paul Greenwood, told the inspector the parish could not support the proposed route and was not convinced all possible alternative routes had been looked at.

Objecting to the northern route, Mr. Keith Bailey, of St. Mary's Road, Patricxbourne, said the road would cut through some of the most beautiful country in the area—Bifrons Park and across Patricxbourne.

The village dated from the 12th Century and was listed as being of outstanding beauty. "Once the motorway is built it will be

too late to say it is in the wrong place," he said.

"The southern route, which I ask you to consider, would be in a more direct line with the proposed Canterbury to Dover road and therefore a shorter route, and you will save on road costs.

"By using part or the whole of the old and disused Elham Valley Railway line there would be a saving in land costs and there will be much less damage to the environment."

"The people of Bridge and Patricxbourne want a by-pass but let us put it in the right place. We owe it to our children to preserve the sheer beauty which we enjoy."

Another objector, Mr. P. D. Collingwood, of 28 Bridge Down said no consideration seemed to have been given to private houses in the northern route area. "Fumes are best left to disperse in open country side and not in our kitchens and living rooms," he said.

Prof. Roy Pahl, of Patricxbourne Lodge, Patricxbourne, queried the route, and thought there was a case for viewing new roads as a way of opening up the landscape of an area. Altering a view was not the same as ruining it, he said.

No sketches of the scenic effect, as seen from a distance, caused by the road, had been produced. Alternative routes had not been exhausted, he said.

Mr. Ronald Hooke, of White Gates, Patricxbourne, was not opposed to a solution to the Bridge traffic problem, but thought a by-pass to the south of the vil-

lage would solve the problem just as well as one to the north.

The deciding factor of the route seemed to have been Bourne House and Bourne Park, he said. He submitted that a southern route could be started nearer the Gate Inn than it had been in some south-road plans, and then go to the redundant railway.

The railway was an eyesore, he claimed. The road could then pass across Great Pett Farm, behind Bridge Place Country Club, towards a bank of trees and then back to the A2.

"I would link Bridge by-pass with the Canterbury by-pass and Harbledown by-pass," he said. Out of the three, Bridge was the only one planned to swing to the north. He thought the scheme should be looked at again and more carefully.

Dr. David Pratt, of The Old Vicarage, Patricxbourne, also questioned the route plan and supported the view of linking the Canterbury and Bridge by-passes. "At some time a Canterbury by-pass will occur and it will be needed to be linked with the Bridge by-pass."

Bifrons Park was a lovely unspoilt valley and it would be acceptable for the new road to cross it if there was an alternative route. But there was one or maybe two alternatives, Dr. Pratt said.

The Chairman of the A2 Group, Mr. John Purchase, said the group recommended the northern route because: less agricultural land and farming interests would be affected by it; Bourne Park, a Grade 1 listed building, and the land would be untouched; it would be cheaper to build and would mean a large part of the new road being in cut where it passed houses at Bridge Down, minimising traffic noise.

All these points were disputed by Dr. Pratt, but the group's secretary and treasurer, Mr. Brian Lewis, said they were concerned that the by-pass might be held up. "I don't consider we can wait any longer."

Answering questions, Mr. Hooke agreed that the planning of the route had got to be thought out thoroughly. He added that the A2 Group did not represent the whole of Bridge.

"I would go as far to say that it does not represent the whole of Bridge High Street." He felt residents of Conyngham Lane had been inhibited in giving their opinions.

He accused the group of generating high feeling and said it had suggested that anyone opposed the northern route would be responsible for any deaths which might occur on the

road. "They seemed to have died on the spot," he said.

"I have no idea why any other animals were found dead on the bread."

"I have no idea why any other animals were found dead on the bread."

"I have no idea why any other animals were found dead on the bread."

"I have no idea why any other animals were found dead on the bread."

is more worrying is what might have happened if any of the farm animals had eaten the bread. Post mortems were being carried out this week on the dead animals and tests were being made on some of the bread. Said Canterbury's acting R.S.P.C.A. Inspector Mr. John Cousins, on Wednesday: "We are still waiting for the results of the tests, but it certainly seems that these birds and animals were poisoned. So far we have retrieved about 30 carcasses. We have warned the police about this because of the danger to children and other animals. I have no idea why any- one would do this, it seems very strange. I'm completely baffled." Mr. Cousins added that the poison, if it was poison, was particularly lethal, because many of the birds and animals were found next to the bread. "They seemed to have died on the spot," he said.

PETTY SQUABBLES ON A2

KH 8573

Behind the local scene

THE petty internal squabbles within the A2 Group committee have been blown up and given more prominence than they deserve. Why the group is so concerned to publish its national political party affiliations I do not know.

From this has developed an internal Liberal Party squabble either between the constituency and its Canterbury branch or within the Canterbury branch.

Research will show that

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CANTERBURY, KENT
CT1 2TX

TELEPHONE: 50151
S.T.D. CODE: 0227
TELEX: 965078

Our Ref 26/280J

Your Ref

9th May, 1973

Dear John,

Bridge By-Pass

I duly attended this morning and Mr. Hooke made an application for permission to put questions to me. I said that if he would let me know what the questions were I would let him know whether I was prepared to answer them.

One question appeared to relate to my assertion that the northern route was "historically the only route". However, a question never was formulated on that and I am not sure what it was he wanted to know.

The second question related to a letter written by Brian on 22nd December, 1972 to the Kentish Gazette in which he stated that anyone who opposed the Bridge By-Pass was doing so for selfish and personal reasons. I said that this was a matter of Mr. Lewis's opinion but that I would endeavour to answer it. I said that I thought that what might have been at the back of Mr. Lewis's mind (specifically in relation to Mr. Hooke) was that Mr. Hooke might have been affected by the possibility that if the northern route was adopted the land between the northern route and the A2, up to Bekebourne Road, might be used for residential development, to the detriment of Mr. Hooke's amenities. I said that

Continued.../

PETTY SQUABBLES ON A2

KH 8573

Behind the local scene

THE petty internal squabbles within the A2 Group committee have been blown up and given more prominence than they deserve. Why the group is so concerned to publish its national political party affiliations I do not know.

From this has developed an internal Liberal Party squabble either between the constituency and its Canterbury branch or within the Canterbury branch.

Research will show that only within the last

-2-

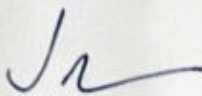
although I could not be sure and did not know what was in Mr. Lewis's mind this might possibly be an explanation. Mr. Hooke did not ask any further questions.

As arranged I have left all your books and records in my firm's front office where they are available for collection by you. I have included my own notes of the Inquiry which I think you might as well keep. They will only be relevant if by any disaster there is a further Inquiry, when I may need to refer to them.

As mentioned to you yesterday there will be no fee payable for my services which can be regarded as our contribution towards achieving the long awaited Bridge By-Pass.

Kind regards.

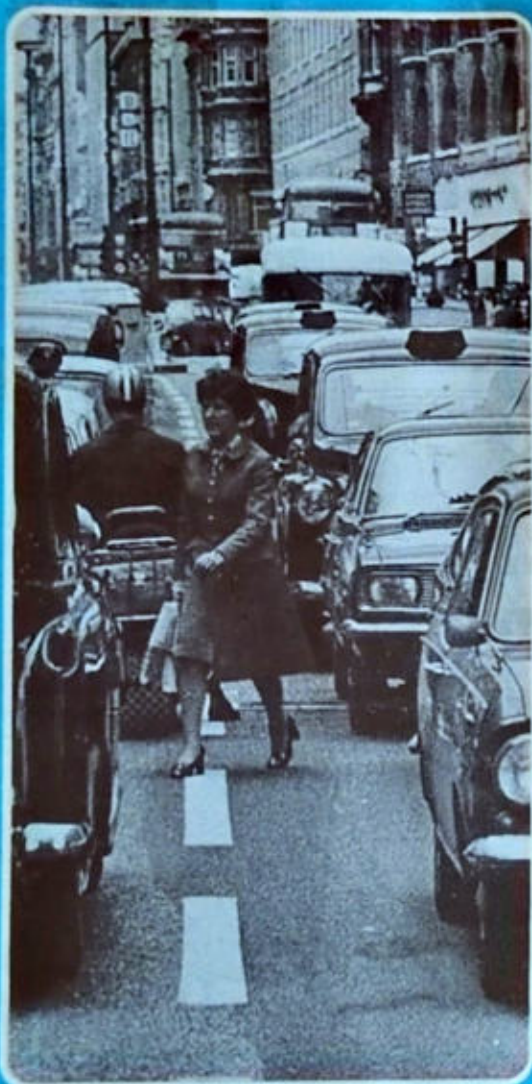
Yours sincerely,



J.H. Goulden

J. Purchase, Esq.,
Mill Cottage,
Bekesbourne.

Traffic noise: What it means to you



This January, we started a series of reports on traffic noise. In that first report ('the 20,000 worst culprits'), we found that far too many cars and lorries on the road are too noisy. We also looked at the various Regulations that govern how much noise cars and lorries are *allowed* to make, and at how they are, or are not, being enforced – and concluded that even the very permissive Regulations that exist are frequently broken and infrequently enforced.

What matters if you are unfortunate enough to live near a busy road is the *total* level of traffic noise produced by all the individual vehicles on the road.

So, for this report, we've looked at how traffic and road conditions affect people – by doing surveys in six different areas – and tried to answer the questions: how bad can traffic noise be? how does it affect people? and what needs to be done?

HOW NOISY?

Before looking at what we found in our surveys, it's worth setting out the factors that have been shown to affect levels of traffic noise.

Common sense tells us that **the more cars and lorries there are driving along a road, the noisier it'll be.** And, of course, this is so. But the actual total effect isn't so obvious. If you have two cars that each make exactly the same amount of noise, it doesn't sound twice as loud when you hear the two together. If each car was making, say 70dBA, then the noise produced by the two together would be about 73dBA (if you want to refresh your memory about what these units mean, see page 25 of January's report). An increase of 10dBA represents a doubling of loudness; a 3dBA increase is about the smallest that you could notice.

The **speed** of the traffic makes more difference. In general, cars and lorries are noisier the faster they go. If, for example, a new speed restriction were to half the average speed of the traffic outside your house, you could expect a noticeable fall in noise (perhaps 6dBA).

The **density** of traffic, as well as affecting noise,

Traffic noise: What it means to you

also affects the traffic's speed. So, if the number of vehicles passing your house increases, so will the noise. But if traffic congestion results from this, speeds will drop so you may find that the noise drops a little. Small comfort.

And it isn't just the overall level of noise that is annoying: traffic **stopping** and **starting** can be much more annoying than the measurably noisier, but comparatively constant, roar of traffic from a very busy road. So your house can be more uncomfortable to live in if it's by some traffic lights than another house farther along the same road.

The ratio of **buses** and **lorries** to cars also makes a difference – the greater the proportion of heavy vehicles, the more noise. On a busy urban main road, decreasing the proportion of lorries from a half to a fifth could reduce the average noise level by about 7dBA – making it sound appreciably quieter.

Vehicles are noisier when **climbing** a hill, because their engines are working harder.

The **type of country** on either side of the road affects how loud the noise is. If the road has tall buildings on either side, the noise bounces back and forth between the buildings, creating what is called a 'canyon effect'. This can make a difference between town and country of up to 6dBA.

The **road surface** can also make a difference.

WHAT WE'VE DONE

We have been measuring the noise levels in front of houses on busy roads at several sites around the country. In all cases people were living very close to the roads. At the same time, we asked the people how much they were actually disturbed by the noise.

Pages 44 and 45 show our results. The coloured areas of each graph represent the range of noise levels, at intervals throughout the day and night, which our meters recorded for 80 per cent of the time – ten per cent of the time it was quieter, ten per cent noisier. The top border of this coloured section is called the ten per cent level (written L_{10}). So, for example, if you stand on the A2 at Bridge around midnight, over a period of a few minutes, you can expect sound levels of over 80dBA for ten per cent of the time and below 53dBA for another ten per cent of the time. The average value of the ten per cent level (L_{10}) from 6 am to midnight – called the L_{10} index – is used to give an idea of the overall noise level and to give a fair, but by no means perfect, idea of people's annoyance.

It's clear from what the people living in these areas told us that roughly half of them

have difficulty listening to radio or TV, or speaking to each other, at least some of the time. One in five of them had difficulty with these things most of the time – and one in ten *all* of the time. This was with the windows closed: with them open, things were very much worse – so much so, that a third of the people said they could never have their windows open.

So what Regulations are there covering this sort of extreme nuisance?

HOW MUCH NOISE YOU CAN TAKE

As we say in January's report, the Regulation about roadside noise levels from individual vehicles is, by and large, not enforced. And there are *no* Regulations about the overall traffic noise you have to put up with from the street.

In 1963, a Government Committee recommended that the maximum L_{10} *inside* homes on busy streets should not exceed 50dBA during the day, and 35dBA at night. A closed, well-fitting window reduces noise by about 20dBA, so these levels are equivalent to 70 and 55dBA *outside* a home. L_{10} s are generally now quoted for outside the home – we did our measurements outside too.

More recently, in June 1971, the Secretary of State for the Environment at the time said, in the House of Commons: *The Noise Advisory Council has recommended to me the adoption of the L_{10} index for measuring disturbance by traffic noise. It has also recommended that existing residential development should in no circumstances be subjected, as an act of conscious public policy, to more than 70dBA on the L_{10} index unless some form of remedial or compensatory action is taken by the responsible authority. The Council has stressed that this level represents, in its view, the limit of the acceptable rather than a standard of what is desirable and has recommended that wherever possible planners should design to lower levels.*

All of the sites we have looked at this time have exceeded these levels by far – the lowest L_{10} index was 75dBA and the highest was 81dBA. Apart from the upsetting annoyance, these levels are uncomfortably close to the noise levels known to damage health.

We chose our sites because we knew they would be pretty noisy. But they're not that exceptional. The Transport and Road Research Laboratory have estimated that about 19 per cent of the urban population is currently exposed to an L_{10} index of



LONDON-CANTERBURY-DOVER TRUNK ROAD A 2

BRIDGE BY-PASS

Proof of Evidence for Public Inquiry

by

L D KRAMER AILA

A Landscape Architect to the Department of the Environment

DOE

2 Marsham Street
LONDON SW1P 3EB

8 May 1973



1. INTRODUCTION

- 1.1 I am Leo Dick Kramer, an Associate of the Institute of Landscape Architects, and I have been a Landscape Architect to the Department of the Environment since 1969. I advise the Department on Landscape matters in the selection of routes and the detailed design of trunk road schemes, including motorways.
- 1.2 You have been given the engineering details of the route, and I should like to take you along the route once again giving you the broad landscape proposals for this scheme as prepared by me. The drawings showing these proposals together with a number of typical cross sections are on display and will be shown on the screens while giving my evidence.
- 1.3 The landscape proposals are shown in diagrammatic form. They do not attempt to show the exact location of small groups of individual trees. The detailed proposals are more readily and accurately assessed when the line of the route has been established on the ground. Experience has shown that it is essential to walk the route when the formation has been established. At this stage there is little difficulty in deciding which view should be screened and which be opened up. It is hoped that by the time the line of the route can be walked, the Local Authority and individuals will have given the Department their comments on these draft proposals, so that they may be considered. The proposals as presented are mainly viewed from the surrounding areas looking towards the line of the route and are therefore one sided.
- 1.4 The proposed planting falls into two categories:-
 - a. Planting, which the Department is prepared to carry out within the land which must be acquired for the construction of the road. This is shown as a continuous green line for dense planting and a dashed green line for intermittent planting.
 - b. Planting which would be undertaken on additional parcels of land adjacent to the road, which the Department is willing to acquire by agreement. This is shown outlined in red.

Other notations I will describe as we come to them.

- 1.5 I should make it clear at this stage that these landscape proposals do not take into account the Government's intentions for protection against noise outlined in the White Paper "Putting People First". Provisions included in the legislation consequent upon the White Paper will be implemented in this project. The Government has made it clear in the White Paper that such provisions will include the construction of sound barriers, where this is necessary and is the best solution. Such barriers could be either walls, fences or earth banks. Each of these will require complimentary landscape treatment. To show the sort of treatment that might be given is indicated on cross section 2, which will be explained shortly.



2. DESCRIPTION

2.1 Commencing at the western end on the A 2, the by-pass would leave the A 2 to the south-east of Milestone Farm in easterly direction passing in cutting through orchards as far as BEKESBOURNE ROAD. It is proposed to plant a hedge with hedgerow trees at the top of the cutting slopes. This proposal is subject to the landowner's agreement. At the newly created junction on the A 2 a triangular area of land will be left, which is to be planted densely, similarly, the area between the By-pass and the slip road onto BEKESBOURNE ROAD. The latter planting will provide a frame work for the bridge at this junction.

2.2 The By-pass passes under BEKESBOURNE ROAD and enters BIFRONS PARK where it emerges onto embankment to cross over the NAILBOURNE and PATRIXBOURNE ROAD.

At UPPER LODGE a small plot of land has been created between the existing drive into the park and the By-pass. This parcel of land the Department is
XS 1 willing to acquire by agreement and plant. The cutting slopes to the east of BEKESBOURNE ROAD to be planted intermittently. (See Cross Section 1).

2.3 Where the By-pass leaves the cutting and gradually rises onto embankment, it is proposed to plant the section between the end of the cutting and the proposed underpass densely, to reduce in time-to-come the visual impact at this point.

An alternative treatment along this section could be to extend the cutting slope as far as the underpass by introducing an earth bank. This earth bank
XS 2 could be planted over its entire length or along the top only. The proposal as indicated on Cross Section 2 would require additional land, which as the law stands at present can only be obtained by agreement with the landowner.

2.4 The embankment slopes between the underpass and PATRIXBOURNE ROAD to be planted intermittently to reflect the existing parkland character in BIFRONS PARK.

In order to reduce the visual impact of this embankment from the properties in CONYNGHAM LANE, RIVERSIDE CLOSE and those in PATRIXBOURNE ROAD, this can be
XS 3 achieved by regrading the side slopes from the proposed slope of 1:2 to 1:6 or 1:8. (See Cross Section 3). The flatter side slope is visually less intrusive.

Great care is to be taken that existing trees are not affected, and it may be necessary in places to go back to the standard side slope. To produce these flatter side slopes the Department would require the agreement of the landowner to carry out this work under licence, secondly the extent of the proposed regrading is dependent on the amount of surplus and/or unsuitable construction material being available.

2.5 After the By-pass passes over PATRIXBOURNE ROAD it runs for a short distance on embankment before entering into cut. Here it is proposed with the landowners consent, that the embankment slopes be regraded to mould into the existing levels and to produce a more gradual transition between "cut and fill". Upon entering into cut at this point the By-pass then passes through a prominent belt of trees, which form part of woodland between BRIDGE DOWN AND PATRIXBOURNE, there it is proposed to plant the cutting slopes densely, so as to narrow the gaps made by the By-pass.



Along the east side of the By-pass the realigned North Downs Way runs, between this footpath and the top of the cutting and it is proposed to plant a hedge with hedgerow trees. (See Cross Section 4). The cutting slope along the BRIDGE DOWN side to be planted intermittently and densely to link with the existing vegetation.

XS 4

- 2.6 At the bridge taking the private road to HIGHLANDS COURT ANNEXE the cutting slopes to be planted to link to the existing vegetation and to provide a frame work for its setting. Shortly after passing this bridge the By-pass emerges onto embankment to rejoin the A 2 just to the east of FROG LANE.
- 2.7 Where the By-pass rejoins the A 2, an awkward parcel of land has been created just to the west of GOLF COTTAGE, this is outlined in red. The Department is willing to acquire this area by agreement and plant, in so doing extending the existing tree belt on the east side of the A 2.

The embankment slopes between the By-pass and the slip roads to be planted densely.

3. LAND USE

- 3.1 The By-pass runs through land designated as of Great Landscape Value and of Outstanding Natural Beauty the extent of these areas are indicated by drawing LA2. From this can also be seen that no existing vegetation in the BIFRONS PARK or BRIDGE DOWN area is covered by Tree Preservation Orders, while in BOURNE PARK AND CHARLTON PARK large areas of vegetation are covered by Tree Preservation Orders.

It is most desirable to ensure that as far as possible the existing vegetation be preserved so that the corridor through which the By-pass runs maintains its landscape character. This may be achieved with the aid of Tree Preservation Orders.

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. CT4 5JY.

10th May 1973.

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

Dear Mr. Crouch,

I am pleased to inform you that the Bridge by-pass Public Enquiry concluded today.

From our observations, it is evident that the weight of evidence in favour of the proposed northern route has conclusively outweighed that presented by the objectors. We are therefore confident of the outcome.

During the hearing, Mr. Rex Hammond from the Department of the Environment, stated that if further consideration was given to the southern route, it would take at least 2 years to reach another public enquiry.

I understand from Mr. Hammond that there is not a statutory period allowed for the Minister to announce his decision following an enquiry, and would be pleased to learn from you how quickly we can expect an announcement on the Bridge one.

I am sure that you will be applying renewed pressure from now on in order that the delay to the starting date is minimised.

Yours sincerely,

Brian A. Lewis

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

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

COUNCIL OFFICES,
OLD DOVER ROAD,
(ENTRANCE FROM COBBENTON ROAD)
CANTERBURY, KENT
CT1 3DH
TELEPHONE: CANTERBURY 2641 (4 LINES)

CLERK OF THE COUNCIL: J. P. BULLOCK, D.M.A., M.I.C.A.
TREASURER: B. S. HARTY, B.A., C.C.A., A.R.V.A., A.C.C.R.
ENGINEER & SURVEYOR: R. J. THACKERAY, C.Eng., M.I.Mech.E., A.M.I.C.E.
SENIOR PUBLIC HEALTH INSPECTOR: J. W. A. NEWSTER, F.R.P.H.C.

YOUR REF: T15/55/2/1

10 May 1973

Dear Mr Lewis

ADVERTISEMENT SIGNS AT 1 HIGH STREET, BRIDGE

With reference to your letter of 7 May 1973 if you wish to continue to display the signs it will, of course, be necessary for a formal application to be made and for the due process of consideration to be observed

However, it may be that the signs will not be required for any length of time and may I safely assume that they will be removed shortly?

Yours sincerely

[Handwritten Signature]
Clerk of the Council

B A Lewis Esq
"Weston Villas"
1 High Street
Bridge
Canterbury
Kent CT4 5JY

F/HT

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

the M2

"Weston Villas",
1, High Street,
Bridge,
Canterbury, Kent. CT4 5JY.
7th May 1973.

et. Bridge.

concerning the above, I would be pleased to receive your approval to allow me to display the signs bearing the slogans, 'By-Pass Bridge, You Know It Makes Sense' and 'Only 10 Miles To M2!' during the period of the Public Enquiry which starts tomorrow.

You will appreciate that the eyes of the press will again be on Bridge during the next few days, and A2 Group are anxious to gain as much publicity as possible for obvious reasons.

I would again like to express my thanks to you for your tolerance in this matter, and trust that this will be the last time that it will be necessary for me to make such a request now that our battle with the Authorities is almost won.

Yours sincerely,
Brian A. Lewis

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

PS I will remove the signs as soon as the enquiry is over.

ne **A2 Group**

Chairman:
John Purchase,
Mill Cottage, Bekebourne,
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. CT4 5JY.

7th May 1973.

I. Soilleux Esq.,
Clerk of the Council,
Bridge-Blean R.D.C.,
Old Dover Road,
Canterbury, Kent.

Dear Mr. Soilleux,

Re: Advertisement Signs at 1, High Street, Bridge.

Further to our recent correspondence concerning the above, I would be pleased to receive your approval to allow me to display the signs bearing the slogans, 'By-Pass Bridge, You Know It Makes Sense' and 'Only 10 Miles To M2!' during the period of the Public Enquiry which starts tomorrow.

You will appreciate that the eyes of the press will again be on Bridge during the next few days, and A2 Group are anxious to gain as much publicity as possible for obvious reasons.

I would again like to express my thanks to you for your tolerance in this matter, and trust that this will be the last time that it will be necessary for me to make such a request now that our battle with the Authorities is almost won.

Yours sincerely,

Brian A. Lewis

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

PS I will remove the signs as soon as the enquiry is over.

Bridge By-Pass: North or South of the A2?

The proposed Bridge By-Pass runs to the NORTH of the A.2. It will be very close to Upper Lodge, Conyngham Lane, Bridge Down and Highland Court Cottages. It will affect the homes, lives and amenities of many local residents. It will desecrate one of the loveliest parts of East Kent. Orchards, Bifrons Park, the Nailbourne Valley. The delightful unspoilt village of Patricbourne will be ruined: its peace and beauty will go for ever.

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 dis-used railway track. A SOUTH line will affect fewer people's homes, lives and amenities than a NORTH line. Skilfully routed, this SOUTH line will affect neither Bourne Park nor the House nor the village behind.

Lodge your objections **WITHOUT DELAY. DO IT NOW.** Write to:

The Regional Controller,
Department of the Environment,
Roads and Transport South Eastern,
Epsom Road,
Guildford, Surrey.

MR
HOOKE'S
NOTICE

Quote Reference: DSE200/09/TR 34/T 020

If you can, send a copy of your letter to:

The County Surveyor,
Kent House,
Lower Stone Street,
Maidstone, Kent.

Give reasons for your objections and/or suggestions and recommendations. Use these points:

1. How the proposed road affects me, my home, my family, my way of life;
2. How it threatens my surroundings: my garden, my outlook, the countryside I have chosen for my family to live in;
3. Press for an alternative route: on the SOUTH side of the A.2;
4. Press for A PUBLIC ENQUIRY i.e. for an independent and impartial assessment of the whole problem.

* * *
The urgency for a By-Pass is beyond question and the recommendations of A PUBLIC ENQUIRY could be implemented in 1974 without any undue delay in the work.

* * *
WRITE TO THE DEPARTMENT OF THE ENVIRONMENT and
THE COUNTY SURVEYOR NOW. THE LAST DATE IS
22nd December, 1972

14th December, 1972

R.J. Hooke,
White Gates, Patricbourne.

NOTE At the Patricbourne Parish Meeting on Thursday 14th December, 1972 the following resolution was passed:-

"This Parish Meeting views with concern the environmental consequences and the impact upon residents of Patricbourne Parish which will result from the construction of the Bridge By-Pass on the proposed route across the Nailbourne Valley. The Meeting cannot support the proposed Northern route without further information on alternative routes being given and it is not convinced that all possible alternative routes have been properly examined."

PETITION : BRIDGE BYPASS

I, the undersigned, welcome a Bridge Bypass as it will provide much needed relief for Bridge High Street.

However, if a Northern Route is chosen, I object to details of the planned Route on the grounds of:-

1. Unnecessary proximity to many existing houses causing:
 - i) Excessive noise pollution;
 - ii) Loss of visual amenity;
2. Disruption to the North Downs Way;

I propose that:

- A. The bypass centre line be sited at least 100 yards further northeast at Conyngham Lane, Patricxbourne Road and Bridge Down;
- B. No layby be provided withing $\frac{1}{4}$ mile of any houses;
- C. A pedestrian way be provided to preserve the existing line of the North Downs Way.

Signed

Address

Bridge, CANTERBURY, Kent.....

If you support this petition please have each adult sign one form, and these will be collected in the next few days.

MR. HOOKE'S PETITION

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. CT4 5JY.

12th May 1973.

I.F. Soilleux Esq.,
Clerk of the Council,
Bridge-Blean R.D.C.,
Old Dover Road,
Canterbury, Kent. CT1 3DA.

Dear Mr. Soilleux,

Re: Advertisement Signs at 1, High Street
and 90-92, High Street, Bridge.

Thank you for your letter dated 10th May 1973.

In answer to the question contained in the second paragraph of your letter, I would draw your attention to the 'P.S.' contained in my letter dated 7th May, and confirm that the signs have now been removed as promised.

During the Public Enquiry, Mr. Foreman approached Mr. John Purchase concerning the slogans on 90-92 High Street, and Mr. Purchase gave his assurance that these would also be removed. I confirm that this has also been carried out.

No doubt you will have read the reports in the press covering the Enquiry. From our observations, it was evident that the weight of evidence in favour of the northern route conclusively outweighed that presented by the objectors. We are therefore confident of the outcome.

We have written to Mr. David Crouch asking him to apply renewed pressure at parliamentary level in order that an early announcement will be forthcoming from the Minister. It would be of great assistance if your Council could also write to Mr. Crouch in support of us. I am sure that with our combined efforts we can achieve an early decision.

Yours sincerely,

Brian A. Lewis

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

North or south: where should the by-pass go?

NORTH or south — where should the by-pass go? That is the problem now facing the Secretary of State for the Environment following last week's two-day public inquiry into the proposed £1 million road to by-pass juggernaut-besieged Bridge.

The Department of the Environment, Kent County Council, Bridge-Blean Rural District Council and the parish councils of Bridge and Bishopsbourne favour the northern route that has been shown on plans for 20 years.

But many villagers in Bridge and Patrixborne are now advocating a southern route that would use the old Eltham Valley railway line and cut through picturesque Bourne Park.

The objectors were warned by Mr. Rex Hammond, the Environment Department's south-east regional controller that to scrap the northern route now could mean a two-year delay in getting a southern route to the same stage.

On the first day of the inquiry, Mr. Hammond said it was envisaged that the Bridge by-pass would eventually link the proposed Canterbury by-pass with the improved section of the A2, south of the Bishopsbourne road.

It was expected that by 1980 the road would be required to carry about 22,000 vehicles during an average day in August.

TRAFFIC FLOW

This would mean a traffic flow of about one vehicle every 21 seconds—making the crossing of the road by pedestrians very difficult and hazardous.

The by-pass would pass houses at Bridge Down, the minimum distance between the road's centre and a building would be 230 feet. At this point the road would be in a deep cutting.

Mr. Hammond did not deny there would be disadvantages to individual land and property owners, but every effort had been made to minimise these and he submitted that the overall advantages of the scheme



One of the Bridge by-pass objectors, Mr. Ronald Hooke, explains a point to the Department of the Environment Inspector, Mr. Frank Adams, during his tour of the inquiry area on Thursday.

The village dated from the 12th Century and was listed as being of outstanding beauty. "Once the motorway is built it will be too late to say it is in the wrong place," he said.

"The people of Bridge and Patrixborne want a by-pass but let us put it in the right place. We owe it to our children to preserve the sheer beauty which we enjoy."

Another objector, Mr. P. D. Collingwood, of 28 Bridge Down said no consideration seemed to have been given to private houses in the northern route area. "Fumes are best left to disperse in open country side and not in our kitchens and living rooms," he said.

Prof. Roy Pahl, of Patrixborne Lodge, Patrixborne, queried the route, and

the northern route because: less agricultural land and farming interests would be affected by it; Bourne Park, a Grade 1 listed building, and the land would be untouched; it would be cheaper to build and would mean a large part of the new road being in cut where it passed houses at Bridge Down, minimising traffic noise.

Kent County Council's assistant engineer, Mr. John Vince, said he had studied plans for a southerly route, drawn by Dr. Pratt and Mr. Hooke. He thought there would be several difficulties in carrying out the routes, including additional length and a greater effect on the general landscape.

Mr. W. D. Stewart of 36 Bridge Down, agreed with the southern route and objected to a dual-carriage motorway being so close to his home.

He handed in a petition signed by 80 residents of the Bridge Hill estate and Patrixborne Road area supporting him. Mr. C. A. E. Weatherall, of 27 Bridge Down, also opposed the road being so near the

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(3) JUNIOR CLERK (Male). Young man (16-18)

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:-

61, Bridge Down,
Bridge,
Canterbury, Kent. CT4 5BA.

8th May 1973.

Expo. Councillor,
H.P.M. Lawrence Esq.,
72, Bridge Down,
Bridge,
Canterbury, Kent. CT4 5BA.

Dear Mr. Lawrence,

Re: Bridge 'Know your village' Exposition, 1973.

Thank you for your letter dated 7th May.

I confirm that A2 Group will be represented at the
inaugural Meeting of Exhibitors at the Village Hall, Bridge on
Tuesday 22nd May at 8.00 p.m.

Yours sincerely,

Brian A. Lewis

Brian A. Lewis:
Secretary/Treasurer, A2 Group

Six hours of objections, then —

K.O. 17-5-73

Bridge by-pass delays warning

AFTER six hours of objections were made on the last day of the Bridge by-pass inquiry there was a warning any further delay would put the new road back at least six years.

It came from Mr. Rex Hammond, the Department of the Environment's engineer at the inquiry, who said suggestions for more consideration of a southern route would mean another inquiry. It would also require public meetings and exhibitions, making other orders and waiting statutory periods.

"This is not a threat it is merely an attempt to put right what seemed to be in the minds of some people and an entirely false impression.

FALSE

"I would like to emphasise, the suggestion we had not taken the trouble to investigate alternate routes is false. In making plans for this sort of programme we have to eliminate those, as we go along, which, on the face of it, may seem possible but as we look more closely at them are non-starters.

"I would submit of the many proposals I have seen in my work there can be few schemes, of the size of the Bridge by-pass, where the effect on people and property has been kept to such a very very limited degree."

Because of this he felt charges levelled against the plans, about the effect of the road on people and property, were exaggerated.

Mr. Hammond accepted there would be damage to the quality of life for some people near the new by-pass. "This is one of the prices which has to be paid by somebody. This to some degree is inevitable.

LEAST DAMAGE

"In terms of the effect on the environment our proposals will do the least damage, albeit some. They are going to be the most economical and they are going to have the least effect on agriculture. The scheme will solve the problem."

Wednesday afternoon at the Bridge Place Country Club heard complaints from residents of Bridgedown and Conyngham Lane. Mr. W. D. Stewart, of Bridgedown, complained of the scanty information about a southern route.

Part of his garden was required by the route, now moved 100 yards from the line originally drawn on a county development plan 20 years ago, and he objected to losing his land.

Mr. Stewart suggested moving the route another 100 yards from the original county plan to put it half way between Bridge and Highland Court, this would save a local woods walk. He produced a petition of 80 signatures from the residents of Bridgell Estate and Patricbourne road in support of the idea.

Another objector wanting the route moved another 100 yards away was Mr. G. F. Stoneham of Conyngham Lane. The Lane, he said, was already suffering from planning blight and he did not want its residents to suffer more when the road was built.

TOO CLOSE

Mr. E. A. D. Wetherall, of Bridgedown, told the inspector the by-pass would be too close to him and his neighbours. He felt no concession had been made, by the planners, to them.

East Kent's representative, Mr. John Paul, said his company wanted to see a break in the central reservation of the by-pass at Bekesbourne Road. This would enable them to join traffic going to Canterbury without having to detour to the other end of the by-pass.

From Mr A. G. L. Payne

Sir, Is there any evidence that the present methods of channel crossing are inadequate for the demand, or that they cannot be expanded to satisfy future demand? Is there any evidence that we need, or want, another system capable of handling over 40 million road vehicles a year (160,000/day / 5 days/week / 50 weeks/year)?

If "NO", may we please have a little money spent on the A2 to bring it to dual carriage-way standard, by-passing Canterbury?

Yours faithfully,

A. G. L. PAYNE,
Woodside,
Bigberry Hill, Harbledown,
Canterbury.

TIMES
16.5.73

WHEN A GIA

Lorry driver risks his life



Story:
LAURENCE
YOUNG
Pictures:
JOHN
GAMBLE

Below, right: A giant lorry drove itself underground in Canterbury during Thursday night. It took the unexpected trip after being stopped by officials from the Kent County Council Weights and Measures Department. The lorry, which was carrying fruit, was found to be eight tons overweight and the driver decided to leave the container in the Kingsmead Road car park until it could be unloaded next morning. However, when he returned to the vehicle it was in this rather precarious position as the container's supports had sunk about two feet into the ground leaving the back wheels to spin merrily in the wind. KA 95 572



NT CRASHED

KO.17.5.73

in Boughton Hill drama



A COURAGEOUS driver had a miracle escape on Thursday after driving his articulated lorry off the road at the foot of Boughton Hill to avoid smashing into a stream of cars.

According to eye witness accounts the lorry somersaulted in mid air three or four times before coming to rest halfway down a steep slope in a clump of saplings.

Driver John Whyte, 27, of Rugeley, Staffordshire, clambered out of the partly wrecked cab unaided and with just a cut on his forehead.

Mr. Whyte was forced to drive off the

breakdown crews from Callyn's manoeuvred the juggernaut back on to the road.

It took two heavy vehicles over an hour and a half to safely haul the artic up the slope on to the road. A crane and heavy lifting gear were also used in the operation.

All traffic was re-routed from the A.2 along the Thanet Way through Whitstable as the recovery was in progress.

A spokesman for Callyn's said one of the holdups in the recovery was because the load on the lorry, carrying bolts of cloth, was Customs-sealed. Recovery units had to wait until it was unloaded under direction from Customs officers before they could start their operations. The load was from Italy.

Another problem the crews

