

# Ministry turns down Boughton A2 lorry plea

**B**UGHTON Parish Council's plea to end the juggernaut menace on the A2 by rerouting heavy lorries along the A20 road, has been turned down by the Department of the Environment.

At its meeting the Parish Council was told that in a written reply, the Department had claimed the A20 was already carrying more traffic than the A2.

The department felt that villages on the A20 would have the same problems as Boughton if lorries were diverted on to the road and, therefore, refused the council's request.

The wall in front of the bus shelter at the bottom of School Lane had been removed for easier access, but no further information was available about the signs for School Lane and the lavatories.

Three new lamp standards at the bottom of Boughton Hill had been erected, but the lights were not yet working, it was reported.

The owner of the public footpath from Church Track to Wellbrook had agreed to get the hedges cut as soon as labour was available.

The consent for the loan for the new recreation ground had been approved by the Association of Parish Councils and the application for planning permission would go before

Swale Rural District Council at the end of the month.

If granted, work could start in June.

In reply to the council's concern over the resurfacing of the A2, Mr. P. Grisedale, the Divisional Roads Surveyor, said the three-quarter-inch chippings the council objected to because of rattle and noise, were the safest.

However, Mr. Grisedale said half-inch chippings instead of three-quarter-inch would be used and he would see that sweepers were on hand to keep the pavements clear.

## AN OVERSIGHT

Kent County Council's Estates Department has apologised for not telling the council it was going to fell three trees in The Street.

The department said it was an oversight "somewhere along the line" and it would not happen again.

The root of a tree outside St. Barnabas' Church will be removed and a new tree planted in its place. Three trees had already been planted on the banks, replacing those felled.

Three elm trees in Nine Ash Lane have Dutch elm disease and will be felled shortly.

Various lumps of tarmac, earth and litter had been left by Segas and sewage workers at several places in the village and the council will ask for these to be cleared up.

## Bridge by-pass

K&amp; 18.5.73

Sir,

I write to correct a possibly misleading impression given in your report (May 11) of the Bridge By-Pass public inquiry.

In fairness to the 80 signatories of the petition I must make clear that the petition proposals referred to only the Northern Route as planned by the Ministry of the Environment. Our proposals were:

1. That the route be moved 100 yards further from the Bridge Down Estate.
2. That a footbridge be provided for the North Downs Way to preserve its present line.
3. That any lay-bys be deleted.

The petition made no reference to a possible Southern Route for the by-pass.

W. D. STEWART.

36 Bridge Down,  
Bridge.

## IT'LL BE SINGLE LINE TRAFFIC . . .

K&amp; 18.5.73

ROADS improvements on the A2 over the next four months are going to mean single line traffic at three villages.

During the next five weeks about a half mile of kerbing and footway works will be in progress in Bridge and this is to be followed by road resurfacing which will last a week.

Kent County Council say the £15,000 improvements will mean single line traffic controlled by traffic lights at all times.

Between Teynham and Norton crossroads £22,000 will be spent on improving surface drainage and widening the road to 24 feet. This will take five months and traffic will be single line.

At Ospringe £10,000 is being spent over 16 weeks improving footpaths and resurfacing the road. Again traffic will be single line.

BRIDGE BYPASS  
Public Inquiry

**Evidence given by**

**David Hugh Ritchie, B.Sc., M.I.C.E.,  
M.I.Mun.E.,  
Senior Engineer, Kent County Council  
Roads Department.**

8th May, 1973

## A.2 BRIDGE BYPASS

### Noise Evaluation

#### 1. GENERAL

- 1.1. Noise is usually defined as "unwanted sound". This is a subjective definition. In the following report the terms "noise" and "sound" are regarded as synonymous for quantitative evaluation.
- 1.2. Sound is a form of energy which travels outwards from a source in a series of waves. The waves have two characteristics; pressure and frequency. These are perceived by the ear as loudness and pitch respectively.
- 1.3. Pressure or loudness is expressed in terms of a decibel (dB) scale. The range of audible sound is about 0 to 120 dB. Above 120 dB the pressure is experienced as pain.
- 1.4. Frequency is important because two sounds that have the same pressure level, but different pitch, do not always sound equally loud. The decibel rating needs to be weighted by a frequency factor in order to correspond more closely with what is heard. For traffic noise a frequency weighting scale denoted by the letter A is generally used and units of noise are denoted dB(A). This is a logarithmic unit such that an increase of 10 dB(A) represents a doubling of loudness. A 3 dB(A) change is the smallest that can normally be perceived.
- 1.5. Traffic noise fluctuates continually in level and it is customary to quote a statistical time/level distribution in terms of the level exceeded for more than a stated percentage of the time. L10 is the sound level exceeded for 10% of a given period of time and L90 is the sound level exceeded for 90% of a given period of time. The range from L10 to L90 is referred to as the "noise climate". In the following evaluation L10 is the average of all hourly L10 values for any normal weekday during the period 06.00 to 24.00. This gives a reasonable indication of the annoyance caused by the overall noise level. L90, where quoted, is the average of all hourly L90 values for the same period as L10. The terms "L10 index" and "L90 index" will always refer to the normal 18-hour day average.
- 1.6. In 1963 the Wilson Report recommended that the maximum L10 value inside homes should not exceed 50 dB(A). This corresponds to an external L10 of 70 dB(A). In 1968, a report by the Building Research Station suggested that external L10 values exceeding 70 dB(A) would cause annoyance. In 1971, the Building Research Station proposed an external L10 of 70 dB(A) as a maximum for designing against noise. In 1971, the Noise Advisory Council recommended that no existing development should be subjected to more than 70 dB(A) on the L10 index.

1.7. Further research is in progress, but the evidence already available suggests that an L10 index of 70 dB(A) should be regarded as the maximum for new housing or superimposition of noise on existing housing.

1.8. The purpose of the following evaluation is to assess the changes in noise levels, in and around Bridge, due to the construction of the Bridge Bypass.

2.2. Site 1 was situated on the road, adjacent to No. 20 Courtyard Lane.  
Site 2 was situated on the footway in the southeast corner of the junction of High Street with Victoria Avenue, at a distance of 5 metres from the kerb-line of High Street.  
Site 3 was situated on the footway adjacent to No. 20 Bridge Down.  
At all three sites the microphone was at a height of 1.2 metres.

2.3. The measurements were made with a Bruel & Kjaer Model Level Meter Type 8109, which conforms to BS Standard 177 and to BS 6197. The meter was calibrated regularly using a Bruel & Kjaer Model Level Calibrator Type 8101. A Bruel & Kjaer Type 8105 Pre-amplifier Condenser Microphone was used, with the following accessories:-

- (i) Bruel & Kjaer Incident Corrector UC 001.
- (ii) Bruel & Kjaer Wind-cup UC 007. This reduces wind turbulence around the microphone.

2.4. The meter was set to A-weighting and slow response, reading to the nearest 1 dB(A) with a time constant of 1 second. For 20 minutes during each hour at each site, of the 24 samples, 11 were used at 10-minute intervals for 2 minutes due to time constraints. In either case, a total of 60 readings were obtained for each sample, yielding 1000 readings for each site during the 24-hour period.

2.5. The readings were recorded manually, together with details of weather conditions and unusual circumstances for each sample. For the High Street site traffic counts were also taken.

2.6. The subsequent analysis was performed manually by statistical techniques. The 10 noise levels for each sample were ranked in 1 to 10 order and the 10th percentile obtained. The remaining distributions were plotted against percentage time, using normal probability scaling for the percentage of the day. The 10th percentile line for normal distribution,  $N(0,1)$ , was obtained graphically for each sample. The values of 1.64 and 1.96 were taken from the table.

2. SURVEY OF EXISTING NOISE IN BRIDGE

2.1. A survey of existing noise levels in Bridge was carried out on Wednesday, 28th March, 1973. The noise levels were measured by direct reading at three sites over the 18-hour period 6 a.m. to midnight. The corresponding noise indices were subsequently determined by statistical analysis.

2.2. Site 1 was situated on the footway adjacent to No. 38 Conyngham Lane.

Site 2 was situated on the footway in the south-east corner of the junction of High Street with Western Avenue, at a distance of 5 metres from the centre-line of High Street.

Site 3 was situated on the footway adjacent to No. 20 Bridge Down.

At all three sites the microphone was at a height of 1.2 metres.

2.3. The measurements were made with a Bruel & Kjaer Sound Level Meter Type 2209, which conforms to IEC Standard 179 and to BS.4197. The meter was calibrated regularly using a Bruel & Kjaer Sound Level Calibrator Type 4230. A Bruel & Kjaer Type 4145 One Inch Condenser Microphone was used, with the following accessories:-

(1) B & K Random Incidence Corrector UA 0055. This improves the omnidirectivity of the system.

(11) B & K Windscreen UA 0207. This reduces wind turbulence around the microphone.

2.4. The meter was set to A-weighting and slow response. Readings to the nearest 1 dB(a) were taken normally every 15 seconds for 15 minutes during each hour at each site. Of the 54 samples, 11 were read at 10 seconds for 10 minutes due to time constraints. In either case, a total of 60 readings were obtained for each sample, yielding 1080 readings for each site during the 18-hour period.

2.5. The readings were recorded manually, together with details of weather conditions and unusual circumstances for each sample. For the High Street site traffic counts were also taken.

2.6. The subsequent analysis was performed manually by statistical techniques. The 60 noise levels from each sample were grouped in 1 dB(A) intervals and a distribution obtained. The cumulative distributions were plotted against percentage time, using normal probability scaling for the percentage of time axis. This yields a straight line for normal distribution. Lines of best fit were obtained graphically for each samples, and the values of L10 and L90 were taken from this line.

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- 27)
- 2.7. For each site the L10 index was obtained by taking the average of the hourly L10 values and the L90 index was obtained by taking the average of the hourly L90 values. The L10 index values are shown on Fig. 1.
  - 2.8. The variations of noise climate throughout the day for each site were obtained by plotting hourly values of L10 and L90 against time (Figs. 2, 3 and 4).
  - 2.9. For the High Street site the variation of noise climate with traffic flow was obtained by plotting values of L10 and L90 against the corresponding traffic flows (Fig. 5).
  - 2.10. The weather was consistently dry and windless throughout the day. From a meteorological point of view the day could be considered as unusually quiet.
  - 2.11. The total traffic count was 11,920 vehicles/18 hour day. This is a typical figure for the time of year.
  - 2.12. The following isolated noise sources were noted:-

(i) Birds - close	Site 1	6-8 a.m. 6-7 p.m.
(ii) Power-saw at distance	Site 1	10.45 - 11 a.m.
(iii) Aeroplanes at height	Site 1	11.00 a.m.
(iv) Trains at distance	Site 1	Intermittently
(v) Domestic drill at distance	Site 3	9.00 a.m. - 4 p.m. Intermittently
(vi) Motor mowers - close	Site 3	6.40 p.m. - 7 p.m. 5.40 p.m. - 7 p.m.

These are all considered to be normal noise sources. The motor mowers at Site 3 caused L10 and L90 to peak between 5 and 6 p.m. and affected the L10 and L90 indices. If the mowers had not been working the 18 hour noise climate would have been reduced by approximately 1 dB(A), from 41 - 51 dB(A) to approximately 40 - 50 dB(A).

### 3. PREDICTION OF NOISE LEVELS

- 3.1. The methods used to predict future noise levels at a distance from a highway are set out in Section IV of the Department of the Environment's Design Bulletin No. 26 "New Housing and Road Traffic Noise: a design guide for Architects" (HMSO).
- 3.2. The traffic flow in vehicles/18 hour day 1990 was used to calculate the mean value of L10 at 30 metres from the nearest carriageway edge. This value was then adjusted for percentage of heavy goods vehicles and mean traffic speed to obtain a basic criterion. Further adjustments were made for gradients, distance attenuation, ground attenuation and screening effect, to obtain the point L10 prediction at a height of 1.2 metres above the ground.
- 3.3. By taking a sufficient number of point L10 predictions and interpolating, the predicted 70 dB(A) and 65 dB(A) contours were located.
- 3.4. The two factors that cause the greatest noise attenuation are distance and screening. Each time the distance from the noise source is doubled, the noise level is reduced by 4 dB(A). Screening has the most obvious effect when the bypass is in cutting, where most of the noise is absorbed or reflected by the cutting slopes. When the bypass is on embankment, a "noise shadow" is formed. Due to reverse screening, noise levels at 1.2 metres above the ground in the noise shadow are low. However, the embankment propagates noise generally over a wide area.
- 3.5. The above method could not be used to predict future noise levels in High Street after construction of the bypass, because in spite of the reduced flow, the residual traffic would not necessarily be free-flowing. In view of this, the noise/flow graph obtained in Sec. 2.9 was used to estimate residual noise levels (Fig. 5).
- 3.6. The 70 dB(A) and 65 dB(A) contours and 1.2 metre noise shadow are shown on Drawing No. A2/10F/2627. Point predictions are shown on Fig. 1 for comparison with existing noise levels.

4. SUMMARY

4.1. The results are summarised for comparison:-

	<u>Site 1</u>			<u>Site 2</u>			<u>Site 3</u>		
<u>Year</u>	<u>1973</u>	<u>1976</u>	<u>1990</u>	<u>1973</u>	<u>1976</u>	<u>1990</u>	<u>1973</u>	<u>1976</u>	<u>1990</u>
L10	49	63	65	77.5	67.5	70	51	49	51
L90	39	43*	45*	56	40	43.5	41	39*	41*

1976 is assumed date of completion of bypass.

\*Estimated Values.

- 4.2. Site 1 is expected to become appreciably noisier due to noise dispersion from the northern end of the main embankment. The L10 index will rise from the current 49 dB(A) to 63 dB(A) when the bypass is opened, and then rise slowly to 65 dB(A) in 1990 with the anticipated increase in traffic. Site 1 is extremely quiet at present. An L10 of 65 dB(A) is a normal index for a residential through road in a suburban area.
- 4.3. Site 2 is expected to benefit substantially from the construction of the bypass. At present the hourly L10 exceeds 70 dB(A) from 6 a.m. to 11 p.m. and the L10 index is 77.5 dB(A). Assuming 10% residual traffic in Bridge the L10 index should drop to 67.5 dB(A) when the bypass is opened and rise to 70 dB(A) in 1990 with the anticipated increase in residual traffic.
- 4.4. Site 3 is expected to show virtually no change as a result of the proposals. The existing L10 index is 51 dB(A), and is due largely to existing A.2 noise and noise generated on Bridge Down itself. The bypass, although closer than the existing A.2, is in deep cutting which acts as a substantial barrier. As a result the predicted L10 index is also 51 dB(A). The maximum computational errors expected in the evaluation for this site are of the order +1 dB(A) for existing L10 and +2 dB(A) for 1990 L10. Hence at worst the L10 index could rise from 50 dB(A) (1973) to 53 dB(A) (1990), a change which is just perceptible. (see Sec. 1.4).
- 4.5. No properties are expected to fall within the 70 dB(A) contour of the bypass. The 65 dB(A) contour just touches one property in Conyngham Lane, the remaining properties experiencing considerably lower noise levels due to direct shielding. The embankment spreads the 65 dB(A) contour over a wide area, but the properties in Patribourne Road should be unaffected by noise from the bypass. Elsewhere the depths and shapes of the cuttings confine the 70 dB(A) and 65 dB(A) contours to the top edges of the cutting slopes.
- 4.6. Properties on the existing A.2 will obtain substantial noise reductions as a result of the bypass. Site 2 is considered to be typical of the expected reductions. If the bypass were not built, the L10 index value would rise to 86 dB(A) by 1990.

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- 4.5. No properties are expected to fall within the 70 dB(A) contour of the bypass. The 65 dB(A) contour just touches one property in Conyngham Lane, the remaining properties experiencing considerably lower noise levels due to direct shielding. The embankment spreads the 65 dB(A) contour over a wide area, but the properties in Patrixbourne Road should be unaffected by noise from the bypass. Elsewhere the depths and shapes of the cuttings confine the 70 dB(A) and 65 dB(A) contours to the top edges of the cutting slopes.
- 4.6. Properties on the existing A.2 will obtain substantial noise reductions as a result of the bypass. Site 2 is considered to be typical of the expected reductions. If the bypass were not built, the L10 index value would rise to 86 dB(A) by 1990.

4.7. The majority of the remaining properties between the existing A.2 and the eastern edge of Bridge are expected to experience either no change or a slight reduction in noise levels due to screening effects.

3.6. [Faint text, likely a section header or paragraph start]

5. EFFECT OF LANDSCAPING PROPOSALS . .

- 5.1. This evaluation has not taken into account the draft landscape proposals, proposed by the Department of the Environment, as they are subject to amendment and to agreement with landowners and Authorities.
- 5.2. If these proposals are carried out, there are two extra factors to consider; planting and contouring.
- 5.3. Planting, whether intermittent or dense, has been found to have little effect on noise levels.
- 5.4. Contouring has a marked effect on noise levels. The proposed earth-bank along the western edge of the embankment would effectively put the bypass into cutting along this edge. This would reduce the predicted L10 indices for Site 1 to 57 dB(A) (1976) and 59 dB(A) (1990). In addition the 70 dB(A) and 65 dB(A) corridor widths would be reduced by approximately 60% and the noise shadow would vanish.
- 5.5. The landscape proposals should have no effect on the remaining areas.

KEY  
[ ] PREDICTED LA INDEX (1976)  
[ ] EXISTING LA INDEX (1976)  
LOCATION OF SITES AND LA INDEX VALUES

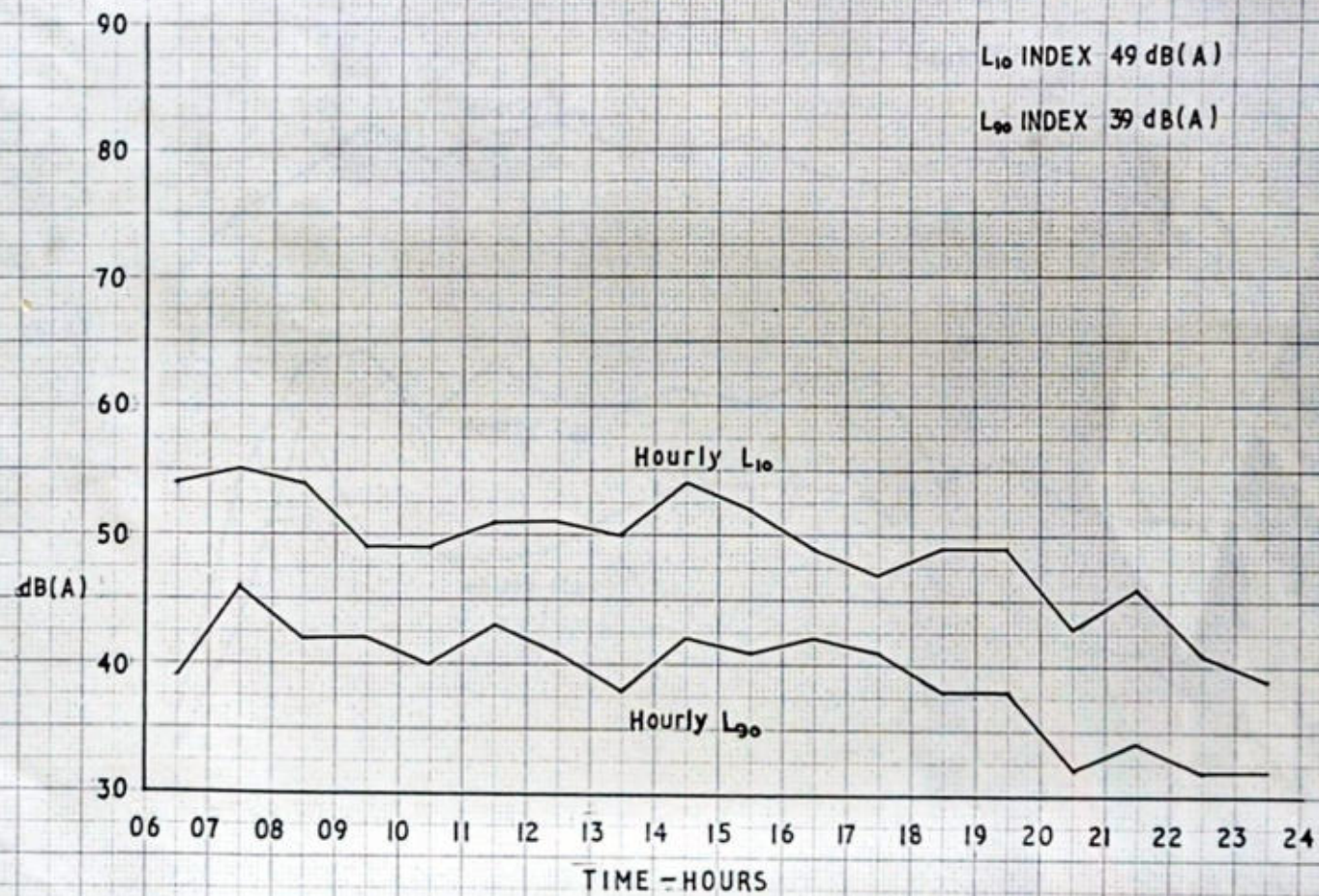


FIGURE 2

SITE ONE - CONYNGHAM LANE

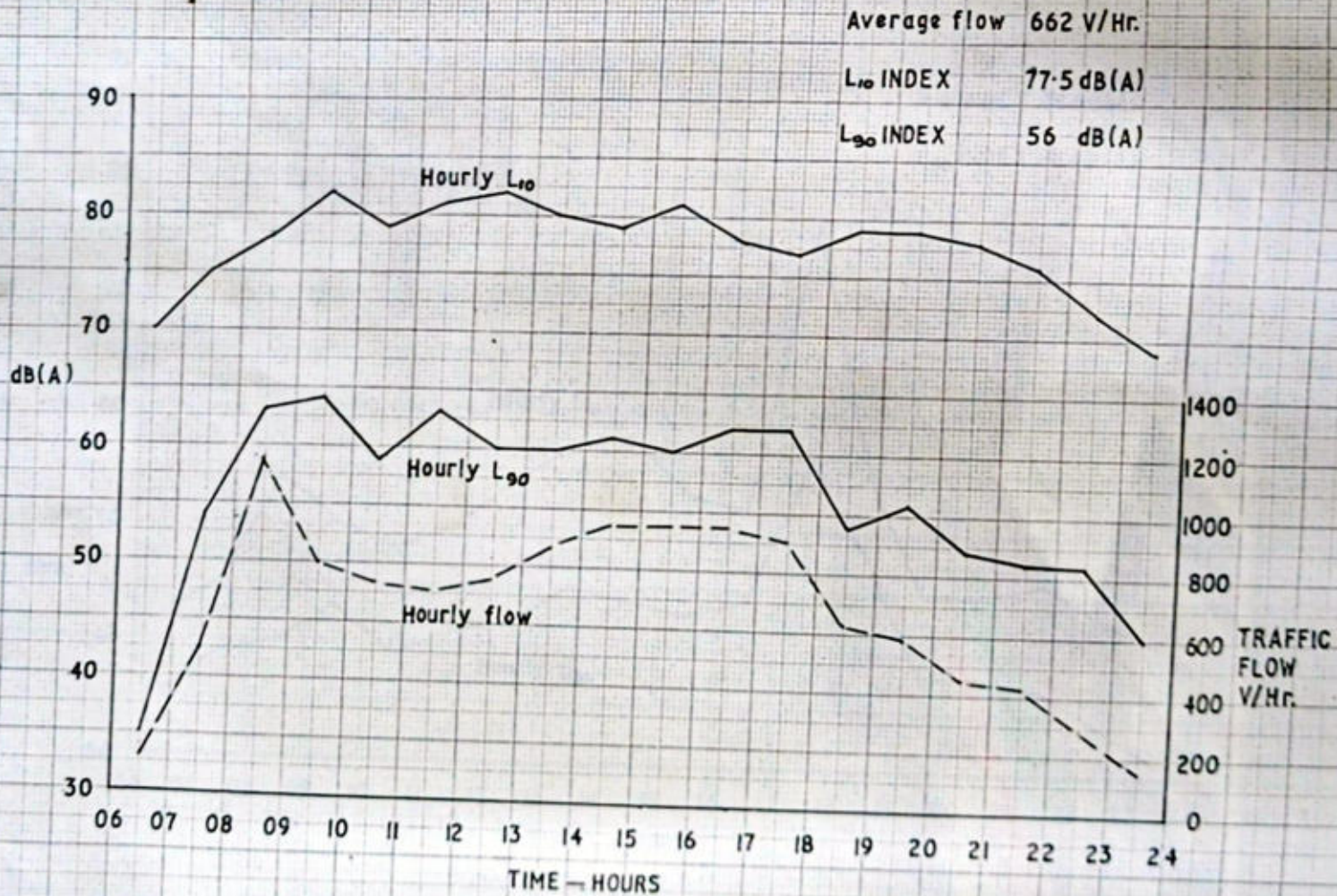
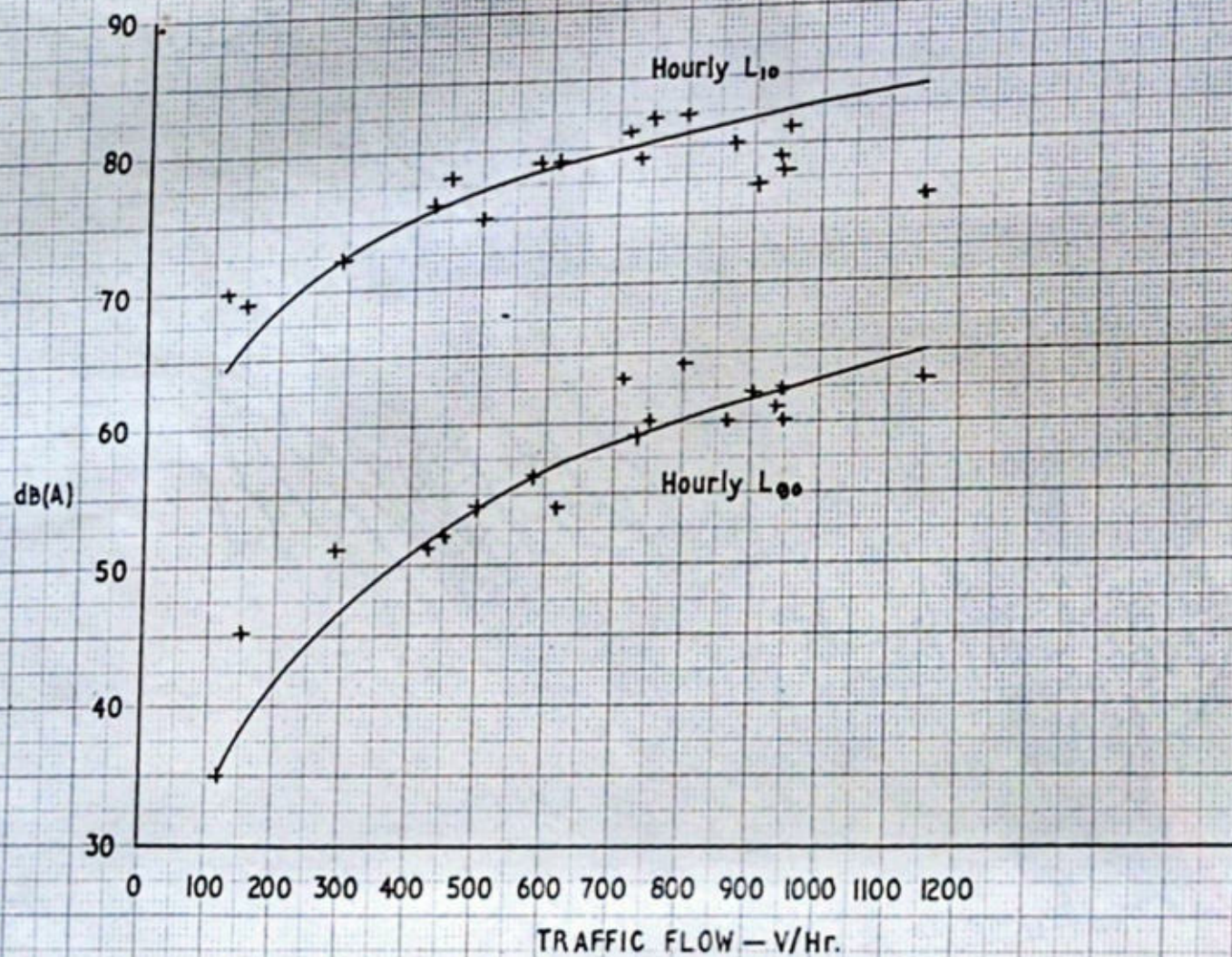


FIGURE 3

SITE TWO — HIGH ST.

FIGURE 5



SITE TWO-HIGH ST.  
NOISE/FLOW GRAPH



FIGURE 6

PREDICTED NOISE CONTOURS

(Reduced extract from Drawing No. A2/10F/2627)

# 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.

22.5.1973

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

Dear Cllr. Cooper,

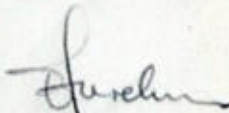
Now that the dust of the Bridge By-Pass Enquiry has begun to settle, it seems an appropriate moment to write to you as Chairman of the Roads Committee to thank you and your Staff for the very fine evidence that was submitted in support of a by-pass for Bridge to the north, as soon as possible. We hope that our Solicitor was able to tackle the objectors in some of the areas that possibly KCC and DoE representatives would have liked tackled!

My only reason for writing further to you, apart from our thanks, is to juxtapose two items of news heard today: (1) Dover Harbour Board plan a £700,000 Ro-ro unit at Western Docks (2) The Government have decided to slash £100,000,000 from the 1974 expenditure on roads.

We can only hope that the improvements to A2 will not be included in the cuts, on the grounds of sheer national emergency to improve the present access to the Channel Ports by heavy goods. I sincerely hope that your Committee will offer what pressure it can on the DoE in the matter.

And, at Harbledown, now. We feel it is becoming a matter of urgency that there should be a 40mph restriction on the A2 south of the Gate Inn just before the dualling becomes single carriageway at the hump, as far as Rhems Way. You must have read of criticism over the sight-lines along this section, and from practical experience we know far too much heavy traffic is entering the old section mentioned at too great a speed for safety.

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:-

'Weston Villas',  
1, High Street,  
Bridge,  
Canterbury, Kent. CT4 5JY.

22nd May 1973.

Rex Hammond Esq.,  
Department of the Environment,  
Regional Controller (R & T) S. Eastern,  
'Edgeborough',  
74, Epsom Road,  
Guilford, Surrey.

Dear Mr. Hammond,

On behalf of A2 Group, I would like to express my congratulations to you for the admirable way in which you and your officials handled the Bridge by-pass Enquiry, and trust that your case was suitably reinforced by our Solicitor who was able to assist you on points which may have proved difficult to answer or indeed make to the objectors.

You will recall that I asked two questions of you which my mother passed on in my absence on the second day of the Enquiry. I was pleased to learn that there is no statutory period allocated for the Minister to announce his decision following an Enquiry, and in the light of this would be pleased to learn further just how quickly you anticipate an announcement on the Bridge by-pass which I assume is now receiving top priority.

We have written to our M.P. Mr. David Crouch requesting that he urges the Minister to make an early announcement. If we can be of any assistance to you in achieving this aim, please advise me when replying to this letter.

Finally, we have learnt this evening that the Government is to cut back on finances for road construction during 1974. Since Bridge is now in the firm roads programme for this period, is this likely to have any effect on the proposed starting date for the Bridge by-pass?

Thanking you again for your efforts on Bridge's behalf.

Yours sincerely,

Brian A. Lewis

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

KENT COUNTY COUNCIL

MEMBERS' ROOM,  
COUNTY HALL,  
MAIDSTONE

31st May 1973

Dear Mr. Purchase,

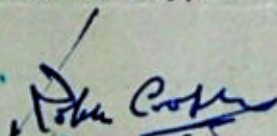
Thank you very much for your letter and kind remarks which I much appreciate.

I am sure that you need not worry that the cuts in road expenditure announced by the Government will affect the A.2 and, like you, I only hope that the results of the Inquiries will be announced soon so that we can get on and do the job.

With regard to Harbledown, I will ask the County Surveyor to look into the question of a 40 m.p.h. restriction and if figures justify it we will then consult the DoE. It has been noticed that the white lines on the A.2 east of the Gate Inn are not 100% and this matter is being dealt with immediately.

Kind regards.

Yours sincerely,



R.H. COOPER  
Chairman of Roads Committee

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

DOVER HARBOUR BOARD

Summary of Traffic Returns for the period January - April

PASSENGERS (Embarked and Disembarked)

	<u>1973</u>	<u>1972</u>	
Month of April	592,326	469,324	26.21% Increase
Period January - April	1,020,868	1,002,664	1.82% Increase

ACCOMPANIED MOTOR VEHICLES (Outward and Inward)

	<u>1973</u>	<u>1972</u>	
Month of April	81,523	61,867	31.77% Increase
Period January - April	162,521	155,012	4.84% Increase

COMMERCIAL ROAD HAULAGE VEHICLES (Outward and Inward)

	<u>1973</u>	<u>1972</u>	
Month of April	13,985	11,289	23.88% Increase
Period January - April	56,163	47,000	19.50% Increase

EXPORT AND IMPORT MOTOR VEHICLES

Cars, Agricultural Machinery  
and Other Vehicles

	<u>1973</u>	<u>1972</u>	
Month of April	9,883	11,962	17.38% Decrease
Period January - April	37,038	46,335	20.06% Decrease

TONNAGE OF CARGO (Export and Import)

	<u>1973</u>	<u>1972</u>	
Month of April	206,796	190,542	8.53% Increase
Period January - April	865,503	807,266	7.21% Increase

GRT OF SHIPPING (Entering the Port)

	<u>1973</u>	<u>1972</u>	
Month of April	3,863,502	3,184,161	21.34% Increase
Period January - April	12,512,521	11,343,482	10.31% Increase

540. Rochester Way,  
Eltham,  
London, SE9 10

21st May 1947

Dear John,

Peter English has just let me know about your proposed activities on Saturday 26th.

At your prompting, I encouraged regular walks to encourage motorists to join in with the fight. We hand out literature including a pre-written postcard for every motorist <sup>to post to the D of E,</sup> in the Friday evening holdups. Our latest record is 750 handed out in half-an-hour. Only 4 people need really come out for this!

In addition, we "did" a Radio London "Platform" programme two weeks ago, which stirred up so much response that a vast number of people had to be turned away from telephoning!

The new Labour G.L.C. councillor has taken up our fight, backed by the Woolwich Labour Party, however. I have pointed out to committee members that ~~too~~ much trust must not be put in her, because I do not feel that she will support us if the Party withdraw theirs. I think that this is a good line to

take in this. I think I told you this.  
I've now written to the Editor of "Nationwide"  
- Michael Bunce - promising him an excellent  
story, with a list of "near misses" that  
people have survived!

I've mentioned your coming Saturday  
event, and said that we are doing something  
here in sympathy. I'm sure you've already  
contacted them, though. I look forward to  
seeing it on television next Monday perhaps,  
as I cannot come down and see for myself.

Good luck, I certainly see your  
problems, and hope this wretched "Public  
Inquiry" will be nipped in the bud, before  
negotiations on the Channel Tunnel go too far.

Best Wishes,

Helen Gardner.



DEPARTMENT OF THE ENVIRONMENT

The London-Canterbury-Dover Trunk Road (Bridge By-pass) Order

(Bridge By-pass Side Roads) Order

The London-Canterbury-Dover Trunk Road (Bridge By-pass)  
Compulsory Purchase Order (DSE No. ) 197

Statement on Behalf of the Secretary of State for the Environment

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Orders, it is unlikely that such a by-pass could be completed before the early 1980's. Because of the inadequacy of the present trunk road through Bridge, it is clear that a scheme to relieve the village of through traffic could not be delayed until it could be combined with a by-pass of Canterbury. If such a combined scheme was built, it would have the added disadvantage that much of the local traffic, including heavy goods vehicles travelling between Dover and Canterbury, would remain on the existing road through the village.

#### Conclusion

50. I have already described the importance of this trunk road, the conditions and volumes of traffic now using and likely to use the route in future years.
51. The number of vehicles travelling on the route will increase, whether or not improvements are carried out. If the by-pass is built as I have described, not only will the flow and safety of traffic be greatly improved, but there will be an opportunity for the village to develop unhindered by the many problems created by through traffic.
52. Having carefully considered the possible alternative routes for the by-pass scheme, I am confident that the published route, with the modification, would cause the least amount of hardship and inconvenience to property owners, and represents the most satisfactory route for the Bridge by-pass.
53. There can be no doubt that there is a serious problem in the village of Bridge, and unless relieved, this would become intolerable with the ever increasing volume of traffic using this trunk road.

LAYOUT OF ROADS IN RURAL AREAS  
TABLE 1-42 VEHICULAR RATINGS IN PASSENGER CAR UNITSROADS IN URBAN AREAS  
TABLE 1-3 PASSENGER CAR UNITS

Class of vehicle	Equivalent value in passenger car units (p.c.u's)			
	Urban Standards	Rural Standards	Round-about design	Traffic signal design
Private car, taxi motor cycle combination, light goods vehicle (up to 30 cwt unladen) .....	1.00	1.00	1.00	1.00
Motor cycle (solo), motor scooter, moped	0.75	1.00	0.75	0.33
Medium or heavy goods vehicle (over 30 cwt unladen), horse-drawn vehicle .....	2.00	3.00	2.80	1.75
Bus, coach, trolley, bus, tram .....	3.00	3.00	2.80	2.25
Pedal cycle .....	0.33	0.50	0.50	0.20

TRAFFIC PREDICTION FOR RURAL ROADS  
TABLE 6 TRAFFIC FORECAST TABLE

BASE YEAR	1965
FUTURE YEAR	PERCENTAGE INCREASE OVER BASE YEAR
1970	34
1	41
2	48
3	54
4	61
1975	67
6	73
7	79
8	85
9	90
1980	95
1	100
2	105
3	110
4	114
1985	118
6	122
7	126
8	129
9	133
1990	136
1	140
2	143
3	146
4	149

It is now a year since the point was firmly made that Bridge really needed a by-pass. As things stand at the moment it will be at least four years before the by-pass is reality. If a southern route has to be explored, following the recent public enquiry, it will be six years at least.

The cake represents the time scale of one year.

With the Government's announcement this week that £100,000,000 is to be withdrawn from the 1974 road building programme, improvements to the A2 could be further delayed.

The A2 villages are already experiencing annual increases in TIR of 30 - 40%; with ever more EEC links being formed this rate of growth will further increase. It is our view that the Government is still not treating the problems of the A2 as a matter of national urgency.

Surely the main route to Europe demands not a cut-back in the road programme, but in fact a speed-up. This is the message we send today to the Department of the Environment with a slice of our time scale.

PMG



**Department of the Environment**  
*Regional Controller (Roads and Transportation)*  
 (South Eastern)  
 Edgeborough 74 Epsom Road Guildford Surrey GU1 2EL  
 Telex 85335 Telephone 0483 (Guildford) 71101 ext 260

B A Lewis Esq  
 The A 2 Group  
 "Weston Villas"  
 1 High Street  
 Bridge  
 CANTERBURY, Kent

Your reference  
 Our reference  
 DSE 200/09/TR 34/020  
 Date  
 / June 1973

Dear Mr Lewis

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

1. I refer to your letter of 22 May 1973 about the above proposal. Your comments about the handling of the recent Inquiry are indeed very gratifying and I would like to take this opportunity to thank your Group both for these and for its assistance at the Inquiry in support of the scheme.
2. It is, I regret to say, difficult to forecast with any accuracy when a decision on the scheme could be made. The Inspector has still to submit his report and recommendation to the Minister and until these have been examined by both the Minister and his advisers, it will not be possible for a final decision to be made. The Minister is, however, as you know, very much aware of traffic conditions in Bridge and of the need for urgency in this case and I can therefore assure you that a decision on the scheme will be announced just as soon as is possible.
3. Few details are as yet available about the Government's recent cuts in expenditure on road schemes. I understand, however, that this is unlikely to affect the construction of the proposed Bridge By-pass.

Yours sincerely

R HAMMOND  
 for Regional Controller

# Slice of protest for the Government

K4. 29.5.73

VETERAN A2 - protesters were out again at Bridge on Saturday, urging for a speed-up in the road's improvement programme and attacking the Government for not treating the traffic chaos as a matter of national urgency.

An anniversary cake was cut in the village's narrow High Street, but this was no ordinary celebration.

Carrying out the ceremonial cutting was Mrs. Bertha Lewis, who exactly a year ago, narrowly escaped with her life when a T.I.R. lorry tore through her family's shop and home.

The cake, representing the time scale of one year, was cut opposite the re-

mains of the Lewis' shop.

It underlined the A2 Group's hope that there will be no cut-back in the programme of A2 improvements.

Slices of the cake have been sent to the Department of the Environment and to the office of the Regional Controller for roads in the south-east.

In a statement, the A2 Group stressed that as things stood, it would be at least four years before the by-pass was a reality.

If a southern route had to be explored, following the recent public inquiry, it would be at least six years.

With the Government's announcement of its reduction in spending for the 1974 road-building programme, improvements to the A2 could be further delayed.

"The A2 villages are al-

ready experiencing annual increases in T.I.R.s of 30 to 40 per cent, and with even more E.E.C. links being formed, this rate of growth will further increase," the group added.

"It is our view that the Government is still not treating the problems of the A2 as a matter of national urgency.

"Surely the main route to Europe demands not a cut-back in the road programme but, in fact, a speed-up. This is the message we send today to the Department of the Environment with a slice of our time scale."

The A2 Group has emphasised that it wants to be sure that not only Bridge, but other A2 villages, would not be affected by the drop in Government spending.



Canterbury's M.P., Mr. David Crouch, has difficulty in hearing one Harbledown resident, 81-year-old Mr. Edward Pecknell, of 4 London Road, explain the problems of living on the A2. With Mr. Crouch on Friday's tour of the road were Kent County Councillor John Heddle and Mrs. Kaye Brown.

## Problems of living on the A2

ROADS in the Sahara are better than the A2 from Brenley Corner to Dover, Canterbury's M.P., Mr. David Crouch, said on Friday.

He was visiting residents in Upper and Lower Harbledown in an effort to understand some of the problems of living on the busy trunk road.

With him on his tour were Kent County Councillor John Heddle and the Conservative candidate for Harbledown in the Canterbury District Council elections, Mrs. Kaye Brown.

Mr. Crouch told the "Kent Herald": "I am determined to see that the proposed road cuts announced by the Chancellor of the Exchequer will not affect the project for development of the A2 and by-passes the villages and Canterbury."

As soon as Parliament assembles, Mr. Crouch said he will meet the Minister for Transport, Mr. John Peyton, and ensure there will be no hold-up in improvements.

He would impress on Mr. Peyton that Canterbury must have a by-pass quicker than the proposed seven or eight years.

Mr. Crouch has recently returned from a 10-day Parliamentary visit to Algeria, during which he travelled nearly 2,000 miles by car, including over 1,000 miles into the Sahara Desert.

"The roads into the Sahara are better in many ways than most of the roads from Brenley Corner," he said.

Mr. Crouch spoke to several residents about the dirt and noise around their homes, and at times had difficulty in hearing their views as giant lorries thundered past.

Mrs. Brown said she realised when she was canvassing just how serious the situation was.

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Against the background of large lorries thundering through Bridge, on Saturday, Mrs. Bertha Lewis cuts the birthday cake to mark the 1st anniversary of the loss of her home, she is helped by Mr. Brian Lewis (secretary of the A2 group) left, and Mr. John Purchase (chairman). CA449

# HAPPY BIRTHDAY?

K6  
51 573

THERE was a "birthday party" in Bridge High Street on Saturday morning to mark the day the village first realised how much it needed a by-pass and to remind the Government of that need.

It was on 26 May last year that a TIR lorry destroyed the shop and home of Mr. and Mrs. Colin Lewis.

The cake on Saturday was cut

by Mrs. Bertha Lewis and slices were sent to the Department of the Environment after what must have been one of the most hurried parties ever.

The A2 Group, the organizers, had been warned by the police that if there was an obstruction there would be arrests.

Secretary Brian Lewis said: "The cake represents a time scale from when Bridge first

realised it really needed a by-pass immediately. We also want to be damn sure that Bridge and the other A2 villages are not affected by the Government's £100 million cut back in road spending."

"The A2 villages are already experiencing annual increases in TIR lorries of 30 to 40 per cent; with ever more EEC links being formed this rate of growth

will further increase. It is our view that the Government is still not treating the problems of the A2 as a matter of national urgency.

"Surley the main route to Europe demands not a cut-back in the road programme, but in fact a speed-up? This is the message we send today to the Department of the Environment with a slice of our time scale."

## Keeping up A2 pressure

Canterbury's M.P., Mr. David Crouch, is keeping up the pressure for improvements to the A2. On Friday he visited Upper and Lower Harbledown in an effort to understand some of the problems of living on the busy trunk road.

With him on his tour were Kent County Councillor John Heddle and the Conservative candidate for Harbledown in the Canterbury District Council elections, Mrs. Kaye Brown.

Mr. Crouch told the "Kentish Gazette": "I am determined to see that the proposed road cuts announced by the Chancellor of the Exchequer will not affect the project for development of the A2 and by-passes of the villages and Canterbury."

As soon as Parliament re-assembles, Mr. Crouch said he would meet the Minister for Transport Industries, Mr. John Peyton, and make sure there will be no hold-up in improvements.

He would impress on Mr. Peyton that Canterbury must have a by-pass quicker than the proposed seven or eight years.

Mr. Crouch has recently returned from a 10-day Parliamentary visit to Algeria, during which he travelled nearly 2,000 miles by car, including over 1,000 miles into the Sahara Desert.

The roads into the Sahara are better in the main than most of the A2 from Brenley Corner," he said.

Mr. Crouch spoke to several residents about the dirt and noise surrounding their homes, and at times had difficulty in hearing their views as giant T.I.R. lorries thundered past.

Mrs. Brown said she realised when she started canvassing just how bad the situation was.

"It is certainly grim if you live in one of these small roadside cottages," she added.

K6  
1-6-73



Regional Controller (Roads and Transportation)

Divisional Road Engineer (South Eastern)

"Edgeborough" Epsom Road

Guildford Surrey

Telephone Guildford 71101 ext 213

5 June 1973

B A Lewis Esq  
1 High Street  
Bridge  
Canterbury  
Kent

Dear Mr Lewis

BRIDGE BY-PASS

Thank you for your letter of the 1 June and for the piece of birthday cake which accompanied it.

With regard to your enquiry concerning the Government's recent announcement of cuts in expenditure on road schemes, I regret I am not able to add to the information given to you in my letter of the 1 June.

Yours sincerely

G H Oversby-Powell

From: David Crouch, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

June 7, 1973

Dear Mr. Lewis,

Mr. Crouch, who is at present abroad on a Parliamentary visit, has asked me to thank you for your letter of May 10th about the Bridge by-pass and to let you know that he has asked the Minister to let him know when a decision can be expected. He will write to you as soon as he has any news.

He has also asked me to thank you for your letter of April 30th about the present membership of the A2 Group Committee.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "V. Amos".

Private Secretary

Brian A. Lewis, Esq.,  
61, Bridge Down,  
Bridge, Canterbury, Kent.  
CT4 5BA.

# The **A2** Group

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

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

8th June 1973.

Noel Edmunds Esq.,  
Radio 1,  
B.B.C. Broadcasting House,  
Portland Place,  
London W1A 4WW

Dear Noel,

I was interested to hear your comments on Radio 1 at 8.45 a.m. this morning concerning the 40 ton juggernauts almost certain to enter Britain.

You mentioned Kent and the villages between Canterbury and Dover which will feel the biggest impact when these lorries finally arrive.

I am Secretary of the A2 Group which has campaigned for a Bridge by-pass for the last 11 years. My village straddles the main A2 London-Dover road 2½ miles to the south of Canterbury. The main street narrows to 18'0" and pavements to 18".

Last August, we conducted a traffic census and found that a heavy lorry passes through the village every 50 seconds of day and night. Unless you live in a village such as this, you can possibly realise what this means. Residents have difficulty in sleeping, listening to the Radio and Television, and even carry on a conversation in the street due to the continuous noise.

Bridge by-pass is due to be started next year, but will take 2 years to build. Two weeks ago the Government announced a 100m cut-back in road expenditure for 1974, so the worry now is that it could well be approaching 1980 before the by-pass is finally open and residents are able to carry on a normal life.

The thought of 40 ton lorries thundering through Britain frightens us. The T.I.R.s we have now are up to 70 feet long, wide and weigh 32 tons. Since Britain joined the Common Market in January these juggernauts have increased by between 30% and 40%.

Bridge was a Roman settlement constructed on a Roman road. It is already taking enough without being forced to accept more.

Yours sincerely,

*Brian A. Lewis*

Brian A. Lewis:  
Sec/Treasurer, A2 Group

Soldiers killed in blackspot crash at village of Tear

# JUGGERNAUT TOPPLES —3 CRUSHED TO DEATH

By JOHN EVANS

THREE BRITISH soldiers were killed today when their car was crushed as a 40-ton juggernaut lorry overturned at a notorious blind corner on the A2 near Dover.

It happened at Waters End Bridge—known to Kent motorists as Death Trap Corner—near the tiny picturesque village of Lydden.

The servicemen, who belonged to the Royal Corps of Transport, died within half an hour of driving off the Calais-Dover cross-Channel ferry.

Two were going home on leave. The third was carrying his discharge papers. A fourth passenger in the



Zephyr car, which was seriously injured. Kent firemen had to go through wreckage to reach their bodies.

The driver of the Belg. registered lorry, which was carrying ceramic tiles, was killed.



Firemen work to free the bodies from the wreckage of the crushed car near Lydden today. Picture by Joe Court.



## JUGGERNAUT OF DEATH

*Sunday Mirror*  
10.6.73

BENEATH the crushing weight of an overturned juggernaut lies the wreckage of a car in which three soldiers died yesterday. A fourth soldier is in hospital with serious injuries. The lorry driver was unhurt. The accident happened

at Watersend Bridge, near Dover, when the car and the Belgian lorry collided on a notorious blind bend. Two continental juggernauts have been at the spot. In both cases drivers were killed. A by-pass is due to start

## Three die as juggernaut crushes car

*Evening Standard*  
7.6.73

Standard Reporter

THREE MEN, believed to be soldiers on their way home on leave from Germany, were killed today when their car was crushed by a 30-ton juggernaut lorry on the A2 near Dover.

A fourth man in the car and the Belgian driver of the lorry were taken to hospital seriously injured.

The lorry and the car collided at Watersend Bridge, an accident black spot between Lydden and Kearsney.

### Overtaken

The lorry's cab section overturned, followed by the trailer which crushed the car. Firemen had to cut the victims free from the wreckage.

The Belgian-registered lorry, carrying ceramic tiles, was on its way to Dover docks. The car, which had British forces' registration plates, was heading for London.

The road was restricted to single-line traffic for a time and later closed while the wreckage was removed. Traffic was diverted through country lanes.

Police checked documents found in the car, a Ford Zephyr, in an attempt to identify victims.

## MP acts as three die in horror crash

*News of the World* 10.6.73

AN MP pledged action yesterday after three soldiers died in a horror crash with a 32-ton Belgian juggernaut lorry.

The crash, at a notorious blind corner on the A2 near Dover, Kent, happened within minutes of the soldiers arriving home from Germany on leave. Their car was crushed as the lorry overturned.

The MP, Mr David Crouch (Con, Canterbury), said later he would raise in the Commons the whole

question of the juggernauts that use Britain's roads.

Mr Crouch had been pressed to act by the A2 Action Group, who have been campaigning to stop giant lorries using the road.

He described the road as "primitive" and said top priority must be given to replacing it with a motorway.

Action Group chairman Mr John Purchase said:

"This terrible accident is yet another reason why the Government must resist pressure from abroad to increase the weight of juggernaut lorries on our roads."

Mr Purchase added: "We've been campaigning for bypass roads for these lorries for some time."

The dead soldiers were named as RENE Cpl James Frank Hudson, aged 29, of Bradford; Driver David Herbert, 23, of Cavendish Street, Bedford; and Driver John Taylor, 22, of Pascoe Road, Hither Green, London, both of the Royal Corps of Transport.

## Juggernaut kills three

*People* 10.6.73

A 30-TON Belgian juggernaut overturned yesterday and killed three soldiers in a car at Watersend Bridge, a notorious black spot on the A2 London-Dover road.

The soldiers, all on leave from Germany, were named as Cpl. James Hudson, of Bradford, Yorks; Driver David Herbert, of Cavendish Street, Bedford; Driver John Taylor, of Hither Green, London.

Canterbury M.P. Mr. David Crouch last night demanded top priority for a motorway to replace the "primitive" road.

# MP calls for action on A2 after juggernaut deaths

DAILY TELEGRAPH REPORTER

THE A2 trunk road where three soldiers died when a juggernaut lorry crashed at a blind bend on Saturday was described by an MP yesterday as "like a country lane."

He demanded immediate action to bring the road up to motorway standards.

Mr David Crouch, Conservative MP for Canterbury, travelled to London last night to be early at the House to put down a private notice question for today.

He said: "If I should not succeed in raising it tomorrow, I will seek to find an opportunity as soon as possible."

The accident on Saturday was at Watersend, about half a mile outside the village of Temple Ewell, where a railway bridge crosses an S bend in the road.

Mr Crouch said: "The road to Dover for 20 miles is like a country lane. I don't think we can afford to let anyone else pay with their lives for Government inactivity. I don't think the Government has given the matter sufficient priority."

"Police told me this spot was 'absolutely vicious.' They said it was the worst black spot on the A2."

If he had his way, he said, he would close the road to 32-ton lorries. Bringing the A2 to motorway standards should be given "the highest priority in Britain today. It should be done within two years."

### Every 50 seconds

Mr Brian Lewis, secretary of the A2 Action Group, claimed yesterday that a juggernaut lorry went along the A2 every 50 seconds. "A juggernaut lorry takes the blind corner every 50 seconds day and night. They have increased by 40 per cent, since we joined the Common Market."

The Belgian driver of the lorry involved in the crash is helping police with their inquiries. His damaged 32-ton lorry which was carrying a load of ceramic tiles, is to undergo mechanical tests.

A fourth soldier, Corporal Arthur Rogers, 22, of Gramplan Gardens, Fintry, Dumfries, is seriously ill in Canterbury Hospital.

### LORRY PROTESTS

More protests are planned in East Sussex over the use of minor country roads by giant continental lorries. A meeting of local authorities will consider co-ordinating the protests.

# Three soldiers die at A2 black spot

KH. 12-6-73

## Car was crushed under lorry

THE A2 claimed three more victims on Saturday. Three soldiers returning home from Germany were killed and one seriously injured when a Belgian TIR lorry and trailer overturned at an accident black spot under Watersend Bridge, at Temple Ewell.

The accident happened at 4.50 a.m. The lorry, on its way to Dover for a ferry to Belgium, was in collision with a Ford Zephyr car carrying the four soldiers as it rounded the S-bend.

The soldiers and lorry driver were rushed by ambulance to the Canterbury Accident Centre, but three of the soldiers died from their injuries.

They were Corporal James Hudson, aged 29, of Bradford, who was serving with the Royal Electrical and Mechanical Engineers, and Drivers David L. Herbert (23), of Bedford, and John E. Taylor (22), of Hither Green, both with the Royal Corps of Transport.

The fourth soldier, Corporal Arthur E. F. Rogers (22), of Dumfries, was detained with serious injuries. After an operation his condition was said to be satisfactory.

The lorry driver, a Belgian, M. Jean Pierre Stas, escaped with only minor injuries and was discharged from hospital after treatment.

The crash led to another plea for a safer A2 and the continuation of the M2 from Brenley Corner to Dover.

Said Mr. David Crouch, Canterbury's M.P., "Naturally, my first reaction was one of extreme sad-

ness; to think that three soldiers had to die on a road which is now notoriously dangerous and completely unsuitable for TIR vehicles.

"The scene of the accident is a vicious black spot. This tragedy is another reminder that we must give top priority to building a proper road to the port of Dover. And by a proper road I mean a road of motorway standards."

He went on: "We have to remember that now we are in the Common Market, Dover is a major port into and out of Europe. We know that 40 per cent of the increase in heavy freight traffic last year went through Dover. We can expect similar increases next year and for the next few years.

"And this increase of heavy traffic, that will be thundering to and from Dover through Canterbury and London, will be nothing short of fantastic. It is not good enough for the Government to proceed at its present slow pace of developing the A2."

"I'm not prepared to go on being put off by weak excuses from ministers or bureaucrats that we have to wait our turn for road development in Kent.

"We cannot allow any more people to have to pay with their lives for such inaction."

Mr. Crouch promised to raise again the whole ques-

tion of the A2 in Parliament this week.

He has pledged to demand a complete review of the A2 programme from the Minister for Transport and Industries, Mr. John Peyton, in the light of Saturday's accident and because of the foreseeable growth in traffic using the A2.

Mr. Crouch said nothing but the highest priority should be given by the Government to rebuilding the A2. The road, should be brought up to modern European motorway standards.

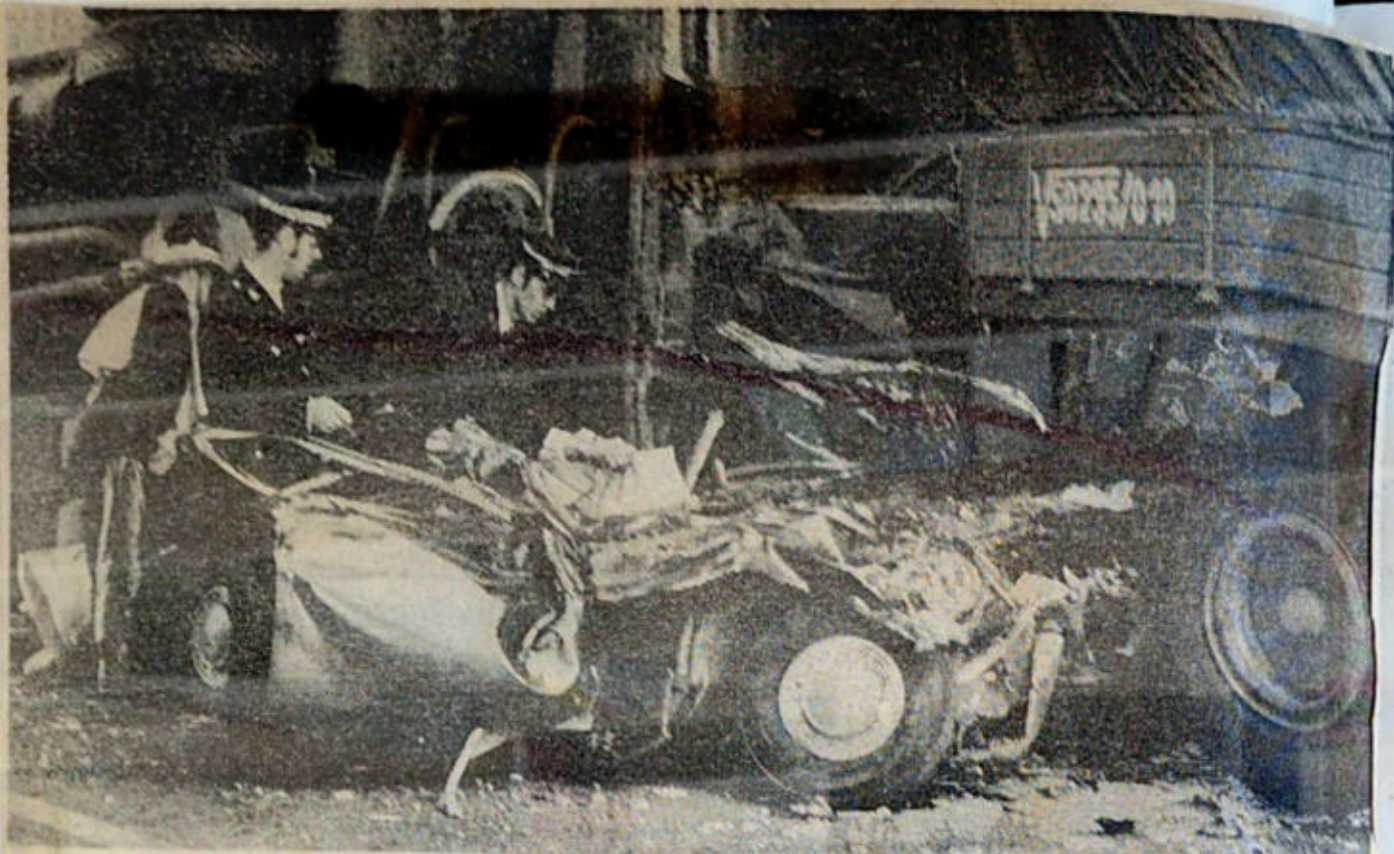
Mr. Crouch returned last week from Belgium where he led a delegation of M.P.s who went to discuss the growth of the port of Antwerp.

There he said there was no question of just developing existing roads to deal with the port's traffic, but new six-lane motorways had been built leading right into the docks.

"It was an eye-opener to me, to realise that a country similar to ours, like Belgium, can do these things, while Britain doesn't appreciate that it has to build these roads to serve a port like Dover."

Chlr. Mike Fuller, deputy leader of the City Council's Labour group, said yesterday (Monday), that the tragedy underlined local councils' pleas for a Canterbury by-pass and a speed-up generally in A2 improvements.

"We have had T.I.R.s overturn in the city and mercifully nobody has been killed. But unless we get a by-pass urgently one cannot be too hopeful of something similar not happening here."



ABOVE: Police constables David Care and Ian Smith search through the wreckage of the Zephyr car after the Watersend death crash. BELOW: Looking from Lydden, skidmarks trace the path of the TIR lorry.

## Councillors say yes to 'inner' by-pass route

Dover Express 15-6-73

BY six votes to five Dover councillors on Monday decided to accept Mr. Geoffrey Rippon's decision to build Dover's eastern by-pass on the inner route through parts of Whitfield and Guston.

Voting against the decision were the Labour members of Dover's planning committee. With one exception those voting for accepting the

inner route were Conserv-

atives. Odd man out was Dover Harbour Board member Mr. Peter Mee (Labour). "I agree the route selected by the Minister is a bad one. But we must not have further delay with the by-pass," he declared.

His fellow Harbour Board member, Councillor John Bushell, voted against accepting the Minister's selected route.

A letter from Guston Protest Association was read, pleading for the committee to resist the decision.

All the Dover councillors agreed the selected inner by-pass route was bad on planning grounds. But throughout the debate fears were expressed that further objections would delay provision of the by-pass.

"Let it go and let's get on with the job," was Councillor Bob Kemp's view.

The by-pass — seven miles long — will reduce traffic using Watersend Bridge on the A2, where three soldiers were crushed to death on Saturday.

Councillor George Ruck said Saturday's accident should not result in the committee being "stampeded" into changing its opinion.

The inspector's recom-

mendation was attacked by several councillors.

Councillor Colin Sims claimed the inspector had been influenced too much by cost-benefit and not by long-term planning repercussions.

In 12 years, said Mr. Sims, an expanded Dover would be faced with the same problem to that existing now, with the A2 running through a heavily built-up area.

Leader of the Labour group Councillor John Bushell said the County Council could have forced traffic to take the outer route by imposing restrictions on juggernaut lorries using other roads to the docks.

In accepting the Minister's decision Dover is telling the Department of the Environment they do not agree the new by-pass should act as a restraint on the expansion of Dover.

● Dover Rural Council urged Kent County Council to withdraw their objection, following Dover's move.



# THREE KILLED IN HORROR CAR CRASH

PARLIAMENTARY pressure was increasing this week to speed up Dover's eastern by-pass and to switch some of the port traffic from the A2 road - scene of Saturday's triple death crash - to the railways, writes *Graham Tutthill*.

Three soldiers were crushed to death in the accident at Watersend Bridge when a juggernaut lorry toppled over onto the car in which they were travelling home on leave.

Dover's Conservative M.P. Mr. Peter Rees, told me: "I will be pressing the Minister of Transport to consider whether ways can be made of channeling more freight away from the roads and onto the railway system."

The tragedy underlines what I have said that the roads in East Kent cannot take more or bigger TIR lorries.

And Canterbury M.P. Mr. David Prosser urged that the Martin airport and Channel Tunnel projects be dropped until the A2 is brought up to motorway standards.

But later this month, in Brussels, talks are to take place about a proposal to increase the weight limit of the juggernaut lorry using British roads.

Saturday's accident happened just before five o'clock in the morning as four soldiers - on leave from their units in Germany - headed towards Canterbury in a Ford Zephyr car.

A Belgian lorry and trailer - loaded with ceramic tiles - was travelling towards Dover docks. The crash happened right under Watersend Bridge, in

the middle of a sharp double bend.

The lorry overturned on to the Zephyr car, killing three of the four soldiers. The trailer crashed into the bridge.

The road was blocked for seven hours, and police diverted traffic through Folkestone.

Killed were Corporal James Hudson (29), of Hornaby Drive, Clayton, Bradford; Driver David Herbert (23), of Cavendish Street, Bedford; and Driver John Taylor (22), of Pascoe Road, Hillier Green.

The fourth man in the car, Corporal Arthur Rogers (22), of Gramplan Gardens, Fintry, Dundee, was seriously injured.

Both he and the driver of the lorry, M. Jeanne Pierre-Stas, were taken to hospital. Mr. Rogers was this week said to be "satisfactory." M. Stas was discharged later on Saturday. He has been staying at a Folkestone Road guest house.

The three who died at Watersend were the driver and back seat passengers. Mr. Rogers, who escaped death, was in the front passenger seat. He was trapped by his arm and shoulder.

Ambulance and police men lifted the metal off him until firemen arrived with cutting gear.

Railway officials were called in to examine the damage to the bridge, and trains slowed as they passed over it.

It was the second accident involving a heavy vehicle at Watersend Bridge within 24 hours. On Friday a road tanker driven by an Ashford man was in collision with a car driven by Mr. Hawkins-Moseling (18), of Old Park Hill, Dover, who received slight injuries.

Dover Coroner Mr. Ian Gill is due to open the inquest on the three dead soldiers today (Friday). Their funerals will take place at Shorncliffe Military Cemetery this afternoon at 3.30 p.m.

## Speed-up the by-pass, call

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# M.P.'s call for A2 ban on TIR lorries



Mr. John Hatcher (right) inspects damage to 3 Hall Place Cottages, Harbledown, after a TIR lorry crashed into it on Friday. With Mr. Henry...

by Christopher Riddell

BAN all heavy lorries from the A2. That is the "drastic solution" Mr. David Crouch, Canterbury's M.P., proposes to put before Kent County Council in an effort to end the juggernaut menace.

Within hours of Friday's drama—in which an overturning lorry plunged into the front of a house at Harbledown—Mr. Crouch said that such a measure may be necessary if people are not to go on living in fear on the A2.

The accident, in which a mother and her four children narrowly escaped, illustrated how inadequate "this outstandingly dangerous" road was to carry heavy vehicles, Mr. Crouch said.

He added: "We must now seriously consider either to ban all heavy traffic or at least restrict it severely until the road has been turned into a dual-carriageway."

"Such powers exist with the Kent County Council and I propose to discuss the question with them as a matter of urgency."

Friday's crash came at 8 a.m. at the height of the early-morning rush-hour on the A2.

An articulated lorry, loaded with 18 tons of chip-board,

## Fewer deaths on Kent roads

Deaths on Kent's roads dropped by 20 last year, but the total number of accidents rose, with 200 more people seriously or slightly injured.

The figures were released this week by the Kent Police Accident and Intelligence Unit.

In the county as a whole 189 people were killed on the roads during 1972 compared with 209 the year before. The total number of injury accidents were up in 1972 to 6,396 from 6,234 and the seriously injured numbers rose to 2,713 from 2,603. The count for the slightly injured was a little higher at 8,077.

Of those killed, 52 were pedestrians; 52 drivers; 82 passengers (in all types of vehicles, including motorcycles); 23 motor-cyclists and 11 cyclists. Most fatal and injury accidents involved cars or taxis.

In the Canterbury Division, which takes in Whitstable and Herne Bay, deaths were down last year, by eight, to 12. Accidents were up by 77 at 620 and the numbers of seriously injured rose to 263 from 212. Figures for the slightly injured were also up at 607 from 523.

In Canterbury itself deaths remained unchanged at three, with accidents down from 184 to 179.

Five people were killed in the Bridge-Blean Rural District area—a drop of four over 1971. Serious injuries increased to 76 from 66 and the total number of accidents was 42 more than last year at 181.

Accident figures were much the same last year in the Eastry district at 151. Deaths increased by two, to nine. Serious injuries were only seven more in 1972, at 79.

There was still only one death in the Elham area, and serious accidents decreased by four from 31. The total number of accidents were up by only three over last year's figure of 73.

## M20 public inquiry

The proposed route of the M20 Mid-Kent motorway between Maidstone and Folkestone will be examined at a public inquiry starting at Ashford on September 25.

The inquiry will be conducted at St. Simon's Hall, Beaver Lane, South Ashford, by an independent Inspector, Mr. T. V. Burrows.

The motorway route begins on the existing M20 Maidstone by-pass just east of its crossing of the Maidstone-Ashford railway line and extends for 20 miles to join the Folkestone by-pass (A20) at Castle Hill.

Six interchanges are proposed on this length; at the eastern end of the Maidstone by-pass at Hollingbourne; at the western and eastern ends of the Ashford by-pass; and at Stanford, Cheriton and Folkestone.

## A2 death crash inquest

All three soldiers killed when a TIR lorry overturned on to their car at the notorious black spot at Watersend Bridge, Temple Ewell, on June 9, had been on their way home from Germany on leave.

At Dover, on Friday, the Coroner, Mr. Ian Gill, opened the inquests on Col. James...

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Only days after death crash

Only days after death crash  
another A2 accident forces  
family of six to abandon home

# ROAD OF FEAR

**PAGE ONE COMMENT**

This killer road  
**Let's have action at once**



The scene after the Harbledown crash — 16 tons of boarding still litter the road. CA 767

**'BAN LORRIES FROM A2' — MP**

CANTERBURY'S MP Mr. David Crouch is to approach Kent County Council about a...

Reporter: DENYSE WREN

chaotic as the boarding partially blocked the road. Traffic was diverted for hours through Rough Common and Whitstable Road, Canterbury, causing queues miles long.

**AFTERMATH**

Aftermath of the crash has added more fuel to the fire of A2 campaigners, who are still taking action over the tragedy at Temple Ewell the week-end before when three soldiers were killed as a lorry crashed. Cllr. Tony Payne, who represents Harbledown on Canterbury District Council, and has also fought long and hard for a village by-pass, went to inspect the crash and damage to the cottages. He told the Observer afterwards: "We have come to expect this sort of thing, and it's going to happen again sooner or later."

"What worries me is that the solution is so inadequate. The proposed by-pass has an embankment right behind this row of cottages."

He added that the combination of heavy freight vehicles and holiday motorists anxious to reach the Channel ports could only add to the hazards on the A2.

Cllr. Payne said he thought it was disgraceful that the Department of the Environment had been "sitting on" a report about the by-pass for Canterbury for almost a year.

"Many people in Harbledown and further up the A2 don't use their front rooms at all," he said. "They are just frightened that a lorry is going to come crashing into their homes before long."

The bottom part of Church Hill, Harbledown has been the scene of many accidents in the past. Cars have crashed into the railings, a few months ago a Mini ran into the wall of a house near the Hatcher's cottage.

## ANOTHER BIG ONE FOR KINGSMEAD

**FOLLOWING Saturday's big riding at number two for England will be Crusaders' act.** King (captain), T. Fisher and Knappin (skipper) Ted Hubbard. They will also race in the 25th speedway meeting on Saturday night at King's Mead, Canterbury. The full England team riding at number two for England will be Crusaders' act. King (captain), T. Fisher and Knappin (skipper) Ted Hubbard. They will also race in the 25th speedway meeting on Saturday night at King's Mead, Canterbury.

**STILL TIME**

THIS motor referee's coaching course, organized by Mr. P. G. Mears of Elmwood, Herne Bay, started this week. But anybody else interested in joining can pick up the course from this Thursday by contacting Mr. Crusaders' Les Rumsey before the start.

**INDEBIT MODEL 12" UHF PORTABLE** Our Price £47.00

The 80-watt set for the 70's. Special tough shock-resistant cabinet and black non-glass screen coupled with a brilliantly designed transmitter circuit gives excellent reception with minimum interference. It works from the mains or from rechargeable battery or 12V car battery. There is a socket for your home aerial or it has its own detachable aerial. This means you can take it to your car, boat or caravan. Tone control for fine sound.

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Our Price £48  
24" M.C. Type £80.51

**\* SUNDERLAND STARS \* CRUSADERS**

**LEAGUE MATCH**

This should provide another exciting match from first race to last.

A diversion trip, Children 15p.

Ample car parking space. Covered accommodation.

# PHOTONEWS

Cameraman John Downing  
and writer Peter Chambers  
take a juggernaut jaunt



The view from the yoghurt special... 10

## It's 60,000 tubs



Tight squeeze for the yoghurt night patrol as it vibrates through the ancient Kent village of Bridge

A NERVOUS fellow was French juggernaut driver Jean-Claude Cruchet as he thundered up the Dover Road.

"My first trip ever out of France," he confessed in his native tongue—he doesn't speak a word of English.

But it wasn't just driving on the left that made Jean-Claude clutch the wheel, with more than usual seriousness.

It was the Dover Road itself. "What a curve," he muttered to French hauliers his 32-ton monster vehicle round a right-angled S-bend. "They don't make 'em like that on the Routes Nationales."

This is the busiest international freight route in Britain. "Once you hit the 32 men rear," I said to Jean-Claude. "It's beautiful."

"Really?" he said, with

deep French scepticism. He was not chatty. He was concentrating on getting his 46ft. trailer-truck through a village street—Harbledown—that hasn't been widened since Napoleon was an up-and-coming general.

We swayed round another wire-puzzle bend and I thought of our cargo—60,000 tubs of yoghurt stacked in the back for a Paris-London delivery.

"If we tip over," I said to Jean-Claude, "this is going to be the biggest milk-shake in the history of the world."

### Hideous

How I have cursed these vast lorries with their T.I.R. plates, the European designation for International Road Transport. I have crawled behind them in a car for miles.

Their hideous noise turns life into round-the-clock torment for many villages in Kent, a window-shaking purgatory for other sufferers, mainly in Southern England and East Anglia.

Now here I was riding with the enemy. "What's that sign say?" Jean-Claude asked suddenly. "It said SLOW in huge letters." I hastily translated, warning him about the Road Works Ahead. Jean-Claude is a stocky, serious, 26-year-old from Le Mans. Like many international drivers, including most British T.I.R. men, he speaks not a word of my language but his own. But lack of common language is a small problem in European road transport. The great wrangle juggernauts will move into shortly will move into Europe's highways. Peter Chambers

Limit

# HOLLAND-EX-TRA

view from the yoghurt special

... Dutch juggernaut ploughs homeward with another bulk delivery for Europe

# tubs of yoghurt...



s through the ancient Kent village of Bridge

Souring tempers, curdling the peace and quiet of Kent, one more monster trundles in from Paris



Driver Jean-Claude takes a breather

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Jean-Claude is a stocky, serious, 36-year-old from Le Mans. Like many international drivers, including most British T.H. men, he speaks not a word of any language but his own.  
His lack of a common European road transport licence will range over high crests in Britain later this November, amidst the 500,000 lorries.

### Limit

At present they are split down the middle. France leads the group wanting a 38-ton limit. Britain and others say they won't permit trucks heavier than 32 tons.  
It looks like a case of the "goodies"—the environmentalist "British-clashing technology-buddies"—the noisy-mad French.  
But it is not such a simple story.  
Leaving aside highly technical matters like axle-weights, here is a very simple question: How do you tell a 32-ton British lorry from a 38-ton French one?  
The answer, it, you probably can't.

British Leyland, our major lorry-maker, confirmed this. "We make long-distance trucks the same height, width, and length as the so-called Continental juggernauts," they said.

The only change under the proposed new EEC standards is another 19 inches on the length.

The juggernauts are not a scourge imposed on us by ruthless Continentals. If you live in Bridge-ore of the truly suffering villages on the Dover Road—it makes 50 difference if your night is made hideous by a British 32-tonner or a French 38-tonner.

Both make the same kind of gear-grinding, nerve-shredding noise.

### Terrible

Jean-Claude made far better time on the French side because he's on a motorway virtually all the way from Paris to the Dunkirk Channel coast.  
About his first drive in Britain he said: "Your motor-ways are better than ours. But, most terrible, that first 30 miles of the Dover Road. It is a road for holidaymakers, not for serious vehicles."  
Dover itself will not be bypassed until 1976. And other sections of the road are the same width as they were in Dick Turpin's day.

It just won't do. Juggernauts are monsters we can only learn to tolerate if we route them around, not through, the streets where we live.

# 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.

June 23 1973

Mr. Peter Rees, Q.C., M.P.,  
House of Commons,  
London, SW1A 0AA

Dear Mr. Rees,

I am grateful to you for forwarding the copy of your speech and that of Mr. John Peyton in the debate on the Channel Tunnel on June 15. It was examined with interest.

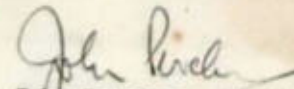
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In your own constituency Mr. W. Blackman, of 20 Templar Road, Temple Ewell (Kearsney 2579) has been put in touch with us through the good offices of the Police, since he is so incensed by the Watersend Bridge accident that he wants to have a demonstration at that spot in about a week's time, and is currently organising a petition to have traffic lights put at the bridge until the road can be improved. We have suggested he contact Superintendent Dawson, of Dover Police.

It is probable that he will contact you; and we felt you would be glad of the information in advance.

There is a dangerous vacuum period through which we have to pass on the A2, with increasing danger from heavy goods flow increase and no prospect of a single house being by-passed on A2 from Brenley Corner to Dover for at least the next three years. It is hoped that all elected representatives in the area will urge the Department of the Environment to introduce every safety measure we have suggested without delay. These measures are listed in the Resolution passed at Folkestone Town Hall last Thursday at the meeting called by the Folkestone Chamber of Trade.

Yours sincerely,



John Purchase: Chairman A2 Group

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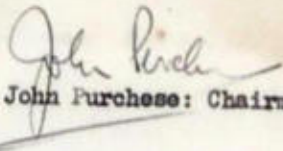
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John Purchase: Chairman A2 Group

(There are some outstanding issues which are matters for negotiation between the two Govts and between the two Govts and the ~~Group~~ Group. Foremost among those are the financial proposals ~~the~~ which have just been received from the ~~Group~~ Group. I recognise that when the Govt eventually present their conclusions to the Hse they will also have to justify the financial terms which are now a matter for negotiation. I am most conscious of the need to satisfy the Hse on that point.

(I conclude my remarks by repeating my thanks to the r h M for Grimsby (Mr. Grosland) and the r h m for Sheffield, Park (Mr. Mulley) for the reasonable and restrained way in which they have approached what is a complicated and difficult problem. I apologise for any inadequacy for which I may have been personally responsible.

(MR. JOHN STRADLING THOMAS (Monmouth): I beg <sup>ask leave to</sup> to withdraw the ~~motion for the Adjournment of this Hse.~~

(Motion, by leave, withdrawn.)

# M.P.'s call for cross-Channel motorway

**A** PLAN for a combined bridge and tunnel carrying a motorway and railway tracks from Kent to France, has been put forward as an alternative to the Channel Tunnel by Canterbury's M.P., Mr. David Crouch.

Mr. Crouch outlined his idea, which would involve building two artificial islands on existing channel sandbanks, during a debate in the

House of Commons on Friday.

Cars could drive straight across — instead of being loaded on to trains, as suggested in the tunnel plans — and his scheme would also solve the problem of mid-channel shipping confusion.

The islands could form shipping lanes and navigational aids and lights be installed on them.

Mr. Crouch explained to the "Kentish Gazette" his feelings on the present plans:

"During the debate I said I was unenthusiastic about the present tunnel plans. I did not feel the Government had examined the idea of a tunnel and bridge across the sea.

"This would carry all road traffic, and I said it would be a better idea to drive across Kent and into Europe without stopping.

"Tunnel plans as they stand allow for a roll-on/roll-off system, with vehicles loaded on to trains and taken like that through the tunnel. With this idea you will have a long tail-back of traffic just as you do at Dover Harbour now.

"Crossing by train will take 35 minutes — no better than the hovercraft and then there is additional time for loading and unloading vehicles at both ends.

"What would be better in my view would be a direct road tunnel with a bridge. This is possible by making two artificial islands on the existing sandbanks, Varne and Le Colbart.

"This would mean you would have a tunnel of seven miles from the Kent coast to the first bank — rise up on to the reclaimed land and a 1½ mile bridge to the next bank. Then you go under again in another tunnel of seven miles and come out at Cap Gris Nez.

"This is not a fanciful

scheme could carry a four or six-lane motorway, plus a two-lane railway."

His plan, which was worked out with Prof. A. L. Baker, of London's Imperial College of Science and Technology, would, he admits, cost more.

He says all Kent M.P.s are concerned and he has the support of other members.

"The Government wants to make a decision soon, but I think they are rushing into it. I am asking them to consider this scheme because it would be a much better answer to traffic problems."

He added that his proposals would produce very little environmental upheaval.

"I am very much upset by the lack of roads," he continued, "and whether we have a tunnel or not we are going to have more traffic, so I am still advocating the building of new roads."

During Friday's debate, the prospect of Parliament being asked to make an early decision on whether to go ahead with the next stage of the Channel Tunnel was criticised by several Kent M.P.s.

Mr. Roger Moate, M.P. for Faversham, told the House: "I cannot understand why the Minister believes he can convince the Commons or the country that a decision can be taken by July 31.

"I cannot believe he wants it rushed through. We need a year of consideration of the project."

The M.P.s had been alarmed by a statement by Mr. John Peyton, the Minister for Transport Industries.

He had said that if the Government decided to go ahead they would publish a Bill before the summer recess, authorising the spending of £28 million on more borings and preparatory work.

Sir Richard Thompson, M.P. for Croydon South, commented: "Kent used to be the garden of England, it is becoming the garden suburb, and heaven knows what we will have to call it if this scheme goes through.

"That a government supposedly concerned about the environment should turn Kent into a parking lot is beyond my comprehension."

The Ashford M.P., Mr. Bill Deedes, said that without an assurance that surface transport would be moved on to rail he was not prepared to support further progress on the subject.

Dover's M.P., Mr. Peter Rees, Q.C., said the existing cross-channel traffic battered the sensibilities of his constituents.

It was no good expressing pious hopes about more freight going by rail. He wanted to know what positive steps would be taken to see this happened, if the tunnel was built.

After the debate, Mr. Rees said he had decided to arrange a public meeting at Dover Town Hall where experts both for and against the Tunnel could discuss the likely effect on East Kent.

Mr. Rees told the "Kentish Gazette": "I hope people will take this opportunity to get to know the true facts of this very important question."

The meeting will be on July 6, starting at 8 p.m.

# Ban all A2 heavy lorries, council urged

IN a "drastic" move, aimed at easing the life of fear led by A2 residents, Canterbury's M.P., Mr. David Crouch, has suggested that all heavy lorries should be banned from the busy trunk road.

Within hours of another drama on Friday—an over-riding lorry plunged into the front of a house at Harbledown—Mr. Crouch said such a measure might be necessary if people were not to go on living in fear on the A2.

The accident, in which a mother and her four children narrowly escaped, illustrated how inadequate "this outstandingly dangerous" road is to carry heavy vehicles, Mr. Crouch said.

He added: "We must now seriously consider either to restrict it severely until a road has been turned into dual-carriageway.

"Such powers exist with the Kent County Council and propose to discuss the question with them as a matter of urgency."

He admitted that it might be a "drastic solution," but thought it should not be impossible to direct TIR vehicles to other roll-on/roll-off sites.

Friday's crash came at 11 a.m. at the height of the fly-morning rush-hour on the A2.

An articulated lorry, loaded with 16 tons of chip-board, had travelled towards Lenham, overturned on the sharp left-hand bend at the bottom of the steep hill leading out of the village.

The lorry shed its load, which demolished a wall, before careering into Hall Place Cottages, a row of terraced houses.

It smashed into No. 3, the home of the Hatcher family, punching the front wall and door back several feet.

A farmworker, Mr. John Hatcher, was working nearby when he was told the juggernaut had crashed into his house.

### LORRY STUCK

Minutes after the crash, Mr. Hatcher told the "Kentish Post": "It's something all parents here expect, but I did not believe it was my son."

"When I got there and saw the lorry stuck in the front of the house, I couldn't get out the back fast enough to get my wife and four children out."

"Apparently, my four-year-old son Mark was playing with a ball in the front room when the lorry hit. But they all seem to be all right, although my wife was shaken up. The ambulance men looked after her very well."

Speaking at his smashed front door, Mr. Hatcher added: "The chair I use for my television is just a few inches from that. It is frightening."

A few minutes later, and his wife, Tina, would have been standing in that doorway saying good-bye to two of their sons as they went to school, Mr. Hatcher said.

He added: "This really has persuaded everyone of

the need for a by-pass for Harbledown."

Next door, at 2 Hall Place Cottages, Mr. Henry Hogben was asleep in bed when the crash came.

He said: "There was a heck of a bang and I was shaken about in my bed."

Other residents described how they heard a skidding and scraping noise as the lorry dropped its load.

The driver, a Londoner, Mr. Bob Parmenter, was treated at the scene for a minor arm injury.

As the jams built up, traffic was reduced to chaos. Police set up diversions at Rhelms Way in Canterbury and off the A2 through Rough Common.

The road was blocked for most of the morning as workmen cleared the wreckage and shored up the damaged cottage.

Immediately after the crash, Mr. John Purchase, chairman of the A2 Group, accused the Government of "culpable neglect" over its delay in improving the busy trunk road.

He said: "We are not surprised by this accident. It is something one must expect with the increase of traffic through Dover."

"People must realise it is going to be four years before a single house is by-passed on the A2."

Instead of speeding up improvements, all the Government could do was announce cuts in expenditure, Mr. Purchase added.

## M20 public inquiry

The proposed route of the M20 Mid-Kent motorway between Maidstone and Folkestone will be examined at a public inquiry starting at Ashford on September 25.

The inquiry will be conducted at St. Simon's Hall, Beaver Lane, South Ashford, by an independent Inspector, Mr. T. V. Burrows.

The motorway route begins on the existing M20 Maidstone by-pass just east of its crossing of the Maidstone-Ashford railway line and extends for 20½ miles to join the Folkestone by-pass (A20) at Castle Hill.

Six interchanges are proposed on this length: at the eastern end of the Maidstone by-pass at Hollingbourne; at the western and eastern ends of the Ashford by-pass; and at Stanford, Cheriton and Castle Hill, Folkestone.

The length of motorway, together with the existing Maidstone and Ditton by-passes, and the Swanley to Wrotham section of the M20 which was considered at a public inquiry last year, will provide 50 miles of continuous motorway between Swanley and Folkestone.

Objectors to the published proposals have suggested alternative routes for parts of the motorway. They include routes further to the north and to the south of Ashford, a route adjoining the railway line between Lenham and Charing, a route north of Selridge, and local variations at



Once again wreckage blocks the A2. This time it was outside Hall Place Cottages, Harbledown, where a lorry overturned and crashed into a house on Friday.



Part of the lorry involved in Friday's crash. The driver escaped with a minor arm injury.

Complaints over obstruction of some paths were being investigated. Officers elected: chairman, Cllr. A. D. M. Hilton; vice-chairman, Cllr. G. R. Higgs; representatives to the Selling School Managers: Cllr. Mrs. E. C. Thomas and Cllr. Higgs; representatives to the Swale Area Committee of the Kent Association of Parish Councils: Cllr. Mrs. Thomas and Cllr. Hilton. The next meeting will be on September 5.

*continued from foot of left paragraph.*

## Now . . . lorries use Selling lanes

For the first time there were reports of heavy lorries using the narrow lanes around Selling, the Parish Council was told at its last meeting.

Members were concerned about this and decided to keep the situation under review.

The Council recorded its thanks to the retiring chairman, Cllr. W. Moon, and congratulated him on his victory in the District Council elections.

The "disgraceful" state of the pavement in front of the new bungalows in The Street was discussed. The clerk reported that the Divisional Road Surveyor had written saying he was getting in touch with the builders who had caused the damage.

As nothing has been done, the clerk was asked to get in touch with the Kent County Council as a matter of urgency, because it appeared the builders had left the site. It was also reported that bend signs were to be put up either side of the old Chalk Hole on the road between Norham and Neames Forest. Members were concerned about a private tip near Gushmere, which had become an eyesore. It was reported that the owner and Swale Rural District Council had been approached some time ago, but as it was a private tip it was a matter for the owners, unless it became a health hazard. A plan for marking a number of footpaths in the area in conjunction with the Swale Footpaths Group had been temporarily delayed.

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From: David Crouch, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

June 25, 1973

Dear Mr. Lewis,

I enclose the reply I have received from Mr. Keith Speed, Parliamentary Under-Secretary at the Department of the Environment, concerning the Bridge By-pass.

I will let you know as soon as I have any news.

Yours sincerely,

*David Crouch*

Brian Lewis, Esq.,  
61, Bridge Down,  
Bridge, Canterbury,  
Kent. CT4 5BA.



DEPARTMENT OF THE ENVIRONMENT  
2 MARSHAM STREET LONDON SW1P 3EB  
01-212 3434

21 June 1973

Dear David,

Your Private Secretary wrote to mine on 7 June enclosing this letter from the Secretary of the A.2 Group and saying you would like some indication of when a decision on the Bridge By-Pass public inquiry can be expected.

As I explained in reply to your letter of 24 May, the Inspector's report is awaited; once it is received, and of course provided it does not disclose any complications, no time will be lost in reaching a decision. I am afraid I cannot go further than this at present.

Yours ever  
Keith

KEITH SPEED

David Crouch Esq MP

CO 28.6.73

## 'STOP THE CARNAGE ON THE ROADS'

NEARLY 3,000 people were killed, injured or maimed on the roads of Kent last year.

In an effort to halt the "carnage" Kent police issued a message this week to road users: "Remember your responsibilities."

The foreword to their 1972 accident report says: "The carnage continues. The figures speak for themselves."

"Most of the deaths and injuries were brought about by foolish and thoughtless acts. Most could have been avoided with a little more thought and courtesy."

"A strict sense of discipline is needed by all road users, including pedestrians, to combat the situation."

"It is often said the most effective road safety propaganda is that which is simple to remember. 'Clunk, click' is a good example."

"The message in this foreword is therefore short and simple."

"Make sure you are not included in future accident statistics."

The toll in Canterbury last year was: 3 killed, 61 seriously injured, 153 slightly injured, in 179 accidents. Only the number of accidents was down on 1971.

The report shows "T" junctions are one of the major single causes of accidents.

It also issues a warning to animal owners by pointing out that pets and livestock were involved in 55 accidents where someone was injured.

## Juggernaut crash chaos

Shoppers dived for cover when a 30-ton juggernaut knocked a van on to a crowded pavement in Bridge, near Canterbury, yesterday.

The van demolished the front of a greengrocer's shop. No one was hurt.

DE  
27.6.73

# The snag over banning the juggernauts

ALTHOUGH there was an overwhelming case for Canterbury to ban big lorries from city roads it was a ban the city could not undertake, said Cllr. Mike Fuller on Thursday.

The Chairman of the Planning Committee told a Folkestone lorry protest meeting that the city had the power to stop the juggernauts but this would only force them down the A20.

"Basically what we have witnessed in Kent over the last years is the total breakdown in overall planning for roads, the environment and the well-being of the county," he said.

Improvement had only happened in areas where people were not living because it was the easiest place to do them, he told the meeting called by Folkestone Chamber of Trade to discuss the recent deaths of three soldiers on the A2 at Temple Ewell.

"We on the A2 have been continuously fobbed off by the Government with the story that the A2 will become the backwater it was before the M2 was built once the Channel Tunnel comes."

Officers of the A2 group were also at the meeting, and their secretary, Mr. Brian Lewis, read a message from Canter-

bury's M.P., Mr. David Crouch in which he announced that a debate on the A2 from Brenley Corner to Dover would take place today (Thursday) in the House of Commons.

Members of the A2 Group had difficulty in persuading their audience that it was impractical to put a blanket ban on the T.I.R.s to force them on the railways.

The meeting adopted the main aims of the A2 Group as the basis for a petition to be taken in the Folkestone and Dover areas.

The points call for 10 m.p.h. speed limits at danger points, mechanical checks at least every three months on T.I.R.s, weighing big lorries coming into Britain and giving grants to the Kent police to efficiently deal with the heavy lorry problem.

From: David Crouch, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

From: David Crouch, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

June 22, 1973

Dear Mr. Lewis,

As you already know, Mr. Crouch has been successful in getting an Adjournment debate on the A 2 and this will be on June 28th. ( I enclose a copy of a short statement I have sent to the Kent press).

He would be grateful if you could let him have some material on the A2 - especially statistics - which he can use in the debate.

He also said he would try to get you two or three tickets if you want to attend the debate. But he had to warn you that it is likely to start fairly late - not before 10 p.m. - and possibly much later, according to the business of the House. (They have been sitting until the early hours recently and one day last week did not rise until 6.30 a.m. !)

Yours sincerely,

*V. P. M. S.*

Private Secretary

Brian Lewis, Esq.,  
61, Bridge Down, Bridge,  
Gatshbury, Kent.

From: David Crouch, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

Press Statement

June 22, 1973

A2

Mr. David Crouch, Member of Parliament for Canterbury, has been successful in getting an Adjournment debate in the House of Commons on June 28th in which he will raise the matter of the A2 in the following terms:

"The urgent need for the improvement of the A2 from Brenley Corner to Dover".

# 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.

24th June 1973.

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

Dear Mr. Crouch,

Thank you for your letter dated 22nd June.

I am pleased to learn that you have been successful in getting an Adjournment Debate on the A2, and was pleased to pass your message to the public meeting at Folkestone Town Hall on Thursday last.

I would like to accept your kind offer for some tickets to enable two or three of us to attend the Debate. If it is possible to obtain three, John Purchase, Tony Payne and myself will be delighted to come along. Should you be able to obtain more, we would be extremely grateful.

As requested by Miss. Armour, I enclose some material on the A2. Our leaflet 'A2-Problem Road' should be of use to you for a summary of the overall problem, also a copy of 'Proposed Improvements between Brenley Corner and Dover' produced by Kent County Council (copy obtained from Bridge-Blean R.D.C.). You will note from the list that Canterbury by-pass is omitted.

The following is a list of statistics which you can add to the enclosed information:

1. The A2 Group was formed in 1962 with the aim of achieving a Bridge by-pass. Seven public demonstrations have been staged in the village. These have included three sit-downs, the last involving just under 1000 residents representing all of the villages between Brenley Corner and Dover. To illustrate just how strongly people living beside the road feel, the Group conducted an opinion poll in Bridge last September. 398 householders were interviewed, and it was found that 63% had taken part in law-breaking demonstrations in the 17'6" wide High Street. 73% expressed that they were prepared to break the law in the future to draw attention to their problem. Bridge may be described as "demonstration minded", but the fact is that the residents have been forced into this frame of mind by the inaction of successive Governments down the years.

than 100 extra lorries are passing through the harbour each day,

proposed narrowdown by-pass, ...  
undesirability of the single-carriageway?



Yet again debris litters the A2 at Bridge. This time crates of oranges spilled from the lorry involved in Wednesday's crash.

## Bridge begs for mercy after another crash

Kent. 29-6-73

THE people of Bridge are appealing to the Government to ease the "appalling" traffic chaos on the A2 after the traffic-battered village was stunned by yet another lorry crash on Wednesday.

They have sent a protest telegram to Canterbury's M.P. Mr. David Crouch, who was talking on the whole A2 question in the House of Commons yesterday (Thursday) evening as the "Kentish Gazette" went to press.

Mr. Crouch has already promised to do all he can to "end the fear" of villagers living on the A2 and his proposals include asking Kent County Council to ban all heavy lorries from the road.

The telegram urges him to "make the utmost representations to the Minister to alleviate the appalling traffic situation" and is signed simply, The People of Bridge.

Wednesday's victim of the juggernaut menace was 63-year-old grocer, Mr. Cyril Prickett, who had to dive for cover as the front of his store was demolished.

Mr. Prickett, whose house next door was wrecked by a coach only a few years ago, escaped unhurt. When he picked himself out of the debris, he found a van sitting where his shop-front had been.

The van had been delivering cakes to Mr. Prickett, and the driver — Mr. Michael Luckhurst, of 16 All Saints Close, Whitstable — was inside the shop when the lunchtime accident happened. He too was unhurt.

Mr. Prickett said: "I was just saying good-bye to the driver and as he turned to go out of the door, I caught sight of something coming towards us out of the corner of my eye.

"I shouted and we both dived for cover. The front of the shop just disintegrated. It was a miracle we weren't cut to ribbons by the flying glass."

Although he admitted he was shaken by the crash, Mr. Prickett insisted on remaining open for business and served customers as he shifted the debris.

"It will take more than this to stop me," he said. "I've seen too many of these accidents in this village."

It wasn't until Mr. Prickett and Mr. Luckhurst had cleared a way through what remained of the shop that they could see what had happened.

The delivery van had been struck by an articulated lorry

loaded with tons of crated oranges. The force of the impact pushed the van on to the pavement and through the shop window.

Dozens of crates crashed from the lorry completely blocking the road. Neighbours, who rushed to help Mr. Prickett, worked with police to clear the wreckage from the road.

A stationary Ford car, belonging to 21-year-old Mr. Peter Johnson, of 25 Fordwich Road, Sturry, was also damaged in the crash.

Despite diversions being set up almost immediately, long queues of traffic built up on both sides of the incident.

This was the second similar crash in Bridge in 13 months. Last May, a T.I.R. lorry smashed into the Lewis family's shop at the other end of the village, demolishing it and killing the driver.

Mr. John Purchase, chairman of the A2 Group, said at the scene of Wednesday's crash: "The road here is only 17 ft. 6 in. wide. What can one expect?"

"These accidents are becoming so regular and each one underlines our case that this road must be improved. How many more people have to lose their home or their business before something is done?"

### BUS SHELTER

At Wednesday's meeting of Bridge-Blean Rural District Council, Cllr. Laurence Shirley, the Bridge representative, pleaded for action.

He described the A2 as "this accursed road" and pointed out that earlier in the week another lorry had demolished the bus shelter in the main street.

The village is waiting for the result of the public inquiry into its by-pass and Cllr. Shirley urged the council to press for this to be speeded up.

Demonstrators plan to block the A2 with a sit-down at Watersend Bridge, the

notorious Temple Ewell accident backdrop, tomorrow (Saturday).

The protest is being led by 75-year-old Mr. A. F. Blackman, of 20 Temple Ewell. Temple Ewell is a hill to draw attention to the need for a speed-up in A2 improvements.

Temple Ewell and Lydden villagers are also seeking traffic lights at the "batter bridge" in order to prevent a recurrence of the recent accident in which three soldiers were killed when a juggernaut lorry overturned on their car.

### FINAL STRAY

Wednesday's crash proved to be the final straw for traffic in Canterbury, which had ground to a halt several times during the day.

Part of the trouble was the Benson and Hedge crash between Kent and East at the St. Lawrence Ground. Although the ground did not open until 9 a.m. there was a mile-long queue of cars waiting outside as late as before.

The queue got tangled with the normal rush-hour traffic of people getting to work.

Later in the morning, the situation worsened with people trying to get to Canterbury Market and with tourists pouring into the city.

Finally, with the blockage of the A2 at Bridge at midday traffic ground to a halt and massive jams built up all over the city.



This picture by a "Kentish Gazette" reader shows how the van came to rest in the front of Mr. Prickett's shop.

# Another Bridge crash

Mr. Cyril Prickett sweeps up the remains of the demolished front of his general store.



## 'ROAD OF FEAR' DEMO?

VILLAGERS from Bridge and Harbledown are expected to join a demonstration at Temple Ewell which will block the A2 on Saturday near the bridge where three soldiers died earlier this month.

The sit-down is being organized by 75-year-old retired heating engineer Mr. Arthur Blackman, of Temple Ewell, who is distributing 3,000 leaflets in Bridge and Dover.

"I'm holding this demonstration to get traffic lights put at the railway bridge at Waters End. That will solve the difficulties."

"It will be timed for 11.00 a.m. and last for possibly 15 minutes. The aim is to pressurise the government officers responsible for the road," he said.

Information and advice has been offered Mr. Blackman by the A2 Group but their secretary, Brian Lewis, denied this week they had anything to do with its organization. He also criticized the police for suggesting to Mr. Blackman that he contact the Group after telling them he was organizing the demonstration.

When the A2 Group organized a sit-down at Bridge their committee was arrested and charged. "The police are trying to incite us to break the law," said Mr. Lewis. "We categorically deny organizing the demonstration but we have told Mr. Blackman we will help him as far as information is concerned."

"There's a fair possibility half of Bridge will be there and I think Harbledown will only be too pleased to go and sit down after last week's accident."

Members of the A2 Group have been invited by Canterbury's M.P. Mr. David Crouch to listen to the debate on the A2 in the House of Commons today (Thursday).

TWO men leapt for their lives when a 32-ton lorry pushed a large van into the front of Prickett's general stores in Bridge High Street yesterday (Wednesday) morning.

The whole of the shop front was demolished in the accident, which happened soon after noon.

Shopkeeper Mr. Cyril Prickett, a village councillor, who has lived in the shop most of his life, was showing a confectionary traveller from Whitstable, Mr. Michael Luckhurst, out of the door.

"There was only the traveller here at the time," Mr. Prickett said, shocked.

"If it had been on Tuesday the shop would have been full."

"I was standing on one side of the door as he was leaving when suddenly I saw a van coming towards the door. I ran back and leapt for my life."

### DIVED

"If I had not run and dived I would have been hit and cut to pieces."

"The van was caught by the back of the lorry, which just shoved it into the shop."

"A similar accident happened next door about four

## Men leap for their lives

years ago," said Mr. Prickett. "I have only just got over that one."

Mr. Luckhurst, of All Saints Close, Whitstable, said he had been in the shop, completing his delivery, for about ten minutes.

"I was coming out of the shop with my hand on the door handle when I saw the van coming towards me, and I ran and dived to the back of the shop. If I had not been looking out at the time it would have hit me."

Cases of fruit were loaded on metal pallets and it is thought the corner of one of these caught the van in the narrow street.

At yesterday's meeting of Bridge-Hlean Rural Council, Cllr. Lawrence Shirley read a telegram he had sent to local M.P. David Crouch about the accident.

This is the second shop to be hit by a huge lorry in Bridge in just over a year, and follows a near tragedy at Harbledown last week.

## 30-ton lorry in High Street crash

By HARVEY ELLIOTT

A VILLAGE greengrocer's shop was wrecked yesterday when a 30-ton articulated lorry was involved in a smash.

The lorry was in collision with a van in the High Street of the Kent village of Bridge. The van was pushed into the front of the shop.

The greengrocer, 63-year-old Mr. Cyril Prickett, who was alone in the shop, dived for cover. No one was hurt.

Just over a year ago a lorry driver was killed when a foreign juggernaut crashed into the village grocery store. The shopkeeper is still awaiting compensation and the store is closed.

Villagers have made several protests about the A2 road which passes through the heart of Bridge, and are waiting for a by-pass to be built.

Mr. John Purchase, leader of the group which has been campaigning for a by-pass said: "So many traders have had their shops destroyed that those who want to move out cannot find a buyer any more. Unless something is done soon there will be nothing left of the village."

## Another sit-down over A2

Demonstrators plan to block the A2 with a sit-down at Watersend Bridge, the notorious Temple Ewell accident blackspot, on Saturday morning.

The protest is being led by 75-year-old Mr. A. T. Blackman, of 20 Templar Road, Temple Ewell, in a bid to draw attention to the need for a speed-up in A2 improvements.

Temple Ewell and Lydden villagers are also seeking traffic lights at the "skew bridge" in order to prevent a recurrence of the recent accident in which three soldiers were killed when a juggernaut lorry overturned on to their car.

The demonstrators will be joined by A2 campaigners from Bridge, Canterbury and Harbledown.

Said Mr. Brian Lewis, secretary of the A2 Group: "This demonstration is not being called or organised by the A2 Group. However, we will give them the benefit of our sit-down expertise if invited to do so."

Folkestone  
Herald  
23.6.73

# ANGER— THEN CALL FOR TIR ACTION

**I**MMEDIATE action to stop TIR traffic through Kent killing people and ruining the environment was demanded by 100 angry men and women at a public protest meeting on Thursday, arranged by Folkestone Chamber of Trade.

Transport Industries Minister, Mr. John Peyton, will be getting a letter insisting on an early programme of major road improvements to keep the juggernauts out of towns and villages.

And while new roads are being built, he will be told of four things he can do now to reduce the danger of heavy road transport:

1. **INTRODUCE** 20 m.p.h. speed limits for TIR traffic at all danger points on existing roads, with specially-constructed slow-down lanes.
2. **REQUIRE** mechanical checks to be carried out on all TIR vehicles at ports of entry.
3. **INTRODUCE** compulsory weighbridge checks at ports to spot dangerously overloaded vehicles.
4. **MAKE** special grants to Kent County Council to carry out essential road improvements and strengthen the police force to ensure that traffic laws are rigorously enforced.

The attitude of the meeting, held at Folkestone Town Hall, was that if the TIR traffic could not be banned, it should at least be kept under very strict control.

It was a meeting such as is rarely seen in Folkestone with the chairman, Mr. Bill Pullford, having to call for order during frequent outbursts of anger.

With elderly, respectable women shouting: "Ban the monster"; "Keep death off the road"; "Let us live in peace".

There was applause for the Dover woman who said: "I am sick to death of being told we must learn to live with the juggernaut."

## KILLED

"To accept it is to agree to be killed by it."

Applause for the man who said: "It is ridiculous and idiotic to allow TIRs on to a road system which is unable to cope."

"We must stop them now, until such time as there is a proper road system to receive them."

There was disappointment that none of Kent's M.P.s, including the local M.P., Mr. Albert Costain, turned up for the meeting.

There was dismay when Folkestone newsagent, Mr. Alan Stephenson, said that TIR traffic through the port of Dover had increased by 40 per cent and then 40 per cent again during the last two years, and so far this year had increased again by 40 per cent.

The only practical solution, he said, was an immediate start on a new major motorway from the Midlands to Dover.

Everyone at present involved, the Government, the

## FROM HERE TO ETERNITY

THE A2 trunk road from Dover to Canterbury was blocked yesterday when 150 Kent villagers held two minutes' silence for those killed in crashes on the road.

Prayers were led at Watersend Bridge by the Rev. Sam McKibben of the Apostolic Church in Dover, who said that for many the A2 had become a road to eternity instead of a road to Europe. *Reported 17-73*

TIR operators, British Rail, are making nice fat profits, and it is the people of Kent who are having to pay the price," he said.

"Our businesses and our lives are suffering in consequence."

Further dismay when Mr. Tony Payne, a Canterbury district councillor, said latest statistics showed that of all people in cars and light vans killed on the roads, half of them died following collisions with heavy vehicles.

Mr. Mike Thomason believed the long term answer lay in diverting consignments to the railways.

## Unnoticed

In previous years vast tonnage of freight had passed through Kent by rail almost unnoticed, and it would be an easy task to convert cross-Channel shipping to cater mainly for freight trains.

At the end of the meeting many of the angry 100 volunteered to help with a petition which Mr. Thomason said was being arranged to collect thousands of signatures.

The petition would serve to show the extent of public anxiety over the problem of heavy transport on the roads.

## A2 protesters plan:

Boval Express  
29-6-73

# HUMAN ROAD BLOCK AT DEATH BRIDGE

ANGRY villagers from Temple Ewell and Lydden—and other communities along the A2—plan to block Watersend Bridge tomorrow (Saturday) morning. Traffic congestion is expected as holiday traffic and freight lorries try to get to and from the docks. Prayers will be led by a Lydden church minister in memory of those who have died at Watersend.

Man behind tomorrow's demonstration is 76-year-old Mr. Arthur T. Blackman, of Temple Ewell. "I hope others who are disgusted with conditions on the A2 will join us," he said.

Backing Mr. Blackman are members of the A2 Group from Bridge, Canterbury and Harbledown. They will be sending a contingent to Watersend Bridge with banners for the demonstration. Watersend Bridge has been selected for the demonstration because it was the scene of the triple-death crash three weeks ago. Three soldiers were crushed to death, another badly injured.

when their car was in collision with a Belgian TIR juggernaut lorry.

The minister leading the prayers will be the Reverend Sam McKibben of the Apostolic Churches at Dover and Lydden.

In five days last week he and his helpers obtained 6,000 signatures demanding a 15 mph speed limit and traffic lights at the bridge.

"In seven hours on Friday,

in Dover's main street, we collected 2,000 signatures," Mr. McKibben told me.

Debris from the death crash still remains by the roadside as a reminder of the bottleneck danger where the A2 passes under the Victoria to Dover railway line.

"Mr. Blackman told me: "This Saturday we, in the villages near Watersend Bridge, want to show our sympathy with those who

have been killed at this terrible bridge.

"Every time I drive under this bridge it scares me. Something must be done about it.

"We are demanding a speeding up of the provision of the planned by-pass from the docks to the top of Lydden Hill. In the meantime we are calling for the introduction of a speed limit of 15 mph under the bridge, and the installation of traffic lights at the bridge to enforce single line traffic."



Sunday Mirror 1-7-73

# JENKINS IN WAR ON JUGGERNAUTS

MR. ROY JENKINS, Labour's former Chancellor of the Exchequer, last night declared war on the juggernauts.

He said: "Those who fight against heavy lorries slicing through the countryside are NOT cranks.

"They are the vanguard of an increasingly forceful army fighting for a Britain which is worth living in."

Earlier yesterday, about 100 angry villagers blocked the A2 by holding a prayer meeting at a notorious black spot in Kent where three soldiers died in a crash with a juggernaut.

Mr. Jenkins, speaking at Bromyard in Herefordshire, proposed a five-point transport policy:

- 1 No more railway lines should be closed.
- 2 The vast new motorway programme should be dropped.
- 3 The road haulers' lobby in Parliament should be confronted—and licensing introduced for all vehicles carrying freight more than 100 miles.
- 4 There should be more sympathy for the Channel Tunnel.

By JOHN GRAHAM

(But, said Mr. Jenkins, a roll-on, roll-off service for heavy lorries would be unacceptable.)

5 The Government and local authorities should develop a new system of planning powers.

The protest prayer meeting, at Watersend Bridge, near Dover, was led by the Rev. Sam McKibben, of the Apostolic Churches at Dover and Lydden.

Mr. McKibben was standing on a pile of smashed tiles shed from a Belgian lorry in the fatal crash three weeks ago.

Members of the congregation carried placards calling for A2 improvements or a ban on juggernauts.

Among the demonstrators was Dover's Tory MP, Mr. Peter Roes, who said he was making renewed efforts to speed up plans for a bypass of Dover and Watersend.



Rev. Sam McKibben leads a meeting of prayer and demonstration in the shadow of the bridge beneath which three soldiers were killed in a crash.

# The **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:-

61, Bridge Down,  
Bridge,  
Canterbury, Kent. CT4 5BA.

2nd July 1973.

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

Dear Mr. Crouch,

Many thanks again for inviting us to attend your Adjournment Debate last Thursday evening, and for allowing us to meet Mr. Keith Speed afterwards. Kindly convey my added thanks to Miss. Armour for organising the tickets.

I was pleased that you were able to use some of the information I supplied in the Debate.

I have written a brief letter to the Kent newspapers, and informed them that you will be forwarding full details in due course.

Yours sincerely,

Brian A. Lewis

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

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Six people have been killed in the past eight years on the stretch of the A2 which runs through the centre of the village.

### Miracle

No one was hurt in yesterday's accident but three people were treated for shock.

The Dutch lorry involved in the accident was carrying a load of the chemical styrene from Rotterdam to Birmingham.

A group of schoolchildren were waiting for a bus only yards from the crash.

'It was a miracle no one was

## Juggernaut ploughs into cars

A JUGGERNAUT lorry from Holland today hurtled down a steep hill on the A2 at Bridge, near Canterbury and crashed into the back of a line of traffic halted by road work.

Thirteen cars were damaged in the pile-up. Three people were taken to hospital suffering from shock.

The pile-up occurred in a narrow part of the High Street—a notorious accident black-spot—frightening schoolchildren waiting for a bus.

Later police examined the brakes of the lorry.

PLEASE END  
THIS TERROR

BYPASS NOW  
IT MAKES SENSE

# TRIPLE DEATH— 'MY BRAKES FAILED'

AN INQUEST jury at Dover on Wednesday demanded improved safety measures at 22-foot-wide Watersend Bridge, on the A2, to prevent further deaths. They had returned accidental death verdicts on three soldiers who died in a horror crash with a giant TIR lorry.

## A road to eternity

During a demonstration at the Watersend Bridge black-spot on Saturday, over 100 protesters heard a Dover minister describe the A2 not as a road to Europe, but as a road to eternity.

Standing on a pile of debris left by a crash in which three soldiers died, the Rev. Samuel McKibben, minister of the Apostolic Church of Dover and Lydden, said:

"Life is so precious it is priceless. Death at any time is an unwelcome intruder, but when we bring it upon our fellow men by thoughtlessness and lack of concern, how much more appalling death is, and how much more obnoxious.

"We could say that Nixon has his Watergate, but Kent has got its Watersend, and there is to be no whitewash and no watering down at Watersend, no bureaucratic blundering at Bridge, and no bungling at Boughton."

After prayers and a two-minute silence for people who had died on the A2 or been bereaved, the protesters marched along the road to Temple Ewell, carrying banners and placards with such slogans as "Watersend the Widemaker," and "How many more have to die."

They were led by Dover's M.P., Mr. Peter Rees, Q.C., Mr. McKibben, and the Rev. R. M. Harley, Vicar of Temple Ewell and Lydden.

Police held up the traffic while the protesters marched.

The jury—six men and two women—had heard how the soldiers were crushed to death at the bridge when their car was involved in an accident with a 33-ton Belgian juggernaut.

Dover Coroner, Mr. Ian Gill, said he would send the jury's observations to the Department of the Environment. He would also send to the Department a number of suggestions for improving safety at the bridge that he had received from the public.

The Belgian lorry driver, M. Jean Pierre Stas—on the advice of his solicitor—declined to give evidence. But he stood in the box to hear a statement he had made to the police read to the jury. This told how his brakes had failed as he approached the bridge.

The solicitor Mr. Peter Morgan said the police had served notices on M Stas of possible proceedings.

The Coroner was told in technical detail of a fault located in the brakes of the Belgian lorry by a vehicle examiner after the crash.

"In general it was a reasonably well maintained lorry. But there was a defect in the braking system and the brakes were not fully efficient," said the examiner.

The statement made by M. Stas to the Police told how he was driving "with a full load of 16 tons of tiles" to catch the Dover ferry. He was in the fourth of ten gears and approaching the bridge.

He told how he tried his brakes and they worked. He continued until he saw the black and white road side warning chevrons at the bridge and again pressed his brake pedal. "This time they

didn't work," said the statement.

Then, just before the bridge, the brakes worked for a split second.

At the opening of the three-and-a-half hour inquest the Coroner told the jury: "Lorries and deaths due to lorries are an exceptionally emotive subject in Dover. But you must dismiss that from your minds at this inquiry."

Witnesses—there were 19—said the lorry and its trailer were 5½ foot long and 8½ foot wide and its total weight, with the load of 21 tons 9 cwt. of ceramic tiles was just over 33 tons.

General manager of the Belgian transport firm, M. Giesben-Ricken, who declined to give evidence about when the lorry was last serviced, said the maximum legal weight the lorry should have been carrying in the U.K. was "18 to 19 tons."

Swiss lorry driver Alois Mahlstein, driving his vehicle behind the Belgian, told how Stas's lorry was swinging from side to side because of its load. It was not travelling fast. He never saw the brake lights come on at the approach to the bridge.

Cpl. Arthur E. Rogers, of Dunder, was the only occupant of the car to escape death. He was badly injured but had recovered sufficiently to give evidence. One of the three killed, he said, was due to fly home but travelled by car instead.

The driver, Cpl. James Hudson (29), of Bradford, had not been drinking during the journey from their unit in Germany, he added.

Farmer Mr. Frederick King, who lives at Watersend, said the accident was in complete daylight about 4.50 a.m. on Saturday, 9th June. He told how he tried to comfort those in the car.

K& 6-7-73

Down  
Express  
6-7-73

# WATERSEND THE WIDOWMAKER

## The A2 - 'road to eternity'



Mr. Arthur Blackman, 76-year-old organiser of Saturday's demonstration, leads the marchers from Watersend Bridge along the A2 towards Temple Ewell. Police diverted traffic during the march.

OVER 150 banner-waving demonstrators held minutes' silence at Watersend Bridge on Saturday during a "prayer street."

Rev. Sam McKibben, Apostolic Church in Lydden, said that by the A2 had become "road to eternity" instead of road to Europe.

He led the demonstrators for those who had been killed, and those be-

lieved, by accidents at the bridge.

The demonstrators, led by 76-year-old Mr. Arthur Blackman, of Temple Ewell, marched down the road as police controlled and diverted traffic.

Mr. Peter Rees, Dover's M.P., said the Minister of Transport told him the Regional Controller for roads in South-east England would be coming to Dover this week to talk to the police about the A2.

But later the Regional

Controller told the Dover Express that he had no such plans.

He was waiting to hear the outcome of Wednesday's inquest (page 1).

Mr. Rees said he appreciated that what the people wanted were speed limits, international signs and police supervision of that stretch of the road.

Prior to the demonstration, someone painted a cross, and the words "3 killed here" on the bridge. Another stuck a

placard bearing the message: "How many have to die?" in the pile of smashed tiles shed from the TIR lorry in the last crash.

During a five-minute Dover Express check on Saturday, three heavy vehicles went over the double white lines under the bridge.

There were traffic delays at Watersend Bridge again on Wednesday afternoon when a car transporter driver discovered his vehicle was too high to get under it and had to reverse away.

Dover Express 6.7.73

## Ports get <sup>Guardian</sup> priority for new roads

4.7.73

By our Motoring Correspondent

Better roads for the ports and bypasses for several villages, are among the list of projects worth £218 millions released yesterday by the Minister for Transport Industries, Mr. John Peyton, following the recently announced cutback in Government spending.

Some improvement schemes have been put back and Mr Peyton has therefore also published lists of work which may be started next year and the year after.

Included in the programme for this financial year is a bypass for Bridge in Kent, the village on the A2 which has suffered badly from damage by heavy lorries heading for the south coast ports. The bypass has been planned for some time.

## A2 dangers lead to part-closure of city school

by Desmond Connolly

KC 6.7.73

A CANTERBURY headmistress is to close two-thirds of her school because of the dangers to children crossing the A2. Her decision has already sparked off protests from parents wanting her to change her mind, but it looks as though 100 children will have to find new schools.

Mrs. Evelyn S. C. Angus, headmistress and owner of St. Christopher's preparatory school in New Dover Road, gave her decision at a packed parents' meeting on Tuesday, and said she had reached her conclusion after a parent had expressed his concern that the children had to cross the road from one part of the school to the other.

The other reserve, Nowak, also scored 15 points, but he had six rides.  
Nowak stepped in to take over

McNeil 4, Hubbard 1, Beech 1.  
POLAND: Nowak 15, Filipiak 15, Trocz 10, Fabiszewski 8, Stach 6, Jurczynski, Jabar 2.

**CANTERBURY SPEEDWAY** Kingsmead Stadium

SATURDAY JULY 7th  
AT 7 p.m. (GATES OPEN 6 P.M.)

**CRUSADERS**  
v  
**CHESTERTON**

ANOTHER SPECTACULAR LEAGUE MATCH  
FEATURING  
**MIKE BROADBANKS MICK HANDLEY**  
**ALAN BRIDGETTE GEOFF PUSEY**  
ETC.

ADMISSION 40p CHILDREN 15p  
AMPLE CAR PARKING SPACE



CROWDS ran on to the field to congratulate the Kent team at the end of Sunday's match on the St. Lawrence ground. WA775

**AWARD**

Mr. Stevens recently received a "long and meritorious service award" from the Kent football association. He has been Boughton's secretary for 40 years.  
The meeting was divided over the proposal to increase referees' fees from 75p per match to £1.25 per match plus expenses.  
League secretary Mr. Joe French said this would attract more referees to the league which was to the benefit of all clubs.

**WARNING**

But Mr. Wally Earper, from the K.C.F.A.'s referees' committee, warned that the proposed increase would lift the fees above those paid by the more senior Kent Amateur League.  
After some discussion the proposal was passed by 53 votes to 21.

**Cyclists' time trial**

THE Thanet Road Club are holding their 25-mile cycling time trial this Sunday along a stretch of Thanet Way, and if conditions are favourable there could be some very fast times.  
The cyclists set off at 7 a.m. from the Monkton roundabout at one minute intervals, and head along the Thanet Way to Whitstable, where they turn around at the Eboral Hill roundabout, and return to Monkton, a total of 25 miles.  
Ninety riders will be taking

part in the trial, and the man they will all be trying to beat is the Eastbourne Rovers' star Cliff Sharp who has completed the course in a staggering 54 mins. 58 secs. — an average speed of 27.3 m.p.h.  
The man most likely to press him is Keith Ratcliff, from the Thanet club, whose fastest time is just a minute slower than Sharp's.  
All in all it should be a very exciting day's racing, and a very close finish is expected.

The league will be run in six divisions again next season. Three teams have changed their titles for the new campaign.  
Waverley Wanderers have become Brett Waverley, Pfizer have become Pfizer Athletic, and Southern Flyers have become Southern United.  
League treasurer Mr. D. E. Mathews reported that the past season had ended with the league in a reasonably sound financial position.  
But he warned that the small credit balance on the year's activities had been obtained only by virtue of a disturbingly high sum collected during the season in fines.

The go-anywhere set for the 70's. Special tough shock-resisting cabinet and black non-glare screen coupled with a brilliantly designed transistorised circuit gives excellent reception with minimum interference. It works from the mains or from rechargeable battery or 12v car battery. There is a socket for your home aerial or it has its own detachable aerial. This means you can take the set in your car, boat or caravan. Tone control for fine sound.  
24" Rec. Price £80.61  
Our Price £48

**SPECIFICATION**  
12" 110<sup>0</sup> self protected tube. Power supply: Mains 240v AC or 12v external battery. Inner dipole UHF aerial. Socket for external aerial. Very high sensitivity and reception hold. Fully transistorised. Retractable carrying handle. Dimensions: 11.9" high; 13.2" wide; 10.2" deep. Weight approx. 14 1/2 lbs. Available in Lobster Red or Snow White.

**INDESIT MODEL 12" Rec. Price £81.63**  
**12L UHF PORTABLE Our Price £47.00**



Annis & Son 42 Oxford St., Whitstable. Phone 4359.

**A2—the killer road. The Government has promised an end to the nightmare by 1976. The Kentish Observer urges:-**

GOVERNMENT cut back in road awards.

**By-pass go-ahead promise**

# THE PROMISE

## A2: 'Improvements' by 1976 says Under Secretary

**IMPROVEMENTS on the A2 costing £9 million, making it a dual carriageway from Brenley Corner to Dover, with by-passes around villages en route, should be finished by 1976, the Government promised on Thursday.**

The assurance came from Mr. Keith Speed, Under Secretary of State for the Environment, during an adjournment debate on the A2 in the House of Commons opened by Canterbury's M.P., David Crouch.

Mr. Speed said: "For some years, work has been proceeding on a plan for the comprehensive improvement to dual carriageway standard of the whole of this length of the A2 and, except for the Canterbury by-pass, it has been the firm intention for some time that all these improvements should be completed by 1976."

Later, he added: "Subject to the satisfactory completion of the statutory processes and to adequate funds being available, and I must enter that caveat, all these schemes will be completed by the end of 1976 at a cost of about £9 million."

He said any further speeding up of the scheme could not be done while being consistent with democracy. An announcement on what roads would be effected by the Government cut back in road expenditure of £100 million would be made "fairly soon." He did not know if the A2 would be affected by this.

### PROBABLY

Singling out Bridge, the Under Secretary said a by-pass would be started for the village probably next summer, and be finished by 1976.

"In spite of the fact that people have been clamouring for a by-pass, we have had to have a public inquiry because some of those with interests in the land we should need for a by-pass, objected to it. We have not reached the stage, and I hope that we never do, when we can ride roughshod over legitimate land interests even if it means a delay of precious months in getting on with a road which we all know we desperately need."

"I can now tell the House, however, that the inspector's report has just been received. If the Secretary of State decides, in the light of that report, that the by-pass can go ahead, then, provided that there are no hitches in land acquisition, the

by-pass . . . could be completed by 1976."

About the Boughton and Dunkirk by-pass, he said: "We are already further forward on this scheme than we are at Bridge, and we hope to start work this autumn with a completion date some two years later."

Mr. Speed continued: "At Harbledown and Upper Harbledown, my officials are working very hard on the inspector's report into the inquiries which were held in April. Again, if all goes well, I hope that work can start on these two schemes by the middle of next year, and that the by-passes could be opened to traffic by the spring of 1976."

"Once we have got the go-ahead for the Bridge by-pass, then the adjacent scheme from Bishopsbourne Road to Black Robin Lane can be started, probably in the summer of next year, with the road opening to traffic a year later."

"For the scheme from Barham crossroads to Ropershole Farm, the department will be inviting tenders within the next few days. This means the scheme will start this autumn and be completed by autumn next year."

For the future he said it was unlikely the A2 would ever be brought up to motorway standards. "It is most unlikely that future flows will justify another motorway parallel to the M20 after this is opened to traffic late in the 1970's."

"I have said that it is our intention to complete the improvement of the A2 from Brenley Corner to Dover, except for the Canterbury by-pass, by 1976."

There had never been any dispute over the city's eventual need for a by-pass, delays were caused by disputes on timing and standards of construction.

"Between one third and one half of the traffic on the A2 north and south of Canterbury has its destination in the city area and would not wish to use a by-pass. Independent consultants were commissioned in 1963 to conduct a feasibility study to assess the priority and possible alignments for a by-pass. We have now had that report for six months and it has been subject to considerable study."

Discussions were at present being held between Kent and the Department of the Envi-

ronment to try and resolve the uncertainties about road provisions in Canterbury. "The object of these discussions will be to ensure that an announcement may be made later this year of future road plans in and around Canterbury."

Questioned by Mr. Peter Rees, M.P. for Dover, about holiday traffic, and how he intended to cope with the "crisis" which happens in the last two or three weekends in July, Mr. Speed replied: "I understand there are plans."

"In addition, I wish my regional controller to go down in the next few days to discuss the matter with the police and

make the plans more public."

In opening the debate, Mr. Crouch had said he was not looking for publicity for the debate but for action from the minister.

"I am no longer content to take my place in the queue and to be patient. I confess that I am impatient and that my constituents are very angry."

"In past years I have protested. I have accepted the argument often advanced by Ministers in what was the Ministry of Transport, now the office of the Minister for Transport Industries, that I must take my place in the queue as the A2 did not merit

### THANK YOU, MR. CROUCH

I WOULD like to applaud Mr. David Crouch for obtaining the Adjournment Debate in the House of Commons last week.

He reiterated the case that Canterbury and its adjoining villages should be by-passed as a matter of urgency.

It is hoped that our combined efforts are viewed seriously by the Department of the Environment, since the case for urgent action to alleviate the situation is now conclusively proved.

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

any high priority for development to dual carriageway or motorway standards.

"I cannot accept that any longer as an excuse. In my opinion, the A2 today must command top priority above all roads in Britain."

"I am not making a plea for just my constituents. I am

making this plea because this stretch of road is one of the most important highways leading, as it does, to Britain's busiest port."

Explaining the dangers of the A2 he added: "We made a great mistake in 1963 in not continuing the M2 into Dover."

"If only we had done that, we should not be debating this problem now and trying to produce a piecemeal solution."

"Dover needs two motorways in the near future — not only the M2 or the enlarged A2 continuing from the M2 and the proposed M20 — to serve this great volume of traffic. The A2 development programme is a second-rate programme and is proceeding at an even slower and lower rate than that. There seems no urgency about it, which reflects the lack of understanding of our anxiety and anger."

### ACT NOW

• From Page One

weight of legislation motorists of every description have to shoulder, there is none to stop these juggernauts snarling up traffic on the open road — and that means practically every road in the country, other than the motorways.

It has not gone unnoticed that when there is an accident involving a juggernaut, the reason given is: "The brakes failed."

Why do they fail — or do they?

The village of Dunkirk, England, has the right spirit, the same that thousands of us showed at Dunkirk on the other side of the Channel.

They urge a blitz on the juggernauts.

To start today would not be a second too soon. As bridge people ask:

How many must die?

## DEMO AT DEATH'S DOOR

WHEN death is only yards away from your front door on the A2 and giant lorries keep on coming, the only thing left is to demonstrate (writes Denise Wren).

"And this is what hundreds of villagers along the A2 feel. On Saturday 150 men, women and children blocked the A2 at Watersend Bridge, Temple Ewell.

They demonstrated, not for the first time, about the loss of human life — three soldiers were killed at the bridge in an accident with a TIR lorry. They waved placards, pleading for action now before any more people die.

The demonstration was organized by 75-year-old Mr. Arthur Blackman, who lives at Temple Ewell. He was advised by A2 Group leaders, Brian Lewis and John Purchase, who did not take an active part in the procession.

### SILENT

MP for Dover, Mr. Peter Rees was there, and together with the Rev. R. N. Harley, vicar of Temple Ewell, and the Rev. Sam McKibben, minister of the Apostolic Churches of Dover and Lydden, led the demonstrators in a silent march from the bridge 300 yards along the A2 to the village, where Mr. Rees addressed the crowd.

And for the first time, the crowd of demonstrators were told what death on the roads means.

Mr. McKibben, standing on a pile of rubble, the remains of the bridge death crash, told the protesters they were standing at a scene of sorrow.

Life was precious and death was unwelcome at any time, but it was even more appalling when it was brought upon us



Mr. Peter Rees, member of Parliament for Dover, joins the march at Temple Ewell. CAS4

by thoughtlessness and lack of concern.

Before calling for two minutes silence in memory of all who had died on the A2 Mr. McKibben said: "The A2 has become for so many the road to eternity, instead of the road to Europe."

Prayers were said for the families of people who had died on the road.

Before the demonstration, Mr. Harley told a reporter that dangerous driving was in his opinion a term of violence. The A2 situation involved much more than death on the road, it now concerned the quality of people's lives.

Also at the demonstration

were members of the Transport and General Workers' Union. Mr. David Gavin, a member who lives at Temple Ewell, said that Watersend Bridge together with Bridge and Harbledown presented some of the worst hazards to drivers of heavy vehicles.

One of the aims of the demonstration was to prove the point that traffic lights are needed at the bridge and a lower speed limit.

The protesters did not sit down in the road following a plea from Mr. Blackman and warnings from the police, who held up traffic while the demonstration was in progress.



Demonstrators on the A2, Temple Ewell, near Dover, on Saturday. It was here where three soldiers died when their car was in collision with a TIR. CAS4

# Another crash at Bridge

By our Correspondent

Villagers at Bridge, Kent, yesterday sent telegrams of protest to the MP for Canterbury, Mr David Crouch, and the Under-Secretary at the Department of the Environment, Mr Keith Speed, following another accident in the High Street, which forms part of the A2.

A 31-ton Dutch tanker ran out of control down a steep hill into the village and concentrated 13 cars. It was carrying a highly inflammable liquid, styrene, from Rotterdam to Birmingham.

Three people were taken to the Kent and Canterbury Hospital, but their injuries were not thought to be serious.

Mr Brian Lewis, of the A2 Action Group, said: "Again it is only a miracle that has prevented a major tragedy in Bridge. The accident is another indication that the Department of the Environment should implement a crash programme on the A2, including a Bridge bypass, before the middle of 1974."

"The present two year programme could and should be slashed by half."

D. Tel. 7.7.73

# MONSTER LORRY HITS 13 CARS

A DUTCH juggernaut tanker carrying 31 tons of highly inflammable liquid ploughed into a line of cars yards from a crowd of school children waiting for a bus on the London to Dover road at Bridge near Canterbury yesterday.

Thirteen cars were damaged in the crash during the morning rush hour, but only three people were taken to Canterbury hospital where they were treated for shock.

The cars were waiting at traffic lights at road works in the village's narrow main street—the scene of several other juggernaut accidents.

## Terrific crash

Mr William Rose, whose house has been crashed into several times, said: "I heard this terrific crash. I came out and saw that a huge tanker had skidded and pushed a Volkswagen about 30 yards into a row of cars."

"On the opposite side of the road there was a crowd of school children waiting for their bus. It could have ploughed into them."

Mr Brian Lewis, secretary of the A2 Group which is fighting for improvements to the A2 to be done more quickly said: "It was a miracle that no one was killed. The Government must realise the need for a by-pass to be speeded up."

# Runaway lorry in 13-car crash

A 31-ton Dutch lorry ran out of control as it entered a Kentish village today and caused a concertina crash involving 13 cars.

The lorry carrying highly inflammable liquid from Rotterdam to Birmingham, was examined by police after the crash, in Bridge. Three people were treated for shock.

E. News 6.7.73

Times

# Dutch tanker hits cars at A2 black spot

From Our Correspondent

Canterbury, July 6  
A Dutch TIR lorry carrying 31 tons of highly inflammable liquid ploughed into a line of cars only yards from a crowd of schoolchildren waiting for a bus on the A2 at Bridge, near Canterbury, today.

Thirteen cars were damaged in the pile-up, which happened in the morning rush hour, but only three people were taken to hospital.

Police examined the brakes of the lorry, which was travelling from Rotterdam to Birmingham.

Immediately after the crash telegrams were sent to the Department of the Environment and to Mr David Crouch, the local MP, by Mr Brian Lewis, secretary of the A2 group, which has been campaigning for speedier improvements to the road and for a by-pass for the village.

Approval for a by-pass was included in a road improvement programme earlier this month, but the action group say they have been told it will not be opened until 1976.

# JUGGERNAUT BLITZ IN

A VILLAGE'S war with the juggernauts flared again yesterday.

A new campaign against the giant lorries was launched after a 30-ton tanker smashed into 13 cars in the village's steep High Street.

Schoolchildren waiting for a bus at Bridge, near Canterbury, Kent, watched in horror as the tanker, loaded with inflammable chemicals, hurtled out of control.

The pile-up happened outside the front window of Mr William Rose, whose house has been battered several times by juggernauts.

"I heard this terrific crash," he said. "I came out and saw that a huge tanker had skidded and pushed a Volkswagen about 30 yards into a row of cars."

## Casualties

Later police were examining the brakes of the Dutch lorry, which was on way from Rotterdam to Birmingham with a cargo of styrene—which is used in making perfume.

The only casualties were three people treated for shock in Canterbury hospital.

Villagers at Bridge led a wave of protest by country people last year

Sun 7.7.73

# ROAD OF FEAR

against the juggernauts.

In November they were promised a bypass to take the A2 London-Dover road around the village.

## Plans

But under present plans they won't get it for at least two years.

And after yesterday's smash the village action group's secretary, Mr

Brian Lewis, said:

"Again, only a miracle has prevented a major tragedy in Bridge.

"The accident is yet another indication that the Department of the Environment should speed up its programme for the A2, including a Bridge Bypass.

"The present two-year programme should be slashed by half."

Mr Lewis has sent telegrams telling Environment Under-secretary Keith Speed and Canterbury's Tory MP, Mr David Crouch, about the crash.

D. Exp. 7.7.73

# Unlucky 13 crash

A JUGGERNAUT lorry carrying 30 tons of inflammable liquid ploughed into a line of cars yesterday—just feet from a bus-stop line of schoolchildren.

Thirteen cars were damaged in the rush-hour pile-up on the A2 road at Bridge, near Canterbury. But no-one was hurt.

"It was a miracle that no one was killed," said Mr Brian Lewis, secretary of the A2

Group fighting for road improvements.

The only "casualties" were three people treated for shock in Canterbury hospital.

Later police examined the brakes of the Dutch lorry which was carrying a cargo of styrene from Rotterdam to Birmingham.

Mr Lewis immediately sent telegrams telling Environment Under-Secretary Mr Keith Speed and Mr David Crouch, Conservative M.P. for Canterbury, about the crash.

# 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.

8.7.1976

The Editor,  
The Times,  
Printing House Square,  
London EC4

Dear Sir,

In the past three weeks a juggernaut lorry has overturned at Temple Ewell, killing three soldiers; a heavy lorry has lost its load and crashed into cottages at Harbledown; a TIR and two cars have demolished a bus shelter on Bridge Hill; a TIR and a 3-tonner have wrecked the front of a grocer's shop in Bridge High Street - and a runaway TIR tanker has hit 15 cars in Bridge Village by a cottage which has had its guttering removed by passing vehicles four times in two years.

This frightening list of incidents highlights the problem of the A2 "trunk" road. Heavy goods traffic through Dover increases at 40% per annum and relief by-passes for some of the danger spots will not be operational, we are told, until 1976 at the earliest.

Mr. David Crouch, Member of Parliament for Canterbury, who has championed our cause for a safer road for years, suggests that heavy TIR will have to be limited on the A2 until the road is improved. We agree; and put forward again our suggestions to bring some reduction in danger to drivers and public:-

1. All TIR, British and foreign, should be inspected for mechanical road-worthiness at ports of entry or exit at least once every three months.
2. All TIR, British and foreign, should go on an electronic weighbridge at ports of entry or exit every time they pass through to check for over weight.
3. The danger spots on the A2 (listed from London to Dover) Rochester Way, Boughton, Harbledown, New Dover Road in Canterbury, Bridge, Temple Ewell, Waters End Bridge, Lydden and River should have 20mph speed restrictions with slow-down lanes either side - all signs to be illuminated.
4. The Kent Police and KCC should have a grant, as a direct charge on entry to the EEC, to police the road unceasingly and to improve access points on the road.

The A2 in places is 17'6" wide (DoE figures). The present TIR are 8'2" wide. It does not leave a substantial margin when TIR pass at these spots. There are 40 tonners promised which, whatever the Road Haulage lobby say, have a greater penetration power when striking a building.

Who will help us?

Yours sincerely,

*John Purchase*  
(Chairman A2 Group)

# A2

## BEWARE OF ACCIDENTS

if you intend taking the A2 from Dover to London!  
 Although this road is Britain's link with the United Europe it is only 6 metres wide in places. Its dangerous bends and hills will certainly cost you time and money and perhaps one day even your life.  
 Please help us by complaining to your union and to the Traffic Commissioners in Brussels.  
 Welcome to England!

## ATTENTION AUX ACCIDENTS

si vous avez l'intention d'emprunter la Nationale A2 de Douvres à Londres!  
 Bien que cette voie soit le lien routier reliant la Grande-Bretagne à l'Europe apprenez qu'en certains endroits elle ne mesure que 6 mètres de large. Ses virages dangereux, ses nombreuses côtes risquent de vous pénaliser en temps et en argent et pourraient même vous coûter la vie.  
 Aidez-nous en protestant vigoureusement auprès de votre syndicat et de la Direction des Services Routier Européens à Bruxelles.  
 Bonne route!

## ATTENZIONE AGLI INCIDENTI

se intendete prendere la statale A2 da Dover a Londra!  
 Malgrado questa strada sia l'anello di congiunzione della Gran Bretagna con l'Europa unita, in certi posti essa è larga soltanto sei metri. Le sue curve pericolose e i suoi pendii vi possono costare tempo e denaro e magari un giorno la vita stessa.  
 Per favore aiutateci protestando presso il vostro sindacato e i membri della commissione traffico a Bruxelles.  
 Benvenuti in Inghilterra!

## OPGELET VOOR ONGELUKKEN

als u van plan bent de A2 te volgen van Dover naar Londen, denk eraan dat u op een bijzonder gevaarlijke weg rijdt. Alhoewel deze weg de schakel vormt tussen Groot Brittanje en het vasteland, is hij op bepaalde plaatsen slechts 6 meter breed. Zijn gevaarlijke bochten en heuvels zullen u ongetwijfeld duur komen te staan in geld en tijd. Dat het ook uw leven zou kunnen kosten is niet ondenkbaar.  
 Steun onze pogingen om tot een verbinding te komen die voor het hedendaags wegvervoer geschikt is, door protest aan te tekenen bij uw vakorganisatie en bij het lid van de Europese Commissie belast met transportaangelegenheden.  
 Welkom in Engeland!

## HÜTEN SIE SICH VOR UNFÄLLEN

wenn Sie beabsichtigen, die A2 von Dover nach London zu benutzen!  
 Obgleich diese Straße Großbritanniens Hauptverbindung zum europäischen Festland darstellt, ist sie an manchen Stellen ganze 6 Meter weit! Die gefährlichen Kurven und Hügel werden Sie Zeit und Geld kosten und vielleicht eines Tages auch Ihr Leben!  
 Bitte helfen Sie uns, indem Sie diese Tatsachen Ihrer Gewerkschaft sowie den Verkehrsbevollmächtigten in Brüssel vorlegen.  
 Willkommen in England!



Photographs reproduced by permission of The Sunday Times, London

# A2 DANGERS



By the time the by-pass is opened in 1976 it is doubtful if many houses will be left standing to reap the benefit'

— BRIAN LEWIS, A2 GROUP.

# ANOTHER CRASH AT BR

PAGE ONE, last week's Kentish Observer

WADED with inflatable styrene a 32-ton lorry ran into the back of a line of 11 cars in Bridge on Friday morning and crushed them 200 yds. (writes John I).

The accident happened at 11 a.m. at the foot of the High Street parish church. Traffic were waiting at traffic lights controlling road works. Apparently, the lorry's brakes failed coming down the hill. Five people were taken to Ashford Hospital but no serious injuries. Mr. Jeffrey Blakesley, of Hillside Drive, Bishopstone, whose Volkswagen was first and later had to be pushed from under the lorry, was detained with shock.

## IMPACT

John Turner, aged 22, also of Ashford, was in Mr. Blakesley's car. He too was taken to hospital but was not injured.

Mr. Heslop, aged 15, of Ashford Farm, Wotton, was in a van at the point of impact. He was allowed home after treatment.

Ertha Lacey, of St. Andrew's, was in the car next in the line and John Lacey, of Cornwallis Avenue, Aylesham, was in the car in front of that. They both taken to hospital but not detained.

## ENTANGLED

The lorry took four breakdown lorries to shift the entangled vehicles and the road was not open until after 10 a.m. This is another reason why we have to get a road building programme done faster," said Brian Lewis, secretary of the A2 Group. "We want it done on with it before mid-

The building programme could be halved if we wait for a by-pass road enough. Even if we manage to cut the damage to property and life as the Department of the Environment says is to be done by the time the by-pass is opened in 1976, it is doubtful if many houses will be left standing to reap the benefit of its existence."



The long-suffering village of Bridge. Scene in the High Street following Friday's multiple crash. (Picture: Mike Waterman).

## Another big increase in juggernauts

FREIGHT lorry traffic passing through the port of Dover in the first five months of 1973 increased by 20 per cent compared with the first five months of the previous year.

Dover Harbour Board said they set up a new record of 72,731 lorries. In May alone there were 16,568—over 500 juggernauts a day.

In the same five months, 228,487 other vehicles, mostly holidaymakers' cars, were ferried across the Channel to and from Dover.

Dover Express 15.7.73

## 'CRACKPOT SCHEME' SAYS MINISTER

DOVER'S United Reformed Church minister, the Rev. John Wyatt, refers to the Channel Tunnel as a "crackpot scheme" in his current newsletter and urges improvements to the A2 instead.

He writes: "The fatalities at Waterend Bridge have again pinpointed the way in which successive government ministers fail to appreciate the need to make the A2 a proper first-class road. They play with crackpot schemes like the Channel Tunnel which will take years to have any effective role and let the A2 straggle."

"In the seven years that I have been in Dover the A2 has had improvements along practically the whole of its length."

"In the same period the less than 20 miles between Dover and the M2 has seen only piecemeal nibbles at improvement."

6.75% INTEREST

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... could not cause this much damage



The TIR giant involved in Friday's concertina crash at Bridge, in which 11 cars were damaged. Two of the five injured were in the crushed Volkswagen, which was pushed 30 yards along the road. Right: Ambulancemen wheel away one of the people hurt in the crash.

# Eleven cars damaged in TIR crash

A CROWD of schoolchildren watched in horror as a runaway Dutch juggernaut carrying tons of a highly inflammable chemical, ploughed into a line of cars, only yards from where they were standing beside the A2 at Bridge on Friday. The TIR giant had just wound its way down the steep Bridge Hill in to the village from the Dover direction, when its brakes apparently failed.

It slammed into a Volkswagen car, punching it 30 yards along the road into a queue of cars waiting at temporary traffic lights at road works in the narrow main street.

Eleven cars were damaged in the pile-up, but incredibly of the five people taken to Kent and Canterbury Hospital, none was seriously injured.

The articulated tanker, which was carrying styrene, was later examined by police after the driver, Mr Pieter van Houwelingen, from Hoogvilt, Holland, claimed the brakes had failed.

It took four breakdown vehicles two hours to clear the wreckage and as traffic jams built up in the early morning rush-hour, police operated diversions for light traffic around the village.

This latest juggernaut horror happened feet away from the front window of Mr Bill Rose, whose home has been

schoolchildren waiting for their bus. The lorry could easily have ploughed into them.

He added: "Only three days ago, a high-loaded lorry stripped the guttering off my house again. The width of the road is only 18ft and if two of these heavy vehicles have to pass they have to pull right over to the kerb. The road is totally inadequate to carry heavy traffic."

"Despite the speed limit sign on the village plus the recent police checks that we have insisted upon, the lorries are still going too fast."

The fear villagers feel was reflected in a telegram Mr M. J. Clark, of High Grantley, Meadow Close, sent to the Minister for Transport Industries, Mr John Peyton.

It read: "Yet another serious accident occurred in Bridge this morning. We are having a smashing time. Wish you were here."

The A2 Group immediately swung into action.

know how these TIR accidents can be happening without more people being killed.

"Even Hitler did not manage to cause as much damage to property and risk to life in Bridge as the Department of the Environment."

"By the time the by-pass is opened in 1978, it is doubtful if many houses will be left standing to reap the benefit of its existence."

He continued: "This is another indication of the need for the speed-up of the by-pass. Although they are saying that a start will be made on the road in mid-1974, we are still not satisfied that this is quick enough."

"Also the two-year building programme for the by-pass, which is not due to be completed until 1978, should be cut by half."

On Friday's casualty list were the driver of the Volkswagen, Mr Jeffrey Hakesley, of Ta Hillborough, Dover.

# Menace of the juggernauts

TIR TERROR - PAGE 8

Alarming figures for roll-on-roll-off traffic are provided by British Rail at their Folkestone operation. In the first full year of operation - that was a fortnight ago - the port recorded handling 25,000 heavy lorries. Now a new freight ferry

link has been forged between Sheerness and The Hague. And of course, the ship is custom built to take 40 juggernauts on each daily crossing. If this were multiplied on an annual basis Sheerness will contribute another 4,000 giants to the

roads. Just what is being done to curb the 22-ton giants that thunder through the county?

## Concern

Well, Transport Minister John Peyton says that he is "concerned at the situation." His department this week were quick to point out that spending on the

A2 and M20 has not been affected by recent Government pruning of the roads budget.

They also point out that all EEC countries are meeting for a juggernaut showdown in the autumn to decide maximum weight limits for the vehicles.

Latest suggestion is for an 11-ton limit per axle and a maximum of 38-40 tonnes gross weight. The men from the

Ministry also say they have increased the number of inspectors they employ for spot weight checks and have bought some portable weighing bridges to aid their crack-down measures. "More weighbridges are on order," said a spokesman. Nevertheless, the juggernaut threat is wearing not only Kent's arteries but its patients dam than but its patients

en Hitler could not cause this much damage

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— BRIAN LEWIS, A2 GROUP.

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hill. Five people were taken to Tisbury Hospital but none sustained serious injuries. Mr. Jeffrey Blakesley, of Hilling Drive, Bishopstone, whose Volkswagen was first to be crushed and later had to be removed from under the lorry, was detained with shock.

## IMPACT

John Turner, aged 23, also of Bishopstone, was in Mr. Jeffrey's car. He too was taken to hospital but was not injured.

Miss Heslop, aged 15, of Asham Farm, Womond, was in a van fourth in the line at the point of impact. She was allowed home after treatment.

Ertha Lacey, of Shepwell, was in the car next in the line and John Braithwaite, of Cornwallis Avenue, Aylesham, was in the car in front of that. They were both taken to hospital but were not detained.

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It took four breakdown lorries to shift the entangled cars and the road was not open until after 10 a.m. This is another reason why it is so difficult to get a road building programme done faster," said Brian Lewis, secretary of the A2 Group. "We want them to get on with it before mid-

night. The building programme could be halved three times if we wait for a by-pass is just not good enough. Even Hitler could not cause as much damage to property and life as the Department of the Environment.

By the time the by-pass is opened in 1976, it is doubtful if many houses will be left standing to reap the benefit of its existence."



The long-suffering village of Bridge. Scene in the High Street following Friday's multiple crash. (Picture: Mike Waterman).

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Dover Express 13/73

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6.75% INTEREST Income CHATHAM RELIANCE CHATHAM BUILDING 19 ST. PETER'S ST. Tel: Head Office: Reliance Tel: ASSETS EX Authorized for Members of the Bu

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MAKE UP YOUR MIND DO-IT-YOURSELF SEE OUR DISPLAY ALL MAKES OF CONTIN

# may ban the juggernauts

By HUGH FERGUSON  
Environment Correspondent

**A** DRASTIC move to prevent juggernaut lorries using the narrow and overcrowded A2 trunk road in Kent has been made by Canterbury City Council.

The public works committee has ordered the preparation of draft orders banning all heavy vehicles from the city section of the route which forms part of the 74-mile link between London and Dover.

The Labour-controlled council has power to issue such orders because Canterbury is a county borough. But it could be overruled by the Government. The A20 via Folkestone and the vicinities of Ashford and Maidstone has been suggested as an alternative route, though problems would be posed for some outside vehicles by a steep hill at Folkestone.

Councillor Michael Fuller, 27, chairman of the council's planning committee and a lecturer in economic and social statistics at Kent University, initiated the proposed ban.

He said yesterday: "We had to decide on this very serious step because we do not seem to have had any real response from the Government to our pleas for a firm indication that a Canterbury by-pass will be built in the near future."

### "Rather vague talk"

"There is a programme under which the A2 villages of Boughton, Bridge and Harbledown are due to be provided with by-passes by 1974. But all we have succeeded in getting is rather vague talk about the 'early 1980s'."

"Yet heavy goods traffic has grown so enormously that the existing stretch of the A2 at Canterbury can no longer cope."

Mr John Purchase is chairman of the A2 Group, an organisation campaigning for the road to be brought into line with needs imposed by Britain's entry into the Common Market.

He said: "The initiative shown by Canterbury will be welcomed by villagers all along the A2. If the move succeeds, tranquillity and sanity may return to the London-Dover trunk route."

Mr Keith Speed, Parliamentary Under Secretary, Environment Department, said in the Commons last month that there had never been any dispute over the eventual need of a by-pass for Canterbury. What still had to be resolved were the timing and standard of construction.

Between a third and a half the traffic on the A2 north and south of the city had its destinations in the city area and would not want to use a by-pass.

I understand that a decision on the Channel Tunnel would be a guiding factor in the timing

# giant lorries hots up

By HARVEY ELLIOTT

**A**N ADMINISTRATIVE loophole might enable councils throughout Britain to ban juggernaut lorries from many major roads.

The Department of the Environment is responsible for Britain's trunk roads. But when these roads pass through county boroughs they become the responsibility of the council—who have the powers to decide how they should be used.

Now Canterbury council has been asked to ban all heavy lorries from trunk roads through its boundaries. If it did, the notorious A2, which carries heavy traffic from London to Dover through the villages of Kent, could be juggernaut-free by the autumn.

### Wreck

Heavy lorries would be diverted through Folkestone on to the A20.

But though the council has powers to issue the orders, it could be overruled by the Minister.

Nevertheless, if enough councils get together they could wreck the whole concept of heavy lorry traffic in Britain.

● In Tamworth, Staffordshire, the council has defied planning regulations by putting up notices along a two-mile stretch of the A5 Watling Street, apologising for the 'blighted state of property on the road.'

The notices blame the Department of the Environment. The long-awaited diversion of the trunk road, will take another three years.

# to outlaw juggernauts

From Our Correspondent  
Ashford, July 12

A new move in the fight against juggernaut lorries from the Continent on the roads of Kent has come from Canterbury council.

The city's public works committee has told council officials to prepare draft orders banning all heavy lorries moving in and out of Canterbury on the A2 trunk route. It suggests that the lorries should be routed instead via the A20 through to Folkestone.

Councillor Mike Fuller, chairman of the planning committee, who was responsible for the move, said today: "We decided on this drastic action because we appear to have reached the stage where the Secretary of State for the Environment is no longer interested in Canterbury's problems. Our prime objective is to express concern at the state of the A2 in East Kent and to press again for a Canterbury by-pass."

Plans were submitted concerning a by-pass at the end of last summer by consultants to the Department of the Environment, but council officials and councillors have constantly been refused permission to see them. We have also requested a ministerial meeting, but the department constantly reply that they see no point in such discussions.

As a county borough the council has power to issue orders banning the lorries from the city, but they could be overridden by the Government at national level.

A spokesman for the A2 action group said: "The initiative shown by Canterbury will be welcomed by villagers all along the A2. If the move succeeds, tranquillity and sanity may again return to the London-Dover trunk route."

Page one opinion

**ACTION NEEDED NOW**

**SHUDDER** in sympathy for the unfortunate people of Bridge, who have suffered yet another juggernaut-terror crash. The latest dose of agony occurred when one of these continental giants ploughed into the back of 11 stationary vehicles. Fortunately no one was killed.

But the risk of tragedy is likely to increase with the threat of still more juggernauts polluting their way through Kent. Inquiries reveal that the steady rise in juggernaut traffic is about to accelerate.

And Kent's roads, indeed the people, are not equipped to take it. True Mr. Payton, the Transport Minister, has approved the spending of £218 million in the current financial year on major road works in the county and a possible £130 million next year.

But what is going to suffer in terms of economies? Is the new Kent county council going to be forced to cut back on expenditure on B roads, or perhaps education in order to splash out more on the A2 juggernaut highway?

Mr. David Crouch, MP for Canterbury, supported by the A2 Group, has vigorously campaigned for improvements along this road. It is not enough for Mr. Payton to promise the money. Move in the roadbuilders NOW.

Kent has shouldered the juggernaut burden long enough.

## CALL FOR BAN ON THE JUGGERNAUTS

**A** COUNCIL has started dramatic new moves to push juggernaut lorries off roads in Kent.

Canterbury Council's public works committee has told council executives to prepare draft orders banning all heavy lorries moving in and out of the city on the A2.

Mike Fuller, the councillor behind the action said yesterday: "We decided on this drastic action because we appear to have reached the stage where the Minister for the Environment is no longer interested in Canterbury's problems."

"Our prime objective is to express concern at the state of the A2 in east Kent and to press again for a Canterbury by-pass," he said.

The moves were applauded by the A2 action group. Said a spokesman yesterday: "The initiative will be welcomed by villagers all along the A2. If the move succeeds, sanity may again return to the London-Dover trunk route."

where they were standing beside the A2 at B ridge on Friday. The ITR giant had just wound its way down the steep Bridge Hill in to the village from the Dover direction, when its brakes apparently failed.

It slammed into a Volvo wagon car, punching it 30 yards along the road into a queue of cars waiting at temporary traffic lights at road works in the narrow main street.

Eleven cars were damaged in the pile-up, but incredibly of the five people taken to hospital, only one, Mrs. Brown, 27, of Canterbury, was seriously injured.

The articulated tanker, carrying heavy traffic, limit of its existence.

He continued: "This is

know how these TIR accidents can be happening with our more hills did not manage to cause as much damage as to carry and risk to life in B ridge as the Department of the Environment.

"By the time the by-pass is opened in 1976, it is doubtful if many houses will be left of its existence."

KM 13-7-73

Harvey 13-7-73

## Terminal causes split

THE future for container ships at Ramsgate harbour has caused a split of the town council.

Tory and Labour members are divided on whether to scrap the roll-off facilities.

Already the container terminal has cost £100,000 and for some months has not been used because the council does not have a contract with any container operators.

Some councillors are unhappy about container ships using the harbour because of big lorries clogging up the town and the space they take up in car parks at the harbour.

But other councillors think there is a bright future for container traffic once they get it

established as viable concern.

On balance those in favour have the voting edge and the council is to spend another £20,000 on repairs to their storm-damaged container terminal.

## Man found dead

A HUNGARIAN man, Bela Szollosi, 56, was found dead at his home at St. Mildred's Road, Ramsgate, on Sunday.

East Kent Coroner, Mr. Wilfred Mowll has been told Mr. Szollosi had a sash cord around his neck when he was found by his wife.



In a tug-of-war between the grown-ups and children at Bromley Green fete on Saturday, the youngsters pulled their way to victory in two straight pulls. Here the adults vainly try to save the day.

## 'We won't oppose A2' - meeting

AT A joint meeting of the area committees of the Kent Association of Parish Councils for the Dover and Canterbury districts held at Wingham, officers elected were:

Chairman, Mr. J. Moore (Lydden), vice-chairman, Mr. Elgar (Wingham), secretary, Mrs. J. Burkimsher, clerk of the Lydden Parish Council. Representatives to the executive, Mr. Elgar and Mrs. Mollard (Eastry).

The meeting decided not to oppose the Minister's decision on the new route of the A2 through Whitfield.

The next meeting was fixed for September 13 at Temple Ewell.

## DRIVER DIES

Mr. Eric Paine, 74, of Marine Parade, Tankerton, is thought to have collapsed as he was driving his car in Canterbury Road, Westgate-on-Sea, at the weekend.

The car swerved across the central reservation and struck a hedge on the opposite side of the road. Mr. Paine was found to be dead on arrival at hospital.

## Get ready to drive, Bertie

By JACKIE BAIRD

Mr. Bertie Kennard, aged 65, relies on his invalid car to get him around so that when it went in for service he resigned himself to being housebound for a while.

Three weeks later there was still no sign of his car, and Mr. Kennard, who suffers from heart trouble, was still unable to go further than the front gate of his home in Huntingdon Road, Coxheath.

He began to fear he would be housebound forever. He said: "I've heard about three-wheeler invalid carriages being called dangerous and that they are gradually being taken away."

Many people in a similar situation may have been nursing groundless fears like Mr. Kennard.

A call to the Department of Health and Social Security brought the answer. "There is no suggestion of their being abandoned. We are withdrawing some of the older cars but they are being replaced with new ones."



"Provided Mr. Kennard qualifies for a three-wheeler, which we assume he must do, he need not worry."

And at the Frant garage where repairs and a modification to the foot pedal were being carried out on Mr. Kennard's car, we were told that the work had been finished but was waiting to be passed by a Technical Officer from the Ministry.

This, they said, was expected to be done this week.

## BORSTAL FOR YOUTH WHO STOLE AN OIL

TWO youths accused of robbing a 79-year-old woman were cleared of the charge at Canterbury Crown Court on Thursday.

John Douglas, 18, of Clanwilliam Road, Deal, and Raymond Brockwell,

18, of the same address, pleaded not guilty to robbing Mrs. Georgina Smart of £5.25 at her home in Travers Road, Deal.

Both youths also denied breaking into Mrs. Smart's home and to

Justice O'Connor.

The judge accepted Mr. Browne's apology and ordered his immediate release from prison where he was sent a fortnight ago for contempt of court.

Browne was jailed on an application by his former girlfriend, Miss Nancy Scherer, of Hanover Terrace, Regents Park, London.

Miss Scherer, whose father is a journalist with an American broadcasting company, is still at school. She complained that Mr. Browne's persistent pestering was

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## LETTERS TO THE EDITOR

SMILE NOW  
AT YOUR  
'SNOOTY'

## KNOW YOUR TOWNS-

A PICTURE STRIP SPOTLIGHTING THE HISTORY OF KENT TOWNS

## MAIDSTON



# Will Bridge have any houses left standing by 1976?



Mr William Rose looks at the skid mark made by the Dutch TIR at Bridge. KC 13-7-77

There will be no houses standing in Bridge by the time the village by-pass is completed in 1976. That is the view of angry villagers, who saw yet another horror crash involving a Continental juggernaut on Friday.

The Dutch TIR giant, carrying tons of highly inflammable chemical, ploughed into a line of cars in the village's narrow main street.

It had just wound its way down the steep Bridge Hill from the Dover direction, when its brakes apparently failed.

It slammed into a Volkswagen car, punching it 30 yards along the road into a queue of cars waiting at temporary traffic lights at road works in the narrow main street.

Eleven cars were damaged in the pile-up, but incredibly of the five people taken to Kent and Canterbury Hospital, none was seriously injured.

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It took four breakdown vehicles two hours to clear the wreckage and as traffic jams built up in the early morning

rush-hour, police operated diversions for light traffic around the village.

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Mr Rose said: "I heard this terrific crash. I came out and saw that a huge tanker had skidded and pushed a Volkswagen about 25 yards into a row of cars."

"On the opposite side of the road there was a crowd of schoolchildren waiting for their bus. The lorry could easily have ploughed into them."

He added: "Only three days ago, a high-loaded lorry stripped the guttering off my house again. The width of the road is only 18ft and if two of these heavy vehicles have to pass they have to pull right over to the kerb. The road is totally inadequate to carry heavy traffic."

"Despite the speed limit through the village, plus the recent police checks that we have insisted upon, the lorries are still going too fast."

The fear villagers feel was reflected in a telegram Mr M. J. Clark, of High Grantley, Mendow Close, sent to the Minister for Transport Industries, Mr John Peyton.

It read: "Yet another serious accident occurred in Bridge this morning. We are having a smashing time. Wish you were here."

The A2 Group immediately swung into action, dispatching telegrams to Mr Keith Speed, the Under-Secretary of State for the Environment, and Mr David Crouch, Canterbury's MP, telling them of the crash.

At the scene, the group's secretary, Mr Brian Lewis, said: "It was a miracle that no-one was killed. I don't know how these TIR accidents can be happening without more people being killed."

"Even Hitler did not manage to cause as much damage to property and risk to life in Bridge as the Department of the Environment.

## The rape of the roads KC 13-7-77

The main roads through Kent to the Channel ports were like village lanes raped by juggernauts every minute of the day, Kent County Councillor John Heddle said on Friday.

He told a Channel Tunnel public meeting at Dover. "Crashes occur weekly, soon they will occur daily. Villages like Bridge, Harbledown and Boughton live in daily dread of death."

"Let us get our values right; let us get our priorities in perspective — the main trunk roads in Kent to the Channel ports are like village lanes raped by trans-Continental juggernauts every minute."

Cllr Heddle, a Bridge-Blean representative on the new County Council, stressed:

"The decision whether to have the Channel Tunnel or not at all must be postponed until these roads are made up to motorway standards, until they have been able to take the inevitable increase in traffic which will occur over the next decade."

"Make no mistake, the tunnel will not take traffic away from the main roads. It will encourage more traffic, more urban sprawl, more industrial estates, more distribution depots."

"It will destroy what peace and quiet we have and our beautiful countryside in which we live," he added.

"By the time the by-pass is opened in 1976, it is doubtful if many houses will be left standing to reap the benefit of its existence."

He continued: "This is another indication of the necessity for the speed-up of the by-pass. Although they are saying that a start will be made on the road in mid-1974, we are still not satisfied that this is quick enough."

"Also the two-year building programme for the by-pass, which is not due to be completed until 1976, should be cut by half."

On Friday's casualty list were the driver of the Volkswagen, Mr Jeffrey Blakesley, of 7a Hillborough Drive, Bishopstone, and his passenger, Mr John Turner, of the same address; Miss Sally Heslop, aged 15, of Aylesham Farm, Womenswold; a passenger in another car; Mrs Gertha Lacey, of 13 Haylingdone, Shepherdswell, a passenger in a car driven by her husband; and Mr John Braxler, of 79 Cornwallis Avenue, Aylesham, the driver of the sixth car in the queue.

The other drivers involved were: Mr Peter W. Weatherall, of 7 Whitelocks Close, Kingston; Mr Peter Slinock, of Flint Cottage, Bourne Park, Bridge; Mr Robert A. Wislaar, of Westmore Cottage, Womenswold; Miss Olive E. Akehurst, of Cligge Farm, Lodge Leas, Barham; Mr Gordon W. Young, of 1 Station Cottage, Elham; Mr Niel Fuller, of 22 Nursery Lane, Whitfield; Mr Malcolm Baker, of 1 Park View, Folkestone, and Mr Edward P. Wilmot, of Harbinger, Derwentstone, Barham.

DAILY TELEGRAPH 19-7-77

## 'RATION' PLAN FOR A2 JUGGERNAUTS

By Our Environment Correspondent

A new move against the increasing use by juggernaut lorries of the inadequate A2 road between Dover, Kent, and its junction with the M2 motorway, 27 miles to the north, has been started by Mr David Crouch, Conservative MP for Canterbury.

He is proposing in a Parliamentary question to Mr Rippon, Environment Secretary, that the number of "heavy vehicles" allowed on "this narrow and dangerous road" should be rationed by the Government until by-passes for the villages of Harbledown, Bridge and Boughton, due to be built by 1976, are ready.

Mr Crouch said yesterday that the number of heavy vehicles passing through Dover increased by 45 per cent last year. "My restriction would mean that some traffic to and from Europe would be routed through other ports, Harwich, Felixstowe and Southampton," he said.

## LORRY WAS OVERWEIGHT

A French juggernaut driver Jean Paul Machy, 28, of Boulevard Henri Dumont, Angers, was fined £75 and £5 costs at Southampton yesterday for driving nearly 100 miles across Southern England in an overweight vehicle.

The magistrates heard that the driver took his wine tanker out of Southampton Docks after a prohibition order had been placed on it by Department of the Environment inspectors. The vehicle had an excess of one and a quarter tons on an axle.

DAILY TELEGRAPH 20-7-77

## THREE LORRIES IN A2 CRASHES

Three giant lorries were involved in accidents within a few hundred yards of one another on the A2 outside the village of Bridge, near Canterbury, yesterday.

The road was blocked for two hours.

## City may ban TIRs

Latest in the "ban the juggernaut" campaign is that Canterbury Council is to be asked to investigate ways in which the vehicles could be banned from city streets.

The recommendation to the council was made at Tuesday's Public Works Committee.

Cllr. Mike Fuller, the sheriff, said: "We have no starting date for the Canterbury by-pass, and I feel we are right to show them the extent of feeling in east Kent."

If a ban is imposed, only lorries delivering in the city would be allowed through. Others would have to use an alternative route round Canterbury.

KO 14-7-77

# Move to ban juggernauts inside city

IN A desperate effort to speed Canterbury's by-pass the City Council's Public Works Committee has set in motion the legal means to ban all heavy lorries from using the A2 inside the city boundary, except for access. The hard-line tactics were initiated by Cllr Mike Fuller, the Sheriff, who said that such a move would "bring our case very strongly to the attention of people higher up the line."

Cllr Fuller told the committee on Tuesday: "The MP (Mr David Crouch) has asked the Kent County Council to consider a temporary prohibition of all heavy vehicles from the A2. They have the power to do this."

"As I understand it, the City Council has similar powers in respect of the A2 and I want us to consider whether it's right for us to use these powers."

He did not think it likely that the County Council would show much interest, although it had been helpful in making certain speed limitations on the A2.

Cllr Fuller added: "It's quite obvious there would be costs—primarily the costs of disruption of traffic. Quite clearly we do not want it to go through country lanes."

"One would hope that the bulk of the TIR traffic would divert to the A20. What I would really like to hear is not what the Department would like us to do, but what powers the City Council has to try and bring our case very strongly to the attention of people higher up the line."

The Deputy Town Clerk, Mr Keith Hunt, said that as highway authority, the City Council did have powers to implement such a ban, although it could be overridden by the Department of the Environment.

He pointed out that any ban would mean that all lorries would have to be checked at the city boundary to see whether they were delivering to the city.

Mr. Hunt warned the committee that if the council stopped lorries using the A2, it had a statutory responsibility to suggest suitable alternative routes for the traffic.

Commented Cllr Tony Fisher: "Many of the town-folk would like us to take steps to stop the TIRs coming through. This is something we have been thinking and talking about for some time."

"Even if the Department of the Environment came in and overrode us, it would be a useful exercise in itself. It would put pressure on the Department and the County Council to actively do something about providing roads for this traffic."

He realised it would have a very serious effect on the haulage operators—"a very powerful body of people"—who he hoped would put pressure on Whitehall, which could only help the city's case.

## IN FAVOUR

Cllr Fisher urged that the whole matter should be treated as one of urgency.

After other councillors spoke in support, Cllr Fuller commented: "I take it that we are, in principle, in favour of banning heavy traffic from the A2 and I would suggest that we authorise negotiations with the Kent County Council and the Department of the Environment to achieve that end."

As an alternative route, he suggested either the A20 or, "preferably," the Canterbury by-pass.

International Freighly Weekly, 18-7-73.

# COMMENT

WHEN Dr Clifford Sharp suggested that his report, "Living with the lorry," was meant to be more than a positive contribution to the argument, he was being excessively modest. For his report brings into the argument a breath of fresh air, a blend of objectivity and common sense to a debate which up to now has been largely bereft of these features.

The report quickly disposes of the Utopian notion that the railway could carry the goods that now move on Britain's roads. Despite British Rail's energetic and not wholly unsuccessful efforts to win more freight, more than 80 percent of general goods traffic continues to be carried by road.

It never has made any sense to ban the so-called juggernauts from Britain's roads, as the more hysterical of the environmentalists demand. What, after all, were the motorways laid down for in the first place?

But there is unquestionably a vital need to improve linking roads from the motorways to many ports, particularly on the south and east coast, and to build or improve by-pass roads.

This leads on to what is perhaps the chief conclusion in Dr Sharp's admirable report. Britain will only get environmental benefits by higher costs — by paying more for lorries which create less noise and pollution; by spending more on our road system; and by Government and industry adopting a positive approach.

It is now up to the Road Haulage Association and the Freight Transport Association to make the fullest use of the report; to drive home the fact that 32-ton capacity vehicles make-up a fraction of the total; and to point out that the only outcome of banning vehicles of 40 tonnes will be the operation of more 32-tonners.

KG 13-7-73



Some of the 11 cars damaged when this runaway Dutch juggernaut crashed into a queue of vehicles in Bridge High Street on Friday.

# Lorry ban would hit villages

SUNDAY TIMES 15.7.73

By Anthony Holden

THE NUMBER of heavy lorries using Kent's narrow and congested A20 trunk road would more than treble if Canterbury City Council succeeds in its plan to force lorries off the A2.

Council officials are drafting orders to ban heavy goods vehicles from the part of the main Dover-London route which passes through Canterbury. As there is no alternative route round the city, the order would stop heavy lorries from using the A2.

The only alternative for heavy traffic to and from the Channel ports would be the A20 via Folkestone, by-passing Ashford and Maidstone, which at present has only eight miles of dual carriageway, and 13 miles of motorway (M20)—more than half of which is just two lanes each way.

In the first five months of this year, 72,731 heavy lorries passed through Dover—a 20.64 per cent

increase on the same five months last year. The 12-month total for 1972 was 136,581—a 43.47 per cent increase on 1971—and Dover Harbour Board believes that this year's total could approach 200,000.

At present about 75 per cent of these heavy vehicles use the A2, the rest using the A20. The drivers prefer the A2 because of its much longer motorway stretch, its faster trunk road sections, and its easier routes in and out of London.

But A20 residents already feel that the heavy goods traffic on the road far exceeds its capacity. Many of the attractive towns along the route—Lenham, Charing and Smeeth, for example—are set far enough back to find congestion only a problem of access. Others, such as Harrietsham and Sellindge, cluster

along the roadside, and are already suffering badly from noise, vibration and fumes.

The A20's most notorious bottleneck is in the lower end of Sellindge, where a railway bridge crosses the narrow two-lane Barrow Hill. Another A20 black-spot is the steep hill on the Dover side of Folkestone. Heavy lorries have already spilt their loads several times there.

Plans to extend the M20 and by-pass towns such as Sellindge have been discussed, but are held up until a decision is taken on the Channel Tunnel and its approach routes.

Councillor Michael Fuller, 27, chairman of Canterbury City Council planning committee, says "The Government has ignored our repeated pleas for a by-pass, and this ban is the only effective answer left to us. Clearly the Channel Tunnel plans would require extensive redevelopment of the A20 and M20. This is one reason why the A2's needs are being ignored."

Councillor Fuller admits that the move is primarily to press the Government into action on a by-pass. "I would rather see a new road round Canterbury than just transfer all our problems to the A20," he says.

Keith Speed, Under-Secretary at the Department of the Environment, has said that there is no dispute about the need for a Canterbury by-pass, but the timing and construction standards still had to be resolved.



Kentish problem: what the A2 loses, the A20 gains

# Army-type convoys on the A2?

Instead of banning Continental juggernauts completely from the A2, they should be made to travel in Army-style convoys at off-peak times.

That is the suggestion of Canterbury's former MP, Mr John Baker White, of Street End Place, who says the convoys could be formed up on the dual-carriageway section of the A2 east of Kingston and on the M2, near Brenley Corner.

They would travel, under police supervision, at off-peak periods—he suggests 6 to 7 am, midday to 1 pm and 8 to 9 pm.

Mr Baker White adds: "In each case only one police car would be required as convoy leader and the lorries would have to travel in Army fashion—with specific distances between them."

"Any driver found attempting to travel out of convoy would be fined £100 for the first offence, and three months' imprisonment and £150 for the second offence."

He forecasts: "The Ministry, of course, will say it cannot be done, citing the stock excuse that it is impossible because it has never been done before. In point of fact it was done, and successfully, during the 1972 dock strike."

As a rider, Mr Baker White adds: "Incidentally, could the powers that be tell us why no work has been done for close on a year on the new section of road at Denne Hill?"

Canterbury's present MP, Mr David Crouch, is still fighting for "some form of rationing of heavy vehicles on this narrow and dangerous road."

He told the Kentish Gazette: "The necessary powers already exist with the Kent County Council to protect the lives of those living beside this road and, of course, of those who drive on it, including lorry drivers."

## Matter of urgency

"I have written to the County Council asking them to investigate the position as a matter of urgency. I have also written to Mr Keith Speed, Under-Secretary at the Department of the Environment, asking him to give immediate consideration to such a step."

Mr Crouch explained that he did not wish to ban lorries altogether, but to ration or restrict the numbers in the interests of safety.

"My restriction would mean that some traffic to and from Europe would be routed to other ports, i.e. Harwich, Felixstowe and Southampton. It has been suggested to me that in recommending such a step I have been irresponsible. This I cannot accept. In fact, I regard it as quite the reverse."

"It is the responsibility of the Government, together with the local authorities, to ensure safety on the roads. With our entry into the Common Market the flow of traffic on the A2 is now increasing all along the route and there is great anxiety and argument that this should be allowed on a road which, in the Ministry's own words, is only 18ft wide in many places."

Mr Crouch has put down the following Parliamentary question: "To ask the Secretary of State for the Environment if he will take additional steps to protect the lives of those who live beside the A2 from Dover to Brenley Corner between now and 1976 when the proposed improvements to this road will be in operation; and, in particular, if he will consider the introduction of some limitation of the number of heavy vehicles which may use this route until then."

# Juggernaut driver fined

The driver of a French juggernaut lorry was fined £75 yesterday for driving nearly 100 miles across Southern England in an overweight vehicle. Southampton magistrates heard that Jean Paul Machy took his wine tanker out of Southampton docks after a prohibition order had been placed on it by the Department of Environment inspectors.

M Machy (28), of Boulevard Henri Dumont, Angers, pleaded, not guilty. He said he realised that his vehicle had been found to be overweight, but did not know he was not supposed to continue his journey.

The presiding magistrate, Mrs Dorothy Stock, commented: "We feel the arrangements in the docks leave great room for confusion, especially with regard to language difficulties."

# TIRs in another A2 crash

Traffic in Canterbury was reduced to chaos for two hours yesterday (Thursday) morning when police had to seal off part of the A2 to deal with an accident involving two lorries.

The crash happened shortly after 9 am, a few yards on the Bridge side of the Bishopscourne cross roads.

Both lorries were travelling towards Canterbury, when one jackknifed and slewed across the road. In avoiding it, a following lorry, also articulated, ran off the road, crashed down a bank and into a tree, wrecking its cab.

Neither of the drivers was injured.

The road was finally cleared and re-opened to traffic at 11 am. Pictures on page 20.

# Council drafts A2 ban

AN ORDER which would stop heavy traffic using the A2 through Canterbury is to be drafted by the City Council.

The County Council and the Department of the Environment are also to be approached and asked to find alternative routes for the big lorries.

Making the decisions on Wednesday the City Council was told the move was to put pressure on the Government to build a by-pass around the city.

The original wording of the resolution was objected to by Ald. Peter Wood. He felt the wording saying the traffic should go onto a Canterbury by-pass before it was built was frivolous.

Cllr. Mike Fuller told him that the wording was meant to be ironic but he agreed to put the words "if and when built" after the reference to the by-pass.

Cllr. Tony Fisher did not want the order to be an empty threat. "If we make an order then it should be one which we put into effect and not wave at the Minister," he said.

Canterbury had suffered for years from the traffic and the order was something he would support implementing in full.

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# Diesel minus decibel

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**I**n towns and anywhere else where speeds are below 50 mph the dominant and most disturbing noise from a diesel engine vehicle comes from the engine itself. Paradoxically legislation covering required power-to-weight ratios of commercial vehicles during the past decade has resulted in a marked increase in vehicle noise at a time when the public has pressed for a reduction, and the situation has now arisen in Britain that legislation requiring quieter trucks has been shelved because it would be too far ahead of practice elsewhere in the EEC.

Present British legislation, based on an internationally accepted acceleration test and standard measurements, sets the maximum noise level from a heavy vehicle at 89 dBA. EEC standards allow a further 2 dBA (almost 70 per cent more noise) for vehicles of over 200 bHP. The intention of the shelved legislation was first, to reduce the permitted noise from heavy vehicles of less than 200 bHP to 86 dBA by October this year, and then to introduce successive reductions in maximum permitted noise levels of both categories so that, over a decade or so, the engine noise levels of diesel trucks was reduced to about a quarter of the present maximum.

There is no doubt at all that from an engineering and design point of view much greater reductions of noise are possible. ISVR's automotive engineering group, which has perhaps carried out more research into the problems of diesel engine noise and its control than any other engineering acoustics group in the world, has produced a 112 bHP diesel engine whose performance compares favourably with similar commercial units, but which under the standard test conditions has a noise output of only 80 dBA. This is only one eighth of the maximum allowed for engines of that size under existing legislation, and 4 dBA below the existing maximum for motor-cars.

Analysis of diesel engine noise carried out at Southampton during the past decade showed fairly rapidly that there was a marked similarity of noise output from engines of similar rating and speed even when from different manufacturers. Detailed examination of the sources of noise showed that it was possible to calculate noise output very accurately from engine speed and cylinder bore alone.

The fact that there is very close agreement between the measured noise from engines of different kinds and the noise levels predicted by a simple theory is an indicator not only that all these engines in commercial production are very similar in construction but that little effort is made in any of them to dampen noise.

The Institute's automotive engineering group showed several years ago that a significant proportion of engine noise comes from the large-area covers, such as the crank case, and that the application of damping materials could reduce noise output by anything from 3 to 7 dBA. In two demonstration engines which go much farther than is possible by simple damping, the group has used straightforward engineering techniques to reduce flexural vibrations in various parts of the structure and to eliminate aspects of design which resulted in bending moments and hence unnecessarily large vibrations. Many of the modifications involved not so much a change in overall mass or material but simply a rethinking of structure. This implies that, if introduced at the outset (and ignoring the costs of changeover) quieter engines need not cost more than noisy engines.

In the view of the institute there is a great deal to be said for approaching the vehicle noise problem directly as a problem of engine noise, for legislation can be "built in" at the design stage and is much easier to monitor than a system of roadside noise limits. Over a reasonable time period the spectrum of traffic noise would be modified and reduced.

While it is in general true that the predominant noise of diesel-engined traffic in towns occurs at high engine speeds, during gear changing, for example, one of the most worrying effects of heavy vehicles is low frequency vibration, about which very

little can be done. Whether low-frequency noise is regarded simply as unpleasant or as a potential source of structural damage to buildings, the fact has to be faced that it is difficult to attenuate although, as ISVR has shown, one major source is exhaust emission at engine-firing frequency which can be dealt with fairly easily.

But the problems of noise are not merely external to the vehicle. ISVR has shown that cars and truck-cabs have characteristics which lead to high levels of low and high frequency noise inside the structure, a situation known to most of us as "drumming" but which is really rather more like the ringing of a bell. Work at Southampton has done much to advance the theoretical knowledge of the structural causes of noises of this kind and is now moving on to examine the special case of truck cabs in which noise may exceed the threshold at which damage to hearing can occur.

Fortunately, says ISVR, this is usually a high-frequency noise problem which can therefore be controlled, but research into the engineering problems of providing noise dampening through, for example, adding stiffness to the shell, is being supported by investigations into the fatiguing effects of noise and vibration on truck drivers and into the detailed simulation of driver conditions.

There is a dovetailing here of research by the engineering group and by the operational acoustics and audiology group, a kind of marriage of expertise which at the present time is unique to Southampton.

## Glossary

**A-weighting**: A set of different units are in common use to measure noise, and because the impact of high-frequency subjective responses, various indices have been developed in an attempt to express levels of disturbance in numerical terms. The most common are listed here:

**dB**: Logarithmic relationship of the difference between two noise or energy levels.

**Decibel (dB)**: One tenth of a bel. Because of its logarithmic derivation a reduction in noise level of 3 decibels amounts to a halving of noise energy.

**Acoustic decibel (dBA)**: Since the ear is not uniformly responsive to sound at different frequencies, the dBs involves special weighting to bring it closer to the simple dB to human response. It does not, however, give a true indication of perceived noise.

**Perceived noise decibel (PNdB)**: An integrated measurement of noise, based on the spectrum analysis of the sound involved, which was designed especially to provide an index of sound annoyance for aircraft during the early 1950s. Because of the changed noise spectrum of jets the PNdB is no longer regarded as an accurate measurement of annoyance, although it is still the most widely used unit.

**Noise and number index (NNI)**: An index derived from studies of aircraft annoyance at Heathrow and involving an integration of perceived noise (PNdB) during the period 6 am to 6 pm GMT. Recent studies

suggest that the NNI is not a satisfactory measurement for all situations.

**Perceived noise level (PNL)**: The basis of PNdB and a calculated figure based on the analysis of the frequency spectrum of a noise.

A PNL can be derived for any specific kind of noise (taking into account special features such as the screech of a turbofan engine) when it becomes known as a "tone" corrected PNL.

**Effective perceived noise level (EPNL)**: Unit which takes into account the annoyance value of different frequencies when integrated with duration of exposure. The basis of EPNdB.

**Day-night level (DNL)**: US version of NNI based on direct peak dBA measure of flights plus a special weighting for the time of day.

Special weighting for annoyance at night is necessary not only because disturbance at night can be more distressing than during the day, but also because the atmospheric and noise background conditions at night favour increased noise transmission. In Britain a temperature inversion occurs on most nights, thus providing a reflective layer in the atmosphere which can channel noise. This means that daytime noise footprints are much smaller than night footprints for the same aircraft. Atmospheric channeling may also explain a number of incidents in which complaints of loud aircraft noise have been received from places quite remote from flight footprint areas. This phenomenon has not been investigated in any detailed way.

## English village shudders—'it's the second Norman invasion'

### \*It's the second Norman invasion...\*

Continued from Page 1

Some 470 semi-trailer trucks per day, on average, roll on and off English Channel ferries at Dover. That's nearly 20 percent more than one year ago. And most of them lumber through Bridge's narrow, twisting High Street.

These "juggernauts" weigh as much as 32 tons, which already seem too heavy to the quaking villagers of Bridge. But the European Common Market, which Britain joined six months ago, wants to open British roads to trucks weighing up to 40 tons.

The new lorries also would be slightly longer than the 50-footers — including some tugging two trailers, aptly called "road trains."

A final decision on the new limits may come at a meeting of European Economic Community ministers June 25 and 26 in Luxembourg.

#### Tough resistance

Britain is resisting with the tenacity of a Sanson. Like any government, it tends to frame the issue in financial terms. The larger lorries, it reckons, would cost 200 million (about \$360 million) in road and bridge strengthening.

Others fear they may destroy the character of many British villages — if not literally destroy the villages themselves.

"There is now clear evidence," warns the Royal Institute of British Architects, "to link structural failure in buildings, especially in old towns and villages, with the passage of heavy lorries."

The new standardized European truck limits would not take effect until 1980 for cross-border journeys or 1985 for domestic journeys. But some wary localities are not waiting.

#### Traffic jam caused

London — where 600 lorries per day thunder through Piccadilly and 700 per day through Parliament Square — plans to banish all trucks of 40 feet and longer to special routes.

When one "juggernaut" recently

broke down in Parliament Square, it caused a monumental traffic jam that trapped the limousine bearing Prime Minister Edward Heath. He angrily telephoned to the head of the Greater London Council — in Tokyo — complain.

The resistance to the new lorry limits also carries anti-Common Market overtones. Market opponents view the European proposals as a threat, not just to British roads or villages, but to British sovereignty.

For the villagers of Bridge, however, it is a down-to-earth matter of daily living.

"I've had to put in double glazing" (window panes), complains a man living along the truck-clogged street. He says the racket lasts until 1 a.m., then resumes at 4 a.m. with the first ferry at Dover.

"This," a neighbor woman mourns, "used to be a lovely village."

The village of Bridge — a transportation point ever since the Romans arched a bridge across the Little Stour River — has the misfortune of straddling the main truck route between London and Dover, Britain's watery gateway to continental Europe.

\*Please turn to Page 2

June 30, 1973



By R. Norman Matheny, staff photographer

'Juggernaut' from Europe thunders Londonward through Bridge

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# THE A2 - I

by DAVID CROUCH, M.P.

The campaign to improve the A2 is beginning to get results. When Mr. Peyton, Minister for Transport Industries, announced the proposed cuts in the road programme totalling £157 million he was careful not to defer any of the already announced plans for the A2. Both the Harbledown by-passes will go ahead, together with the by-passes at Boughton and Dunkirk, Bridge and north of Lydden to Dover. A measure of the success of our battle to get a safer road to Dover was the fact that the national press singled out the A2, and Bridge in particular, as having been saved from the Chancellor's cuts in capital expenditure.

## The A2 Group

Great credit for this must go to the A2 Group, who have campaigned so thoroughly and consistently for so many years to get Whitehall — and the Kent County Council — to recognise the enormous importance of this road serving Britain's busiest port. And the people of East Kent who live beside the A2, as well as those who drive on it, have made a significant contribution to this new awareness in Government circles of our local problem. Ministers today are concerned at our anxieties and our anger.

We have been helped by the press, both locally and nationally; by radio and T.V. I don't suppose there is an M.P. who has not heard of the village of Bridge. Some months ago when the House of Commons debated the problem of juggernauts on our roads no less than seven M.P.s referred to Bridge as one of the worst examples of inadequate road conditions. I have even been approached by Ministers whose departments have nothing to do with roads who have expressed amazement that the A2 was so narrow and dangerous. I have been encouraged by Labour Shadow Ministers and Liberal M.P.s have recognised that I don't need any lessons in "community politics"!

## Not A Party Problem

The problem of the A2 is not a party question. It is something which has to be put right for the country — because it is vital that we have modern roads to our ports. It is also essential that we protect those who live along its

route from the danger, noise and pollution which the fast growing flood of traffic in cars and heavy lorries has produced. The "Kentish Observer" has described the A2 as a "killer road" and "the road of fear." These descriptions are not exaggerations. They are tragically true. Many people have paid with their lives because successive governments have failed to appreciate the need to provide a road fit for juggernauts.

## Increasing Traffic

I have been fobbed off with explanations from Ministers (relying on the advice of their officials) that the A2 did not merit such high priority as roads in the Midlands, the industrial north and going west out of London. They seemed blind to what was happening at Dover. There both British Rail and the Harbour Board were going ahead with major plans to run more roll-on/roll-off ships and to enlarge the docks. They could see what was coming — more and more road freight to and from Europe.

The Ministry of Transport Industries knew of these extensions but they steadfastly refused to give a new priority to the Dover road enlargement. From Dover to Brenley Corner, a distance of 27 miles, only five miles has so far been made into dual carriageway! It was a recipe for a traffic headache of unparalleled proportions. And it need never have happened.

## New Trade Route

In 1963 when the M2 was built it should have been continued



On the Dover Road. A T.I.R. lorry living

down to Dover, and 10 years of anxiety and anger would have been avoided. We should also have been ready for our massive new trade with Europe, which everyone knew was coming whether we entered the E.E.C. or not. Last year the volume of heavy vehicles through Dover rose by 43 per cent. This year, now Britain is in the Common Market, there was an increase of 30 per cent in the first month alone. Heavy lorries are thundering through our villages at the rate of more than one a minute.

## Juggernauts

I have had many letters from constituents and from other parts of the country suggesting that I should turn my attention to stopping the juggernauts rather than build roads for them. I cannot accept this view because as a nation which has to import half its foodstuffs and most of its raw materials, and which depends on an enormous volume of exports to pay for it all, we must expect to have good trade routes. That means roads and lorries, whether we like it or not. 85 per cent of our freight goes by road today. I wish more of it went by rail, but the railway is not so flexible as the road, it is slower and often more costly. I support the efforts the Government and British Rail are making to encourage a return to rail, particularly for freight.



The driver of this juggernaut deliberately drove off the road to avoid a queue on stationary cars when his vehicle's brakes failed on Bridge Hill, Bridge, last Thursday. It was the third lorry crash of the day on this stretch of the A2.

E. C. F. Brown  
David Crouch, M.P.  
(Canterbury)  
Harold Underhill  
Peter Proudfoot

Published by  
Canterbury Constituents'  
Conservative Association

## OPINION

The local election June 7th are now past history but what re-makes! The County Council elections in April were not in the country, for a better than win every District Council results good, and again Canterbury the way in the Home

Why have these results happened? The surely to be found in planning, good organization, the personal efforts of to present themselves as names on a ballot paper

There is another fact in the City a Socialist Council, and the general has had the opportunity in action. The results show that the public has had enough of in practice. They do not in local government, of politics taking priority administration, of the coherent policy on road parking, traffic management of making a complete synthetic opposition to Finance Act.

Politics is about people must be about all the not just one section of humanity. But politics is business of taking decisions with the Government local Council the buck,

# THE A2

(Continued from page 1)

it will be all to the good. We shall still need a full motorway system in Britain and above all to our ports.

## The Oil Crisis

There is a lot of loose talk about the oil crisis, and it has encouraged many false hopes. What we in Britain should remember is that by 1980-1985 we shall be getting 75 per cent of our oil from the North Sea and we will be in a

connections to the M1, the M3 and M4. Otherwise there will be chaos round London.

## Canterbury By-Pass

But with the spotlight now switching to the Tunnel we must ensure that the road to Dover is not forgotten. There will continue to be a large amount of traffic of cars and lorries that will want to use the sea route to Europe. I am concerned that whilst the Government has agreed to go ahead with the A2 improvements which we have been demanding for years, there is one major improvement

they have not yet announced — the Canterbury by-pass. That must not be allowed to be deferred. It will be at least eight years before the Tunnel is open, and between now and then the A2 traffic will continue to grow at an alarming rate.

We must not allow Canterbury — and its citizens — to be swamped in this rising tide of European traffic. I have asked the Minister for an assurance on this point and I will campaign vigorously to see that our voice — the voice of the people of Canterbury and East Kent — is heard. The Canterbury by-pass must be started without delay.



better position than almost any other major nation for long-term supplies at a reasonable price. The lorries will continue to run in Britain.

## The Channel Tunnel

I believe that the Channel Tunnel will be built and be in operation in the early 1980's. It will be a rail tunnel only, and this factor could contribute in a large measure to a return to railways for both passengers and freight. It will carry through freight trains from London (with a new terminal at the White City), and from the north to all parts of Europe.

It is planned that cars and lorries should be carried under the Channel on special motor-rail wagons and the great majority of the roll-on/roll-off loading will be done at the Tunnel entrance at Cheriton (only a limited number will load in London and elsewhere).

There is no doubt that an enormous volume of road traffic will be attracted to the Tunnel, and the Government have therefore decided to turn the A20 into a motorway — the M20. It will also be essential to complete the A25 into a motorway by then with



The driver of this juggernaut deliberately drove off the road to avoid a queue of stationary cars when his vehicle's brakes failed on Bridge Hill, Bridge, last Thursday. It was the third lorry crash of the day on this stretch of the A2.



HOUSE OF COMMONS  
LONDON SW1A 0AA

June 28, 1973

Dear Mr. Lewis,

I enclose two Green cards which I have filled in. Would you give them to the policeman and he will do the rest.

You might at the same time mention to him that Mr. Crouch would like to see you and will come out to the Lobby? He will be in the Chamber.

I hope for a profitable  
debate.

Yours sincerely,

Veronica Ashwin.

junction and suitable sign-posting; in that case entry could be allowed, a useful stretch of the A2 kept in use and the widening of the spur road avoided. If it is found that this is not possible immediately, the problem should be kept in mind for further study when the design of the Canterbury by-pass (which will probably come out hereabouts) is being considered.

10.11 At the east end, access from Coldharbour Lane to and from the by-pass will be possible if the modification shown on exhibit J is adopted. This modification serves several useful purposes with the side advantage that it will save Golf Cottage from demolition. It was found generally acceptable and I recommend that it be adopted.

10.12 The third modification proposed was that the line of the road should be moved 100 yds to the east between Bridge Hill Estate and Highland Court. This would put the road farther from the houses at the top of Bridge Down (without intruding on Highland Court Hospital); it would save the nearest part of the woodland and retain the easy access to it from the houses, and it would leave more of the footpaths on the near-side. It would, however, encroach further on agricultural land and impose a sharper curve on the road to the east. Although houses at Bridge Down are very near the by-pass the noise and visual intrusion will be minimal (because of the deep cutting) and the road must cut through the woodland at one point or another. It does not seem that the modest benefits would justify this realignment.

10.13 I have considered all the outstanding written objections. All the points in them were made, in one form or another, at the inquiry and have been covered in this report.

#### XI RECOMMENDATION

11.1 The draft Orders will require amendment if the proposed modification at Coldharbour Lane is adopted. Subject to this and to any other amendments arising out of further consideration of the other points mentioned above, I recommend that -

THE LONDON - CANTERBURY - DOVER TRUNK ROAD (BRIDGE BY-PASS) ORDER 197

THE LONDON - CANTERBURY - DOVER TRUNK ROAD (BRIDGE BY-PASS SIDE ROADS) ORDER 197

THE LONDON - CANTERBURY - DOVER TRUNK ROAD (BRIDGE BY-PASS) COMPULSORY PURCHASE ORDER (DSE NO.         ) 197

be made.

*F. A. Adams*

F A ADAMS

30 May 1973



This is how two lorries ended up when one (top) jack-knifed and blocked the A2 at Bishopsbourne yesterday (Thursday). In avoiding the first lorry, the other (left) ran off the road, crashed down a bank and into a tree. The road was blocked for two hours, but no-one was injured.

K# 31-7-73

## Protest over road

Following a protest by Cllr Tony Payne about the dangerous road conditions at Church Hill, Harbledown, Bridge-Blean Rural District Council is urging Kent County Council to hold a site meeting there.

# 'A2 cause must not die'

KO 26 7 73  
CANTERBURY M.P. David Crouch smashed all Tory pride in the A2 saga and said it was now an all-party policy.

He said that the fight for a speed-up of road improvements was more important than making the matter a political victory for his party.

Writing in the Tory newspaper 'Invicta', Mr. Crouch added: "I have been encouraged by Labour shadow ministers and Liberal M.P.s who have recognised that I don't need any lessons in 'community politics'."

"The problem of the A2 is not a party question. It is something which has to be put right for the country — because it is vital that we have modern roads to our ports.

"I have been approached by Ministers, whose departments have nothing to do with roads, who have expressed amazement that the A2 was so narrow and dangerous."

Mr. Crouch was pressing for a speed-up in building the by-passes at Bridge and Harbledown.

And one current subject — the Channel Tunnel — could present a threat to future decisions on the A2.

Said the M.P.: "With the spotlight being on the Channel Tunnel, we must ensure that the road to Dover is not forgotten."

## BY-PASS

"I am concerned that whilst the Government has agreed to go ahead with the A2 improvements, which we have been demanding for years, there is one major improvement which has not yet been announced — the Canterbury by-pass.

"I will campaign vigorously to see that our voice is heard. The Canterbury by-pass must be started without delay."

Mr. Crouch praised the A2 group for their part in campaigning for road improvements.

But until a speed-up is made, the A2 will claim more victims. Concluded Mr. Crouch: "The

Kentish Observer has described the A2 as a 'killer road' and the 'road of fear'.

"These descriptions are not exaggerations. They are tragically true."

Another A2 crash — Page five.

## A2 battle goes into Europe

KR 2 7 73  
The battle for a speed-up in the improvements to the A2 is being taken into Europe by members of the A2 Action Group.

Led by their chairman, Mr. John Purchase, 10 banner-waving demonstrators will cross the Channel on Sunday to distribute thousands of leaflets warning about the A2 dangers.

Their target will be a TIR lorry park at Calais, where scores of juggernauts queue up for the ferries to England.

The leaflets contain a map pin-pointing accident black-spots on the A2 and in a multi-lingual warning urge drivers to beware of the road's dangerous bends and hills.

The leaflets, which will be handed to lorry drivers, also say: "The road will certainly cost you time and money and perhaps one day even your life. Please help us by complaining to your union and to the Traffic Commissioner in Brussels."

The leaflet adds ironically: "Welcome to England."

# 'A2 must take priority' call

## TRAFFIC IS AN OUTRAGE — MP

THE A2 must command priority over all other roads in Britain according to Canterbury MP Mr. David Crouch.

"It is an outrage" he said, "to have monster vehicles pounding through these villages night and day. People are already paying with their lives for our failure to build a better road into Europe."

Mr. Crouch has described the A2 development programme as second rate. He said: "There seems no urgency about it which reflects the lack of understanding of our anxiety and anger."

He is calling for a limit on the flow of TIR lorries

through East Kent — a move which Kent County Council is already empowered to take, he said.

Dover MP Mr. Peter Rees who joined a protest march along the A2 a fortnight ago, has called for larger, clearer warning signs. He said: "The A2 is the jugular vein of the South East. The pressure on that vein have really reached intolerable proportions."

Canterbury's plan to drive the juggernauts off the A2 and on to the A20 by banning them from the

city limits earned a reproach from county council roads committee chairman Mr. Robert Cooper on Monday.

Mr. Cooper was speaking at the meeting of the county joint committee at County Hall. Some members were worried about the working party's recommendations which include a proposal that the new county council should be responsible for making traffic management orders. District councils would be responsible for processing the

orders through the various procedural stages.

Answering criticisms by Canterbury members and others, Mr. Cooper referred to instances where authorities had banned lorries and thrown them on to roads through neighbouring authorities.

"Only this weekend," he commented, "We have heard of Canterbury's plan to ban juggernauts. The effect of that will be to turn the lorries off the A2 on to the A20."

"We cannot have something like that made possible. We must have a standard throughout the county and if each individual unit is allowed to make its own traffic orders, that standard goes."



## By-passes to relieve Dover road villages

From Our Correspondent  
Canterbury, Aug 3

By-passes for two traffic-besieged villages on the A2 London to Dover road have been approved by the Department of the Environment.

The new roads will relieve Bridge and Harbledown, near Canterbury, of the juggernauts that thunder through their narrow main streets. Both villages have been the scene of sit-down protests.

At Bridge, the village postmaster and prominent protester Mr. Laurence Shirley described the Government's decision as marvellous news.

Last month a tanker carrying inflammable chemicals ploughed into 13 cars a few yards from a crowd of children at Bridge.

At Harbledown, the Secretary of State for the Environment has ignored villagers' objections that any new roads should become part of a comprehensive scheme to by-pass Canterbury. He has decided that the by-pass for the village only was necessary to relieve it of heavy traffic in the immediate future.

Mr. John Purchase, chairman of the A2 Action Group, which has fought for improvements, said: "We hope this will make life tolerable once again in what are small village communities."

In an effort to speed construction of the by-passes, not scheduled for completion until 1976, Mr. Purchase will head a demonstration in France on Sunday aimed at drivers of Continental juggernauts waiting at the Calais lorry park for ferries.

The multinational leaders will urge Continental drivers to complain to their unions and to the traffic authorities in Brussels about the dangerous conditions on the A2.

K. 589 20.7.73

# ANOTHER A2 SHOCKER



## Ministers blind to A2 peril, says MP

TEN years of anxiety and anger would have been avoided if the M2 motorway, built in 1963, had been continued from Faversham to Dover.

Mr. David Crouch, MP for Canterbury, attacked successive Ministers' attitudes to the A2 danger route in the Canterbury Conservative party's constituency newsletter.

He says the problem is not a party matter and adds: "Many people have paid with their lives because successive Governments have failed to appreciate the need to provide a road fit for juggernauts."

"I have been lobbied off with explanations from ministers (relying on the advice of their officials) that the A2 did not merit such high priority as roads in the Midlands, the industrial north, and going west out of London."

"They seemed blind to what was happening at Dover. There, both the harbour board and the harbour board are going ahead with major plans to run more roll-on/roll-off ships and to enlarge the docks."

"The Ministry of Transport Industries knew of these extensions but they steadfastly refused to give a new priority to the Dover road programme."

### HEADACHE

"From Dover to Brenchley Carter, a distance of 27 miles, only five miles has so far been made into dual carriageway! It was a recipe for a traffic headache of unparalleled proportions. And it need never have happened."

Mr. Crouch points out that the volume of heavy vehicles through Dover rose 84 per cent last year and there was a 30 per cent increase in the first month of this year, sending heavy lorries through villages at more than one a minute.

He added: "I have had many letters from constituents and from other parts of the country suggesting that I should turn my attention to stopping juggernauts rather than building roads for them."

"I cannot accept this view because as a nation which has to import half its foodstuffs and most of its raw materials, and which depends on an enormous volume of exports to pay for it all, we must expect to have good roads and lorries. Whether like it or not."

He said: "Our job is to keep them away from our villages and towns as much as possible. We must build safe, fast motorways to carry them now."

KA 26.7.72

THE latest in a series of motor tragedies on the "killer" A2 shocked the people of Bridge on Thursday.

A giant juggernaut ploughed into woodlands — just missing a bus shelter before crashing into a tree.

The accident happened at Bishopsbourne on Thursday as the lorry went off the road to avoid another lorry which had jackknifed.

In avoiding the first lorry the other ran off the road, crashed down a bank, through a fence before hitting a tree.

Traffic came to a standstill as the road was blocked for two hours, but luckily no-one was hurt.

CA 924

## TIR TERROR



# Fists fly at demo

KM 27.7.73



PROTESTERS surge forward to block off a car.

## TIR TERROR



AN angry clash between a driver and protester.

## ...BUT MOTHERS WIN FIGHT

MORE than 600 angry council estate residents staged two mass protests at Folkestone this week, bringing traffic to a standstill.

The demonstrators, mainly women and children, were protesting at the failure of the Department of the Environment to provide either a bridge or underpass to cross the newly opened stretch of road through the Hill Road Estate.

They carried banners with slogans such as "We want crossings not flowers" and "Mother unite for your rights."

The route is used by many TIR lorries heading for the Channel terminals at Dover and Folkestone. Many of them got caught up in the protests and missed their ferries.

certainly worth the trouble."

On Monday, the protesters had threatened to demonstrate every night until their demands were met.

There had been angry scenes earlier as motorists attempted to drive through the yelling mob.

Tempers flared when fists started to fly and the demonstrators began banging on the outsides of cars.

Police made numerous attempts to move the demonstrators, but they remained firm, singing "We shall not be moved."

It was not until one of the protesters, Mrs. Marian Waller, climbed up into the cab of one of the TIR lorries and called on the crowd to disband and form again on Tuesday evening that they finally agreed to let the traffic through.

At least four local councillors attended the protest.

Before Tuesday's protest began Councillor George Thomas appealed to the residents to refrain from taking action as the highways and watch committee was about to discuss the issue as a matter of urgency.

### CROSSING

The demonstrations were only called off when Folkestone council's highways and watch committee announced on Tuesday night that it would construct a temporary crossing.

Work started first thing on Wednesday morning, and should be completed within a few days.

The council will now approach the Department of the Environment again to get permission for a more permanent pelican crossing.

A spokesman for the protesters said later: "We have won our battle."

"We have got precisely what we wanted. It was

KENT'S battle against the juggernauts is to get Government priority.

The promise was made by the Under Secretary for the Department of the Environment, Mr. Keith Speed, in an exclusive interview in London.

He said the Government aimed to spend more than £10 million on improving the A2 all the way to Dover, and it was hoped to complete the project by the end of 1976.

The Government has also promised to extend the M20 to Folkestone in a multi-million pound contract that will be completed in 1978.

"We are very concerned at Westminster that the juggernaut problem in Kent be solved as soon as possible," said Mr. Speed.

He said the Government would stick to its guns for the maximum weight of 11 tons per axle carried by the juggernauts and would not allow the French to bulldoze the UK into accepting a limit of 13 tons per axle.

More accessible grants will be made by the Government to the Road Transport Industrial Training Board to enable it to attract more drivers to combat the nationwide shortage of HGV drivers, a factor in the juggernaut development.

The Government will also help the county council and local authorities with 75 per cent grants for improving other roads. Education and other welfare expenditure will not have to be cut, as was feared.

### BLOCKED

But his request was unheeded as a considerable number of young children and their mothers blocked Hill Road and held up traffic on the roundabout at the bottom of the Dover Hill on the A20.



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 274

J Purchese Esq  
Mill Cottage  
Bekesbourne  
CANTERBURY  
Kent

Your reference

Our reference

DSE 200/09/TR 34/020

Date

20 July 1973

Dear Sir

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

1. Mr Keith Speed has asked me to thank you for your telegram of 6 July about the road accident in Bridge in which a Dutch articulated lorry was involved. Mr Speed was extremely sorry to learn about both this and the previous accident which occurred in the village on 27 June at Prichetts General Store.
2. The Department has already considered the possible introduction of many road safety measures on the A.2 at Bridge and some which are considered to be necessary, including the 40 mph buffer speed limits, the advance warning signs and the 'Pelican Crossing' have been implemented. Such measures, however, can only serve to alleviate traffic conditions in the village and can never hope to solve the problem. This can only be achieved by constructing a by-pass. Both of the recent accidents clearly demonstrate the need for this to be done.
3. As you know, the Inspector's Report on the Public Inquiry on the by-pass scheme has recently been received and is being considered by the Secretary of State. The need to deal with this case quickly is very much appreciated and I can assure you that a decision on the scheme will be announced just as soon as is possible.
4. In the meantime, traffic conditions in the village will be kept under review to ensure that further road safety measures are implemented should they be considered to be necessary. I must, however, finally say that from the evidence available it would appear unlikely that any road safety measures in addition to those now in force could have prevented the two recent accidents.

Yours faithfully

*K M J Pinbow*

K M J PINBOW  
for Regional Controller

Copy to - B Lewis Esq  
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.

16th July 1973.

Department of the Environment,  
2, Marsham Street,  
London S.W.1.

Dear Sirs,

I enclose a Private letter addressed to Keith Speed Esq,  
Under Secretary of State at the Department.

Kindly pass this to him as soon as possible.

Yours faithfully,

Brian A. Lewis

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

Brian A. Lewis

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

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*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.  
16th July 1973.

Keith Speed Esq, M.P.,  
Under Secretary of State,  
Department of the Environment,  
2, Marsham Street,  
London S.W.1.

Dear Mr. Speed,

Further to our recent meeting at the House of Commons, you are no doubt aware of the accident involving 13 cars and a T.I.R. which occurred in Bridge last week, also that the City and County Borough of Canterbury is now preparing draft orders to prevent heavy lorries from entering and leaving the City via A2.

In my letter to you dated 2nd July, I requested an early announcement concerning the Bridge by-pass.

Having regard to these latest developments, I must insist on a reply to my letter as a matter of urgency - from your good self please, not one of your ministerial minnions.

Yours sincerely,

Brian A. Lewis

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

# The **A2** Group

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Mill Cottage, Bekesbourne,  
Canterbury, Kent

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1, High Street,  
Bridge,  
Canterbury, Kent. CT4 5JY.

17th July 1973.

Keith Speed Esq., M.P.,  
Under Secretary of State,  
Department of the Environment,  
2, Marsham Street,  
London S.W.1.

Dear Mr. Speed,

I enclose for your information a copy of the front page of one of our local papers, the Kentish Observer, which refers to the Adjournment Debate on the A2.

The page 1 comment will show you just how strong local feeling is at present.

Yours sincerely,

Brian A. Lewis

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

# The **A2** Group

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

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

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

Please reply to:-

61, Bridge Down,  
Bridge,  
Canterbury, Kent. CT4 5BA.  
22nd July 1973.

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

Dear Mr. Crouch,

You will be interested to learn that Cllr. Robert Cooper (K.C.C.) had a site meeting on Bridge Hill with the police this morning, as a result of the recent T.I.R. accidents.

Maybe you would care to enquire as to the outcome on our behalf?

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:-

1, High Street,  
Bridge,  
Canterbury, Kent. CT4 5JY.  
23rd July 1973.

The Editor,  
International Freighting Weekly,  
Maclean-Hunter Ltd,  
29-30, Old Burlington Street,  
London W.1.

Dear Sir,

I would be pleased if you could kindly publish the following under your 'Letters to the Editor' section of I.F.W. :

I am a regular reader of I.F.W. and was particularly interested in the Comment on July 18th issue (page 4) concerning Dr. Clifford Sharp's report 'Living with the lorry'.

I was recently asked to speak at a public meeting in Folkestone, and was somewhat annoyed at being shouted-down by residents when I said that we (A2 Group) were not against juggernauts, the operators or drivers.

A2 Group has fought for a by-pass round the now notorious village of Bridge on the main A2 London-Dover road for 11 years. If any village in the country should demand banning such vehicles with justification, it is this, but objectively we take the view that the place for the lorry is the motorway.

The A2 is the prime example of planning run riot. Successive Governments have lagged, loitered, hobbled and faltered over the whole 22 miles of road between Brenley Corner (where the M2 finishes in a field) and Britains prime ro-ro port, Dover. During the last 10 years, 5 miles of dual-carriageway have been constructed in open country with the by-passes to the villages of Boughton, Harbledown, Bridge and Temple Ewell hinging on the indecision over the Channel Tunnel.

The high cost to the Haulage Industry both in terms of risk and delay will remain for another 3 years, the length of time it will take to construct a proper Trade Route to replace the existing Bridle Track to Europe.'

Yours faithfully,

Brian A. Lewis

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

# The **A2** Group

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Mill Cottage, Bekesbourne,  
Canterbury, Kent

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Please reply to:-

61, Bridge Down,  
Bridge,  
Canterbury, Kent. CT4 5BA.  
23rd July 1973.

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

Dear Mr. Crouch,

I have read your comprehensive report on the A2  
in the July/August issue of *Invicta*, and wish to thank you for the  
kind reference to A2 Group.

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.

25th July 1973.

Cllr. R.H. Cooper,  
Chairman, K.C.C. Roads Committee,  
Kent House,  
Lower Stone Street,  
Maidstone, Kent.

Dear Mr. Cooper,

Further to our brief meeting in Bridge last Sunday, you will recall that I informed you that members of A2 Group met Mr. Keith Speed, Under Secretary of State at the Department of the Environment, at the House of Commons on 28th June following Mr. David Crouch's Adjournment Debate.

The Minister told us that the Inspector's Report on Bridge by-pass enquiry was in the hands of Mr. John Peyton, and that his decision would be made known "within the next few weeks."

Since 4 weeks have now passed, would you be good enough to press the Minister for an early announcement on our behalf?

Yours sincerely,

Brian A. Lewis

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

KENT COUNTY COUNCIL

MEMBERS' ROOM,  
COUNTY HALL,  
MAIDSTONE.

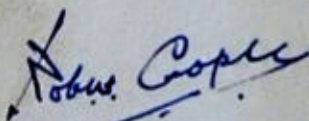
27 July 1973

Dear Mr. Lewis,

Thank you for your letter of 25 July 1973.

I have written a personal letter to  
Mr. Peyton and feel sure that he will do all  
he can to expedite a decision in this matter.

Yours sincerely,



R.H. COOPER  
Chairman of County Roads Committee

Brian A. Lewis, Esq.,  
Secretary/Treasurer,  
The A2 Group,  
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.  
25th July 1973.

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,

Members of A2 Group were invited to Mr. David Crouch's Adjournment Debate in the House of Commons on 28th June last, and afterwards met Mr. Keith Speed, Under Secretary of State at the Department of the Environment.

The Minister stated that the Inspector's Report on the Bridge by-pass enquiry was in the hands of Mr. John Peyton, and that his decision would be made known "within the next few weeks".

Perhaps your council would be good enough to press for an early announcement on our behalf?

Yours sincerely,

Brian A. Lewis

P.S. 4 weeks have now passed since our meeting.

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

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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.  
25th July 1973.

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

Dear Mr. Crouch,

You will recall that when we met Mr. Keith Speed following your Adjournment Debate in the House of Commons, we were told that the announcement on the Bridge by-pass enquiry would be made "within the next few weeks".

4 weeks have now passed since our meeting; would you therefore be good enough to press the Minister for an early decision?

Yours sincerely,

Brian A. Lewis

Brian A Lewis:  
Sec/Treasurer, A2 Group.

From: David Crouch, M.P.



HOUSE OF COMMONS  
LONDON SW1A 0AA

July 30, 1973

Dear Mr. Lewis,

Thank you for your letter  
of July 25th, about the Bridge by-pass.

I have written to Mr. Speed to  
press for an early decision on the by-  
pass enquiry. I will let you know as  
soon as I hear from him.

Yours sincerely,

*David Crouch*

Brian Lewis, Esq.,  
Secretary/treasurer the A2 Group,  
61, Bridge Down, Bridge,  
Canterbury, Kent. CT4 5BA.



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 274

B A Lewis Esq  
The A 2 Group  
"Weston Villas"  
1 High Street  
BRIDGE  
Kent  
CT4 5JY

Your reference

Our reference  
DGE 200/09/TR 34/020

Date  
1 August 1973

Dear Mr Lewis

1. I have been asked by Mr Speed to thank you for your letters of 2, 16 and 17 July about the A 2 trunk road.
2. The existing road safety measures in force at Watersend Bridge have been re-examined following the recent fatal accident and in the light of the evidence given at the Inquest. As a result it has been decided that additional road signs bearing the legend 'Reduce Speed Now' together with 'Slow' carriageway markings should be provided on the approaches to the bridge. It is considered that these additional measures, together with those already in force will, if properly observed by motorists, be most effective in safely controlling traffic at this point.
3. With regard to Bridge, arrangements are already being made to have experimental yellow bar markings laid on the Dover approach to the village. These markings will re-inforce the existing warning signs by encouraging motorists to further reduce speed on the steep approach.
4. Finally, Mr Speed has asked me to assure you that both he and the Minister are well aware of the need to make an early decision on the proposed Bridge By-Pass and that every effort is being and will continue to be made to ensure a decision is announced quickly.

Yours sincerely

K M J FINBOW  
for Regional Controller

# 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 5JL  
2nd August 1973.

I.F. Soilleux Esq., D.M.A., M.I.L.G.A.,  
Clerk of the Council,  
Council Offices,  
Old Dover Road,  
Canterbury, Kent. CT1 3DH.

Dear Mr. Soilleux,

Thank you for your letter dated 30th July 1973  
together with enclosures.

I am extremely grateful to you for the pressure which  
you are maintaining in connection with the Bridge by-pass, and am  
confident that our combined efforts will achieve results.

You will be interested to learn that I have recently  
been in contact with Mr. Robert Cooper, and understand that he has  
written to Mr. John Peyton on a personal basis to expedite the  
matter quickly.

With thanks again.

Yours sincerely,

Brian A. Lewis

Brian A. Lewis:  
Sec/Treasurer, A2