

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

CLERK OF THE COUNCIL: F. F. BOLLEAUX, D.M.A., M.I.L.S.A.
TREASURER: B. G. B. HASTE, A.A.C.C.A., A.R.V.A., A.C.I.S.
ENGINEER & SURVEYOR: R. J. THACKRAY, C.Eng., M.I.Mech.E., A.M.I.C.E.
SENIOR PUBLIC HEALTH INSPECTOR: J. W. A. BROWSTER, F.A.S.H.I.

COUNCIL OFFICES,
OLD DOVER ROAD,
(ENTRANCE FROM COBBINGTON ROAD)
CANTERBURY, KENT
CT1 3DH

TELEPHONE: CANTERBURY 86411 (4 LINES)

CT1 3DH

YOUR REF.

MY REF. H5/55/5/1

30 July 1973

Dear Mr Lewis

BRIDGE BY-PASS

Thank you for your letter of 25 July 1973 and for the information contained therein

I enclose copies of letters dated 15 May, 23 July and 30 July 1973 from which you will see that I am keeping up the pressure from our end and I sincerely hope that the joint efforts produce some results

Yours sincerely

Clerk of the Council

B A Lewis Esq
Secretary/Treasurer
A.2 Group
"Weston Villas"
1 High Street
Bridge
Canterbury
Kent CT4 5JY

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F/HT

Rt Hon David Crouch, MP
House of Commons
Westminster
London SW1

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H5/55/5/1

30 July 1973

Dear Mr Crouch

BRIDGE BY-PASS

Further to my letter of 23 July 1973 I have now been informed by the Secretary of the A.2 Group that the members of that Group met you and Mr Speed on 28 June 1973 when it was stated that the Inspector's report was then in the hands of the Minister responsible

I enclose a copy of a letter I have written to Mr Speed and I trust that since the Minister has now had four weeks to consider the report a decision will be forthcoming in the next few days

It seems to me that scarcely a day goes past without the report of some incident or other involving commercial traffic in the narrow street at Bridge. Surely in this case the Government can trim off the red tape; Bridge really does need a by-pass now

Yours sincerely

(Sgd I F SOILLEUX)

Clerk of the Council

D Crouch Esq, MP
House of Commons
Westminster
London SW1A 1AA

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F/HT

Rt Hon David Crouch, MP
House of Commons
Westminster
London SW1

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H5/55/1

15 May 1973

Dear Mr Crouch

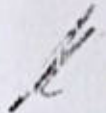
BRIDGE BY-PASS

As you are aware the local inquiry into the Bridge By-Pass has now been held and as you know my Council gave complete support to the scheme proposed as modified and submitted by the Secretary of State for the Environment

There were a number of submissions at the inquiry claiming that an alternative route should be considered and whilst I appreciate that it is for the Secretary of State to consider the weight of these objections I am sure my Council would wish me to urge you to do everything possible to get the matter decided as soon as possible

I have no need to categorise and emphasise the reasons why Bridge needs instant relief to you as I am sure you are well acquainted with the situation there but I hope it will be possible for you to keep the matter on the boil, so to speak. I appreciate the hurdles which the Department of the Environment must jump to put a scheme like this into operation and I appreciate even more their ability to erect the hurdles in the first place but as you know the situation at Bridge is balanced on a knife-edge and any unnecessary delay of even a month is vital time lost. This village is living on borrowed time and we must do our utmost to avoid another Aberfan

Yours sincerely


Clerk of the Council

Rt Hon David Crouch, MP
House of Commons
Westminster
London SW1

F/HT

M5/55/5/1

23 July 1973

Dear Mr Crouch

BRIDGE BY-PASS

Thank you for your letter of 25 June 1973 and I note that Mr Speed is waiting for the report of the Inspector

I think we appreciate as much as anybody the pressure at present on the appeals procedure at Government level but I would suggest that if the Inspector could concentrate completely on this particular item his report could be produced much quicker than the normal time allowed by the Government machine. As you well know, I am not given to overstatement of situations but the people in Bridge are living at crisis point twenty-four hours a day. It will be little consolation to the next person who dies if the report only takes six months instead of a year to come out. The result of the Inspector's report is needed today and the Secretary's decision on the report yesterday

I would entreat you, therefore, to maintain the hardest pressure you possibly can as the representative of this area to produce the goods the population so earnestly desires

Yours sincerely



Clerk of the Council

D Crouch Esq, MP
House of Commons
Westminster
London SW1A 0AA

F/HT

H5/55/5/1

30 July 1973

Dear Sir

BRIDGE BY-PASS

With reference to your letter of 19 June 1973 to David Crouch Esq, MP I was pleased to note that you intend to lose no time in reaching a decision concerning the Bridge By-Pass once the Inspector's report is received

I believe that you met the A.2 Group on 28 June 1973 and informed them that the Inspector's report was in the hands of the Minister and I shall be glad if you can now tell me when the decision will be received. As you may be aware I am constantly reminding Mr David Crouch of the need for real urgency in this case and I would have hoped that the four weeks period during which the report has been with the Minister would have been long enough for a decision to be issued in order that some real progress can be made

Finally may I emphasise that the word "urgent" in the context of the Bridge By-Pass means immediate. The people in the village street of Bridge are living at crisis point twenty-four hours a day

Yours faithfully

(Sgd I F SOILLEUX)

Clerk of the Council

K Speed Esq, MP
Department of the Environment
2 Marsham Street
London SW1P 3EB

F/HT

FURLEY PAGE FIELDING & PEMBROOK

SOLICITORS

COMMISSIONERS FOR OATHS
AND AS E. A. BARTON IN WHITETABLE AND TANKERTON

U. H. B. ALEXANDER
A. PILCHER (NOTARY PUBLIC)
J. H. GOULDEN
V. E. BARTON
H. D. SIMPNEY
N. K. F. GRAHAM
N. CHARLESWORTH
R. E. K. STANTON
F. P. W. ELTON
H. V. PAGE

39 ST. MARGARET'S STREET,
CANTERBURY, KENT
CT1 2TX

TELEPHONE: 60181
S.T.D. CODE: 0227
TELEX: 965078

Our Ref: 26/28CJ

Your Ref:

3rd August, 1973

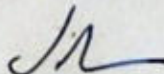
Dear Brian,

Bridge By-Pass

I have received my copy of the Secretary of State's decision and I congratulate you upon its result. The only item missing which I should have liked to have seen is an order directing that the objectors should personally pay the whole of the costs of the Inquiry! I must say I think that the result of the Inquiry was a foregone conclusion because the objectors totally failed to make out any sort of reasoned case.

Obviously you will not be so pleased about the result of the Harbledown Inquiry. I suppose it is true to say, however, that if you had been successful in preventing the By-Pass being built you would have carried a very heavy load of responsibility had there been a really serious accident in Harbledown, pending the building of the Canterbury By-Pass.

Yours sincerely,



J.H. Goulden

B.A. Lewis, Esq.,
61 Bridge Down,
Bridge.

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.

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

4th August 1973.

For the attention of G.H. Oversby-Powell Esq.

Department of the Environment,
74, Epsom Road,
Guilford, Surrey.

Dear Sirs,

London-Canterbury-Dover trunk road, Bridge
by-pass Order 197.

With reference to para. 22 of your letter dated
2nd August 1973 concerning the Bridge by-pass Public Enquiry, I
would be pleased if you could forward copies of the Inspector's
Report, the letter and the formal Public Notice when available.

Yours faithfully,

Brian A. Lewis

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

The **A2** Group

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Please reply to:-

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

4 August, 1973.

Francis Lefranc & Cie,
Place Dame,
Calais.

Monsieur,

Notre ministre des transports, M. Pcyton a certes de serieuses raisons d'etre inquiet pour les routes de Grande-Bretagne, la malheureuse A2 par exemple, "cette petite route de campagne" pas plus large que 5m,50 a certains endroits, qu'empruntent presque exclusivement a l'heure actuelle les camions TIR qui débarquent a Douvres en provenance de cinq ports continentaux et a destination de Londres et des Midlands.

L'Europe, et l'ensemble de la Grande-Bretagne d'ailleurs, ignorent que l'autoroute M2 qui theoriquement relie Londres a Douvres, s'arrete subitement en rase campagne et que les derniers 30 kms sont assumes par la A2 qui n'en peut plus.. Les charmants villages qu'elle traverse ainsi que la vieille cite de Cantorbery se degradent rapidement et leurs habitants ne connaissent plus le repos.

Malheureusement meme l'adhesion de la Grande-Bretagne a la C.E.E. n'a pu provoquer la decision de construire le dernier troncon de la M2 et il est impossible d'envisager un terme a ce regrettable etat de chose dans l'avenir previsible.

Une certaine apprehension en ce qui concerne une mesure qui ne pourrait qu'aggraver une situation deja catastrophique est donc comprehensible.

Je vous prie de croire, Monsieur, a l'expression de ma consideration distinguee.

John Purchase
President du Comite d'action de la A2

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John Purchase
President du Comite d'action de la **A2**

A2 GROUP. Press release: Sunday August 5th. 1973

Despite the good news of the by-passes being approved for two danger spots on the A2 during the past week; we are most anxious about the next three years during which time increasing traffic flows will clog and endanger the A2 more than ever.

To help reduce danger we have produced multilingual leaflets for distribution to TIR and car drivers from the Continent. It was our plan to go to Calais this morning and hand them to the drivers direct. This scheme was frustrated by the French Police authority at Calais, who - having seen the leaflets and heard what we proposed - told the A2 Group bluntly that British roads were no concern of the French and that any person seen distributing the leaflets would be arrested.

On the advice of Mr. David Crouch, M.P. for Canterbury and leader of the fight for a safer A2 in the Commons, we have written to the French Ambassador (see below). We have also sent copies of the leaflets to the two principal shipping agents in Calais to whom we were going to hand them. The Companies are: L. DABROWSKI & Cie., Place Dame, Calais; and FRANCIS LEFRANC & Cie., of the same address.

The 'phone number of the French Police Official (senior, but name not known) is CALAIS 343907 - extension 420.

Text of letter:-

"Your Excellency,

The A2 Group has existed for a number of years, trying to obtain safer road conditions on the trunk road A2 from the end of the motorway M2 at Brenley Corner, to Dover. Recently, and particularly since Britain joined the EEC, there has been a great increase in both heavy goods traffic and European cars using the Dover-Calais and other ferries; giving rise to much anxiety because of the inadequacy of the A2 to carry this traffic safely.

The A2 Group recently produced multilingual leaflets (see enclosed) warning of the dangers, which it wished to distribute to drivers using the A2. It seemed sensible to us to hand these leaflets to the TIR and car drivers at Calais, since they would have time to study our map of danger spots during the crossing and before venturing on the A2.

We always notify officials of any action we take, and this was done a few days ago when copies of the leaflet were handed to the Gendarmerie at Calais for inspection. However, we were told in a telephone conversation with a senior official, that none might be distributed and that the A2 Group members seen doing so would be liable to immediate arrest.

Sir; your Country contributes towards the problems we have in Canterbury and the surrounding villages on the A2, and your Country does not appear to contribute towards the solution by allowing road safety leaflets to be distributed. Ignorance can be fatal on A2; and although we do not wish you or your Government to make any move seen as interfering in the internal matters of another country we hold you have the responsibility of informing your countrymen of the inherent dangers of the road.

We would be grateful for a positive response to our suggestion that these leaflets be made available at Calais.

Yours faithfully,

JOHN PURCHESE; Chairman, A2 Group "

Any enquiries, please to the Secretary/Treasurer: BRIAN A. LEWIS,
Bridge 830788
or the Chairman: JOHN PURCHESE,
Canterbury 61508
(office hours)

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.

5. August 1973

His Excellency The French Ambassador,
The French Embassy,
24 Rutland Gate,
London SW7

Your Excellency,

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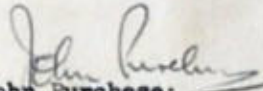
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John Purchase:
Chairman: A2 Group

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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.

4th August 1973.

Your ref: 26/28CJ.

J.H. Goulden Esq.,
Furley Page Fielding & Pembroke,
39, St. Margaret's Street

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Please reply to:-

'Weston Villas',
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Bridge,
Canterbury, Kent. CT4 5JY.

5th August 1973.

K.M.J. Finbow Esq.,
Department of the Environment,
74, Epsom Road, Guilford,
Surrey. GU1 2BL.

Dear Mr. Finbow,

Re: Bridge by-pass

Thank you for your letter dated 1st August 1973.

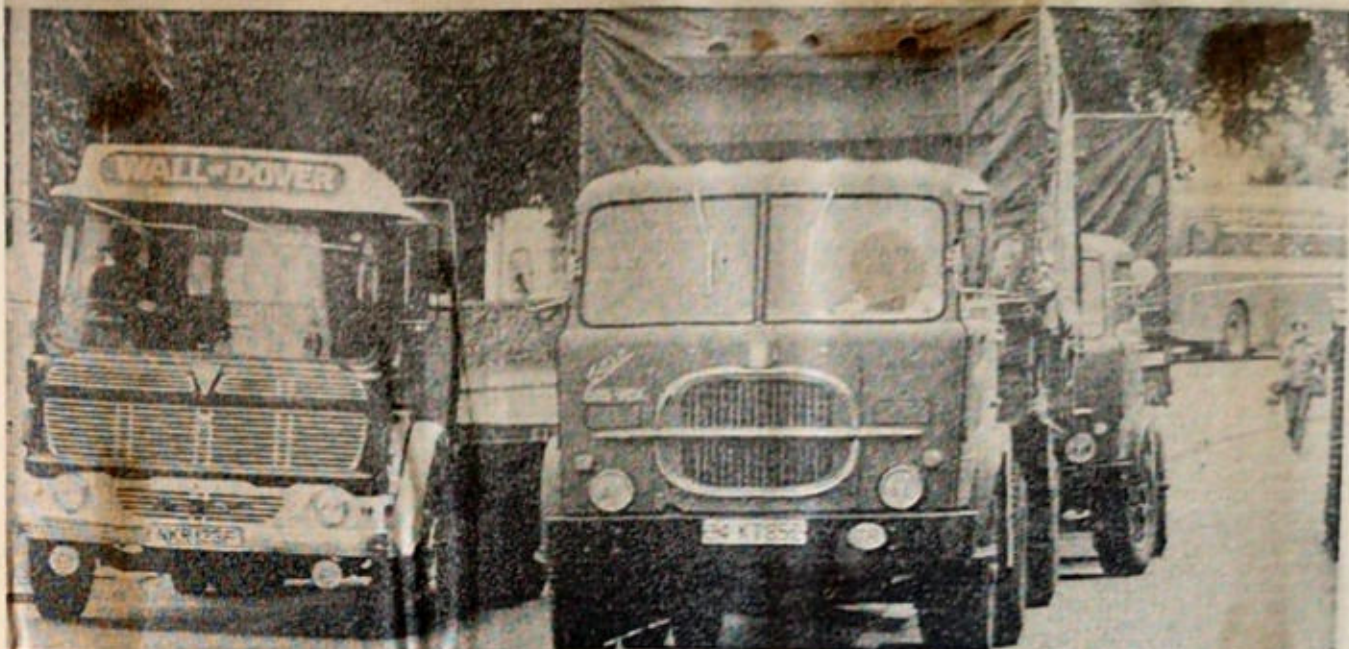
I am pleased to learn that another interim safety measure in the form of experimental yellow markings are to be laid on Bridge Hill, and wish to enquire why these are not to be placed on Town Hill in addition? As you are aware, the main threat to the village of Bridge is that it lies between two steep hills and therefore danger from either direction results. Your consideration to this point would be appreciated.

Now that the result of the Public Enquiry has been announced, could you now be specific as to the month next year when the by-pass is likely to be commenced? I am aware that there are still many procedures to be fulfilled, but I would hope that you may now be able to give a rough indication. I notice that the time taken between this Inquiry and the Minister's decision has been somewhat quicker than that expended over the proposed Boughton and Dover schemes.

Yours sincerely,

Brian A. Lewis

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



Juggernauts—their nearside wheels up on the pavement—which were the subject of a court case on Friday when the two Turkish drivers were fined.

OBSTRUCTION AND OTHER CHARGES COST TIR MEN £300 IN FINES

PROHIBITION orders were placed on two TIR lorries — and the Turkish drivers were fined over £300 — on Friday after they caused an obstruction in Folkestone Road, Dover.

Traffic warden Eddie Owens saw the lorries, parked half on the pavement and half on the road opposite the turning to Dover Priory Station, as he went to work.

Vehicles turning into the station approach caused congestion as no other traffic could get past them. And large vehicles coming out of the approach and wanting to turn towards Folkestone had to reverse several times to complete the turn.

The drivers left the lorries there for more than two hours.

Traffic police officer Peter Wright, and an official from the Department of the Environment, examined the lorries, and moved them, slowly, to a lay-by on the Folkestone Road.

Because of the defects that were found, the Environment Department placed prohibition notices on the vehicles. This meant they could not be moved until repairs were carried out.

The officers found that the first lorry's emergency break-away braking system was not

working on the trailer. If it had been involved in an accident, or had broken away from the tractor unit for some reason the trailer would not have stopped.

One tyre was deflated, and seven thicknesses of canvas were showing. None of the direction indicators were working.

The driver of that lorry, Mehmet Adnan Erbasol (47) from Istanbul, was fined £300 for obstruction, £75 for defective brakes, and £10 for a defective tyre, and £10 for defective indicators.

The second lorry's braking system for the front axle was not working either. The driver, Ahmet Basaran (33), of Konya, Turkey, was fined £30 for obstruction, and £75 for defective brakes. They were each ordered to pay £3 interpreter's fees.

BRITAIN will have to put up with noisier lorries as a result of the adoption of Common Market standards announced yesterday. The maximum noise for heavy vehicles in Britain when new is 89 decibels, while EEC regulations stipulate 99 decibels if they are more than 200 brake horse power.

French police ban A2 demo

FRENCH POLICE last night warned a group of ten Britons, protesting at the damage and danger caused by European juggernauts on the London to Dover A2 trunk road, they would not be allowed to enter Calais this morning to deliver protest pamphlets to lorry drivers waiting to cross the Channel. The leaflets list the major accident blackspots on the A2 and urge drivers to complain about the dangerous conditions on the road.

The A2 Group chairman, Mr John Purchase, said: "We have been told by police that we will not be allowed off the ferry. The French seem to think the A2 is not their problem." Instead of travelling to France, the demonstrators, all from villages along the A2, will hand leaflets to drivers as they arrive at Dover.

Last week the Dept of the Environment approved by-pass schemes for two A2 villages, Bridge and Harbledown, near Canterbury.

More killed on Kent roads

Dramatic fall in the number of people killed and on Canterbury's roads between April 1 and 1 is reported by Kent

where one person died others were injured, and with 57 casualties same period last year.

Kent as a whole the number of people killed and went up from 2,134 to 2,222 this year.

number of people one from 47 to 49, the y injured from 585 to slightly injured from 1,507.

erne Bay, one person and 41 people were compared with 41 last year and in ble four people were

killed and 42 injured, compared with 17 injuries in 1972.

There was a slight improvement in the Bridge-Blean area, with no fatalities in the period under review, with 61 casualties compared with 69 (including one death) in 1972.

For the first six months of the year, the county statistics show that although the number of people hurt was about the same as 1972, there was a substantial increase in the number killed.

Ninety-nine road users lost their lives, an increase of 13, which the police say may be due to more than one person being killed in the same crash.

Said a police spokesman: "Double and treble fatalities in the same accident have occurred and this perhaps could be reduced if more drivers and passengers wore seat belts."

Sunday Times 5.8.73

KH 7.8.73

Objectors lose road battle

KH 7-8-73

Northern route for Bridge by-pass

THE controversial routes of two A2 by-passes — at Bridge and at Harbledown — have been finally fixed by the Secretary of State for the Environment, Mr Geoffrey Rippon. Despite strong objections at inquiries into both roads earlier in the year, Mr Rippon has made little alteration to the routes originally suggested by Government road engineers.

by Christopher Riddell

At Bridge, where the main dispute was whether the by-pass should go north or south of the village, he has accepted the recommendations of the Inspector who conducted the inquiry and chosen the northern line.

Explaining the decision, the Department of the Environment said: "While regretting the adverse effects the by-pass may have on certain properties, the benefits that will be provided for the general public will outweigh the inconvenience to individuals."

The Government has already admitted that, although necessary, the public inquiry

at Bridge may have delayed the project by nine months. Welcoming news of the final go-ahead, Cllr Laurence Shirley, of Bridge, said: "This is absolutely marvellous. Now, all I hope is that they put the contract out to tender quickly and get on with the work as soon as possible."

One of the objectors to the northern route, Dr David Pratt, of the Old Vicarage, Patricbourne, commented: "Since most people are more concerned about having a by-pass soon, this bore more

weight at the inquiry. I think we will just have to accept it."

Other villagers also welcomed the news with reservations. Mr Brian Lewis, of Bridge, and Mr John Purchase, of Bekebourne, co-leaders of the A2 Group, were concerned about what could happen in the village between now and 1976, when the by-pass is scheduled for completion.

"It's fine to hear the road is at last going ahead, but, as everyone knows, serious road accidents are a daily occasion here. We want to make sure the lives of villagers are safeguarded between now and 1976," said Mr Purchase.

Mr Lewis was angry that the road was delayed by the inquiry. He suggested that the objectors to the Government's route should pay the inquiry costs.

The only change the Department of the Environment has made to its original plan is in the flyover junction at the eastern end of the by-pass.

Here the Department has included interchange facilities to make it unnecessary for any heavy lorries involved in local transport, to travel through the village.

CURVING EAST

The new road will be dual-carriageway and will leave the existing A2 just south of Milestone Farm before curving eastwards across Bekebourne Road and Bifrons Park to Coldharbour Lane.

In approving the Upper Harbledown road, Mr Rippon has ignored objectors who questioned the need for a by-pass and instead urged a comprehensive scheme to by-pass Canterbury.

Announcing Mr Rippon's decision, Mr John Peyton, Minister for Transport Industries, said it was accepted that a by-pass was necessary to relieve Harbledown and Upper Harbledown "in the immediate future."

The new road will by-pass Upper Harbledown to the south, crossing the A2 near the junction with Faulkners Lane and cutting north of Harbledown to join with Rbelms Way.

Halfway along the new road, before it crosses the A2, the dual carriageway ends at a point where a future Canterbury by-pass might begin.

Both roads will be landscaped with grass verges to lessen their effect on the surrounding countryside.

The tyrant of the lo

John Langley

DURING the past 10 days I have had the misfortune of driving along some of the most congested and desperately uncivilised roads in Britain at the moment—the A30 in Devon and the A2 in Kent.

In normal times, there is nothing wrong with the roads themselves. They are pleasant winding routes traversing some of the most ancient and attractive towns and villages, but with the advent of the heavy lorry invasion and the influx of tourist traffic, together with a generous sprinkling of holiday caravans, normality seems far away.

On the West Country hills, in particular, I saw some of the most suicidal attempts at overtaking. Incompetence and indiscipline, triggered by frustration, led some motorists to disregard all the normal rules of driving sanity as they made their break to get out of the queue behind the crawling lorries.

The passing frustrations and inconvenience to motorists is perhaps of less importance than the effects of it all on the people living along these routes. One can only imagine the hell of existing in a cottage in one of the narrow high streets along the A2, pounded day and night by heavy lorries going to the Continent.

I returned from my journeys thankful to be still alive and more convinced than ever that delays in completing the basic network of motorways and modern dual carriageways are to blame for much of the deterioration in the environment. In too many cases, charming minor roads are spoiled by piecemeal improvements because the motorway, which will be built later in any case, is not ready in time.

DAILY TELEGRAPH 4.5.73 BY-PASSES FOR 'JUGGERNAUT' VILLAGES

Villagers of Bridge, Harbledown and Upper Harbledown, Kent, on the A2 juggernaut route learned from the Department of the Environment yesterday that the line of their long-awaited by-passes has been approved.

Each of the new roads will have dual two-lane carriageways and it is hoped that all three will be completed early in 1976.

A2 Group banned by French police

THE A2 Group's plan to take the battle for a speed-up in improvements to the A2 into Europe was banned on Sunday by the French authorities.

The group had prepared over 2,000 multi-lingual leaflets pin-pointing accident blackspots on the A2 and urging drivers to complain about the road's dangers to their unions and to traffic authorities in Brussels.

Ten of the group, led by the chairman, Mr John Purchase, planned to travel to France on Sunday to distribute the protest leaflets to TIR drivers waiting in the lorry park at Calais.

As a gesture of courtesy they forwarded some of the leaflets to the police at Calais on Friday. But instead of the understanding the group was expecting, this produced a flurry of telephone calls from the French.

Mr Purchase told the Kent Herald on Saturday: "We have been told over the phone by a high ranking police officer in Calais that we will not be allowed off the ferry."

"We think it's a pretty poor show. We only wanted to hand out what amounted to road safety leaflets. The French seem to have taken the attitude that the A2 is not their problem."

"The point is, it is their lorries and others from the Continent that are causing irreparable damage to our villages."

After this setback, the first time one of the group's

protests has been banned during its 10 year battle, the demonstrators attempted to persuade Dover Harbour Board to allow them to hand out the leaflets in the docks.

Again they were refused and eventually had to make do with distributing them to drivers at the gates to the harbour.

After consulting Canterbury's MP, Mr David Crouch, the group has sent a protest letter to the French Embassy in London.

It asks the Ambassador for a "positive response" to the suggestion that the leaflets should be made available in Calais.

The letter adds: "Your country contributes towards the problems we have in Canterbury and the surrounding villages on the A2 and your country does not appear to contribute towards the solution by allowing road safety leaflets to be distributed."

"Ignorance can be fatal on the A2 and although we do not wish you or your Government to make any move seen as interfering in the internal matters of another country, we hold you have a responsibility for informing your countrymen of the inherent dangers of the road."

The group has also sent copies of the leaflets to the two principal shipping agents in Calais.

By late yesterday (Monday), the letter had not arrived at the French Embassy, and a spokesman there said no comment could be made until it had been received.

THE Canterbury and District soccer league's premier division will consist of 11 teams this season: six from the Canterbury area, one from Whitstable, three from the Faversham area and one from Thanet.

Teynham and Lynsted, UKC Staff and Railway Hotel were all promoted from division one last season, while Waverley Wanderers have reformed as Brett Waverley.

Full line-up of teams is: PREMIER — Bean, Brents United, Brett Waverley, Broad Oak, Chartham Sports, Lonsdale, Railway Hotel, Sturry, Teynham and Lynsted, UKC Staff, Whitstable Old Boys.

Division One — Boughton Sports, Brents Res, Brett Waverley Res, Broad Oak Res, Chartham Res, Herne Bay Wanderers, Herne United, Pfizer Athletic, St. Andrew's, St. Gregory's, Sentinels, Whitstable Natives.

Division Two — Belling Sports, College of Art, Chilham, Graveney Sports, K.F.B., Littlebourne, Rough Common, Saints, Waltham, Westgate Sports, Whitstable Old Boys Res, Whitstable United.

Division Three — Beverley, Christ Church College, Herne Res, Hernhill, Murston Rangers, St. Stephens, Spring Lane, Sturry Res, Teynham Res, Westgate Res, White Heat-hens, Wingham.

Division Four — Adisham, Ash, Bishopbourne, Boughton Res, Longbridge Youth Club, Norton Sports, Park United, St. Andrews Res, Sharsted, Southern United, UKC Staff Res, Weston Works.

Division Five — Bishopbourne Res, Bean and Tyler Hill, Chartham Mills, Chilham Res, East Kent Packers, Longbridge Youth Club Res, Nail-bourne United, Saints Res, St. Gregory's Res, Spartak, Spring Lane Res, Waltham Res.

The draws have also been made for the various cup competitions involving member clubs.

v Graveney or Park United, Sharsted or Broad Oak v Teynham or Waltham, Beverley or Bean and Tyler Hill v Pfizer or Adisham, Chartham Mills v Railway Hotel, Bean or Christchurch v Nailbourne or K.F.B., Brett Waverley v Chilham or Weston Works.

College of Art or Wingham v Brents or Whitstable United, Spring Lane or St. Gregory's v Norton or Boughton, Rough Common v Sturry, Murston v Belling, Longbridge v Whitstable Old Boys or Sentinels, Hernhill or Chartham v Whitstable Natives or E.K.P., Westgate v Herne or Spartak, Lonsdale or Herne Bay Wdrs v Ash or St. Andrews.

Local Sunday League

THE Herne Bay-Whitstable Sunday League next season will again have five divisions, with 12 teams in the first three and 11 in the last two.

Due to promotion, withdrawals and new clubs, the five divisions have been juggled around and the names of the clubs in each division are as follows:

Premier: Canterbury Telephones, Tankerton Manor, Chislet, FBC St. Ann's, Railway Hotel, Woodman's Hall, White Horse, Whitstable Wanderers, Wincheap Sports, Field Athletic, AMF Social, Belling.

Division 1: Faversham Residents, Havens, St. Ann's Cross, Littlebourne, Reeves and Neylan, Saints FC, Amphenol Sports, Sturry Road, Mall Athletic, FBC St. Ann's Reserves, Ramo Sports, Railway Hotel Reserves.

Division 2: Jackdaws, Sabbatarians, Northgate, Guinea, Tankerton Manor Reserves, Cross Keys, Canterbury Postals, Fremilns Social, Radfall, Brewers United, Field Athletic Reserves, Invicta Motors.

Division 3: Falcons, G. L. Baker, Spring Lane Canterbury Motor Company, Fleet Wanderers, Whitehill United, Bekesbourne Reserves, Adisham YC, Herne Bay United, Torpedo, Mounts Sports Reserves.

Division 4: Southern United, Northgate Reserves, Huyck EAC, Hothe Court, Pressag, Mounts United, Queen's Head (Boughton), Wipad Wanderers W. J. Payne Sports, Neptune, Preston.



GO PE BY

SPEEDWA

PETER MURRAY
Canterbury Speedway
In a night full of proved to himself, Hoskins that he i Canterbury's hottes

Canterbury speedway fans are getting so used to nailbiting finishes that they could soon be taking them for granted.

And on Saturday it all hit on the last race. The crowd was wild as Ted Hubbard took lead and the question everyone was asking was, whether H

Short-sighted motorway planning

From Mr DAVID CROUCH, M.P. (Con)
SIR—I entirely agree with Mr John Langley's important comments on road planning in his article "The tyranny of the lorry" (Aug. 1).

The Dover road, the A2, was partially converted into a motorway, the M2, in 1965 but this improvement stopped 27 miles short of Dover! We have been living (and many have died) with this planning short-sightedness ever since. Successive Governments have refused to do the obvious thing and continue the motorway and we have had to put up with the "piecemeal improvements" Mr Langley speaks of, which are much less satisfactory from an engineering and safety point of view.

The Department of the Environment hope to complete these works in three years, but there is still no mention of when the Canterbury by-pass will be built.

In the meantime the traffic increases at an alarming rate. Last year lorry traffic went up 43 per cent. Has nobody told the Department about our entry into Europe? Have the Department of Trade and Industry not advised them that our exports to Europe went up by over 30 per cent. in the first four months of this year?

The Dover road is now our biggest trade route but it does not apparently qualify for the status of a motorway. In Kent we suffer not so much from the tyranny of the lorry as the incompetence of the planners.

DAVID CROUCH
House of Commons.

CHALLENGE

And n

THE A2 trail of shock and fear hit two more families this week. In crashes near Barham one family were seriously hurt, and another escaped when their holiday caravan was smashed after colliding with a lorry.

On Tuesday the Adams family of St. Alban's Road, Hif-

TO CAP IT

MORE coal was heaped on the anti-juggernaut flare-up this week by the news that TIRs from the Continent are to be allowed into Britain without complying with noise restrictions imposed on British vehicles.

Common Market regulations



The scene after the Sloan family Saturday's accident on the A2 at B

V-sign from Piddock



DAVE PIDDOCK: Silenced the crowd with his sign.

and leader of the fight for a safer A2 in the Commons, the Group wrote to the ambassador. Copies of the leaflets were also sent to the principal shipping agents in Calais.

However, the leaflets which have a map showing danger points did not go undistributed and were handed out at Dover. The A2 Group now intends to ask the Belgians to allow them to give them out to drivers coming to England.

The English text says: "Be aware 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 six 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."

Mr. Purchase explained one of the purposes of the leaflet was to see greater safety measures taken along the road before the Bridge and Harbledown by-passes were finished

by 1976.

The letter which was sent to the French Embassy explains that copies of the leaflet were sent to the Gendarmerie at Calais with an explanation of what was intended.

The letter says: "We were told in a telephone conversation with a senior official that none might be distributed and that the A2 Group members seen doing so would be liable to immediate arrest.

It continues: "Sir, your country contributes towards the problems we have in Canterbury and the surrounding villages on the A2 and your country does not appear to contribute towards the solution by allowing road safety leaflets to be distributed.

"Ignorance can be fatal on the A2; and although we do not wish you or your government to make any move seen as interfering in the internal matters of another country we hold you have the responsibility of informing your countrymen of the inherent dangers of the road."

EDWAY KINGSMEOAD STADIUM

TURDAY, AUGUST 11th at 7 p.m.

(Gates open at 6 p.m.)

CRUSADERS

v

BREW KINGS

ER THRILLING LEAGUE MATCH

also

RECORD ATTEMPTS

to the track of surprises!

40p. Children 15p.

Free parking space.

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**

8.8.1973

The Regional Controller,
Department of the Environment,
74 Epsom Road,
Guildford, Surrey,
GU1 2BL

Dear Sir,

"1.1. Noise is usually defined as 'unwanted sound'...

"1.3. ... Above 120 dB the pressure is experienced as pain."

(Bridge By-Pass Enquiry: evidence of D.H. Ritchie, B. Sc., M.I.C.E.)

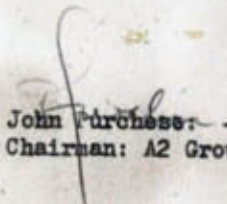
Mid-afternoon sound peaked to 93dBA in Bridge High Street, 9 dBA higher than Westway, London. "Our measurements show that the day time noise level was very high, and the residents only gained a brief respite between 1 and 5am" (Motoring Which? survey, published April 1973)

"Britain will have to put up with noisier lorries as a result of the adoption of Common Market standards announced yesterday. The maximum noise for heavy vehicles in Britain when new is 89 decibels, while EEC regulations stipulate 99 decibels if they are more than 200 brake horse power." (Guardian, 8.8.1973, p1)

In view of the excessive noise already experienced by people living along the A2; there are 1,500 building opening directly on to the road between Frenley Corner and Dover; what recommendations does the Department of the Environment make to reduce the pollution of noise?

I should be grateful for detailed and technical suggestions. I would imagine that you have prepared some thoughts on this subject since the British representatives who agreed the conformation with EEC regulations must have been in full consultation with the Department of the Environment before accepting the figure of 99 dB.

Yours faithfully,


John Purchase
Chairman: A2 Group

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

CLERK OF THE COUNCIL: I. F. SILLERY, D.M.A., M.I.L.S.A.
TREASURER: B. G. B. HASTE, A.A.C.C.A., A.R.V.A., A.C.J.S.
ENGINEER & SURVEYOR: R. J. THORNTON, C.Eng., M.I.Mech.E., R.K.L.H.E.
SENIOR PUBLIC HEALTH INSPECTOR: J. W. A. BREWSTER, F.A.P.H.I.

COUNCIL OFFICES,
OLD DOVER ROAD,
(ENTRANCE FROM COBBINGTON ROAD)
CANTERBURY, KENT
CT1 3DH

TELEPHONE: CANTERBURY 6640 (4 LINES)

YOUR REF:

My Ref. H5/55/5/1

8 August 1973

Dear Mr Lewis

BRIDGE BY-PASS

Thank you for your letter of 2 August 1973 which arrived at the same time as the news that the Secretary of State has agreed the line of the Bridge By-Pass. I do hope that we are able to experience as much relative speed in the construction of the By-Pass

Yours sincerely

I. F. Sillery

Clerk of the Council

B A Lewis Esq
Secretary/Treasurer
A.2 Group
"Weston Villas"
1 High Street
Bridge
Canterbury
Kent CT4 5JY

F/HT

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON. SW1

August 8, 1973

Dear Mr. Lewis,

Thank you very much for advising me by telegram of accidents on the A2. I am particularly distressed every time I get a telegram, as you can imagine, on this question.

I am also getting telegrams from Mr. Fowler and in them he seems to imply that I am not doing enough. He signed one of them, for example, "Now NOW NOW, FOWLER". If you can contact Mr. Fowler, do tell him that I am doing all I possibly can and I don't think there is any doubt in anyone's mind - either in the Government or in the whole House of Commons - on this point and I shall keep up the campaign. I have been in touch with the Road Haulage Association and the National Freight Association following their sponsorship of a pamphlet from the University of Leicester called "Living with the Lorry".

CHANNEL TUNNEL

I think it would be useful if the A2 Group were to give some consideration in depth to the whole question posed by the Channel Tunnel. One of the things I think you should look at is whether you believe the Tunnel will succeed, as the Government hopes it will, in attracting freight from road to rail. The figures given to me by the Minister of Transport Industries recently purported to show that when the Tunnel was established, thereby linking the British rail network with the Continental network, this would have the effect of the railways carrying 60% of

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HOUSE OF COMMONS
LONDON, SW1

of freight transport in future. This is a very optimistic hope, in my view, and I do not accept it. I still hold the view that the greater flexibility of road transport, notwithstanding the increasing cost of fuel, will prove the great attraction of road versus rail. I believe therefore that we shall continue to see an ever increasing flow of heavy goods vehicles in Kent to the Channel Tunnel portal of Cheriton, where the TIR vehicles will roll-on roll-off on to a train rather than on to a boat. In addition, of course there will be a continuing flow of vehicles to the Channel ports for Channel crossing that way.

I think therefore that it would be useful if the A2 could publish its views and write to the press, in particular to the national press i.e. The Times, The Daily Telegraph, The Guardian, etc. on this very important issue and let your ideas be known in public. It is not enough just to write to the local papers. It is a matter of national interest now.

Yours sincerely,

David Carlisle

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

AMBASSADE DE FRANCE
EN
GRANDE BRETAGNE

LE CONSEILLER DE PRESSE

58, KNIGHTSBRIDGE,
LONDON, S. W. 1.
TEL: 01-235 8080.

VG/jf

9th August, 1973

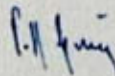
Dear Sir,

In his absence, the Ambassador has requested me to answer your letter of 5 August, which he received yesterday, regarding the distribution of leaflets of your group in Calais.

While we do appreciate your concern for road safety resulting from an increase of heavy traffic, but bearing in mind that this is an internal matter as far as this country is concerned, we are afraid that it would be improper for the Embassy to act upon the request of a private group or organisation unless such a request were forwarded through the appropriate official channel. The normal procedure would be for you to ask the competent British authorities to approach this Embassy or alternatively, to invite the British Embassy in Paris to take up the matter directly with the French authorities.

In the meantime, of course, your leaflets which, we understand, are distributed to foreign drivers on their arrival in Dover from various E.E.C. countries should enable to keep them informed about the conditions you mention on the A2.

Yours sincerely,



V.A. GARES

Mr. John Purchase
Chairman,
The A 2 Group
Mill Cottage
BEKESBOURNE (Kent)

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON, SW1

August 8, 1973

Dear Mr. Bains,

I am enclosing a copy of a letter which I sent to Mr. Keith Speed, M.P. Parliamentary Under-Secretary at the Department of the Environment about heavy vehicles on the A2.

As I understand it, your Council is the appropriate authority in this case, with existing powers to restrict heavy vehicle traffic on the A2 between Dover and Brenley Corner. There have been comments in the press that to restrict this traffic would apparently add to the difficulties of the A20. This is something which your Council, I hope, will examine in detail. It is not enough just to assume that to relieve the problem on one road would automatically create difficulties elsewhere. What we need in Kent until we have satisfactory roads to the Channel ports is a traffic policy and a plan. We cannot let people go on suffering from the impact of heavy lorries - with the noise, the danger and the pollution - without taking some steps to protect them. As I see it, we have the problem with us with increasing intensity for the next 3 years, by which time the A2 will, I hope, be largely improved (with the exception of the by-pass of Canterbury). From my studies, it is quite clear that the road infrastructure in Kent does not match up to that in most other industrial and transport centres in the country. Compared to the situation in Clydebank and the North-East, the roads to the Channel ports look primitive. My suggestion that some rationing of heavy

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HOUSE OF COMMONS
LONDON, SW1

vehicles on the A2 will have to be considered was not an irresponsible and ill-considered thought, but a positive suggestion for further examination. What I have in mind is a restriction on the number of heavy vehicles allowed to use the Channel ports until the roads which serve these ports are improved. We shall have to consider using other ports serving the Continent.

Under the new Act (Heavy Commercial Vehicles (Controls and Regulations)), an obligation is placed on the local authority to designate routes for heavy vehicles, but this will not come into effect until 1977. In the meantime, I would be grateful if you could let me know what steps your Council proposes to take to protect the people of Kent along the A2 (and the A20) and those who use these roads.

Yours sincerely,

M.A. Bains, Esq.,
Clerk of the Kent County Council,
County Hall, Maidstone.
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:- **Mill Cottage, Bekesbourne, Kent.**

10.8.1973

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

Dear Mr. Cooper,

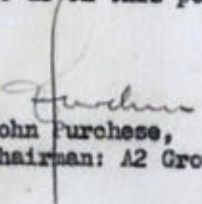
The results of the by-pass Enquiries for Bridge and Harbledown have been announced; and it is thanks to you and your Committee and the efforts of Mr. Crouch that the decision has emerged from Marsham Street. Thank you very much.

The next three years are the principal headache for the villages, until the by-passes exist; and we shall be maintaining our pressure to introduce safety measures for this period. Again, it was noted that you were at a site meeting to discuss yellow hatching and resurfacing recently at Bridge, and we thank you for the work being done.

Next week we shall (subject to the road works on drainage not affecting road traffic) be holding our annual census. Doubtless the figures will reveal some increases, taking Dover Harbour Board statistics into account. What would be most helpful to us in presenting conclusions from the census figures would be if we could compare the accident figures for the first six months of 1972 with the figures for the first six months of 1973 on the A2 from Dover to Brenley Corner. Would it be possible to have these? There was a recent press release saying road casualties were up in Kent as a whole; presumably these are available in areas within Kent.

Could you please advise us on this point.

Yours sincerely,


John Purchase,
Chairman: A2 Group

KENT COUNTY COUNCIL

MEMBERS' ROOM,
COUNTY HALL,
MAIDSTONE

August, 1973

Dear Mr. Purchase,

Accidents A.2

Thank you for your letter of the 10th August and I am grateful for your kind remarks in the first paragraph.

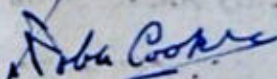
With regard to the accident record on A.2, the County Surveyor has carried out a careful check and according to his records, the accidents are as follows:-

For the first six months of 1972, 2 fatal, 28 serious and 49 slight.

For the first six months of 1973, 1 fatal, 28 serious and 48 slight.

You will notice that the figures are remarkably consistent.

Yours sincerely,



R.H. COOPER
Chairman of the Roads Committee.

J. Purchase, Esq.,
Mill Cottage,
Bekesbourne,
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:- Mill Cottage, Bekesbourne, Kent.

The Permanent Under-Secretary,
The Foreign Office,
Downing Street,
London SW1

11.8.1973

Dear Sir,

The A2 Group has for more than a decade been interested in obtaining safer road conditions on the A2 from the motorway M2 to the port of Dover. The dangers of this road are slowly being met by the Department of the Environment who have approved by-passes to many of the trouble-spots. These will not be completed until 1976 at the earliest.

Since joining the EEC there has been an alarming growth in heavy goods vehicles from the Continent. Dover Harbour Board statistics have indicated 35-40% annual growth in this traffic for some years. Many drivers on the A2 from EEC countries have no idea of the inadequate nature of the road.

We have produced multi-lingual leaflets (copies enclosed) which we wish to distribute to foreign drivers. Indeed, we contacted the French Police at Calais with copies, saying we wished to distribute them at Calais. This was refused. A letter from the French Embassy subsequently advised us to contact you so that official consultation over the leaflets could be made.

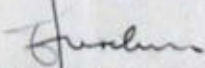
Before you reject such a request out of hand, might we make the following points:-

Britain is a member of a Community whose member Countries send many vehicles on to this road. It would be in the interests of safety if drivers knew of the risks, and we cannot believe any Government would deliberately withhold information of this sort, especially if part of a group dedicated to common good.

No cost would fall on any Government; and co-operation in the matter would demonstrate a real intention of serving to safeguard individuals.

Since it is possible you may not have heard of our organisation, might we suggest you contact either Mr. David Crouch, M.P. for Canterbury, or Mr. Keith Speed, M.P., of the Department of the Environment, who has met us, and whose Department is certainly aware of us.

Yours faithfully,


John Purchase,
Chairman: A2 Group

The **A2** Group

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

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

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

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

10.8.1973

C.H.G. Mills Esq.,
MIRA,
Watling Street,
Bunceat, Works.

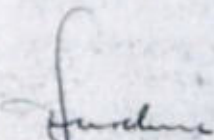
Dear Mr. Mills,

I wrote to you on the 16th. July, asking if your Department had any practical suggestions to make over noise from passing lorries in the villages on the A2 from Brenley Corner to Dover.

The announcement yesterday that Britain is to allow up to "99 dB" to conform with EEC regulations, lends some urgency to the matter of a reply from an organisation dedicated to the motor industry as MIRA is.

Possibly you are investigating useful lines of thought on the subject. Certainly any conclusions you may make will be read with great interest by the villagers in Kent, and will doubtless be noted by the press and television who have shown great interest in the problems being faced.

Yours sincerely,


John Purchase,
Chairman: A2 Group

**THE
MOTOR INDUSTRY
RESEARCH
ASSOCIATION**

A Company Limited by Guarantee
Registered in England—No. 402570
Director: R. H. Macmillan, M.A., C.Eng.
Secretary: G. Herbert, C.A.

Registered Office:
WATLING STREET
NUNEATON WARWICKSHIRE
Tel: (0682) 68541 Telex 311277

M
I
R
A

Our reference CHGM/CC3/N

Your reference

14th August, 1973

J. Purchase, Esq.,
Chairman,
A2 Group,
Mill Cottage,
Bekesbourne,
Canterbury,
Kent. CT4 5HD.

Dear Mr. Purchase,

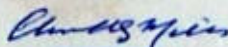
I regret the delay in replying to your correspondence, but I have only this day returned from leave.

Your suggestions regarding the use of double glazing, with proper precautions, are obviously sound but I doubt the value of acoustic tiles on the ceiling except in special circumstances (eg in conjunction with opening casements in which the ceiling forms one part of a lined duct). The use of foliage screens is only effective with deep, dense, evergreen growths and purpose constructed screens, such as those developed by B.R.E., are more effective noise barriers.

Regarding the general problem of truck noise, the DoE is funding a programme of work on the construction of a viable quiet truck with noise emission targets of 80 dBA, and we are one of the contractors on this project. There are many practical, economic and technical problems associated with the production of heavy commercial vehicles at noise levels in the region of 80 dBA but intense effort is being put into solving these problems.

Your reference to "99 dBA" in order to conform to EEC regulations is, I believe, erroneous. As members of the EEC, the United Kingdom is required to comply with Directive 70/157/CEE (copy enclosed) which calls for maximum construction, or type approval, levels of 91 dBA for trucks over 200 HP (DIN). As far as trucks are concerned, EEC levels are not significantly different from those currently permitted by the C & U Regulations. What has really happened is that the UK government has been unable to introduce lower noise limits in this country since unilateral legislation within the EEC is contrary to the policy of harmonization of legislation. Reduction of limits must now await the introduction of a new, or modified, EEC directive.

Yours sincerely,



C. H. G. Mills



Technical Note

Subject: NOISE

No: 4

Issue: 1

Date: NOV 1970

Noise Emitted by Vehicles

Projected Legislation in Common Market Countries

The following document is translated from the "Journal Officiel des Communautés Européennes" No. L42, dated 23rd February, 1970. Member countries are required to enforce the regulations laid out in the above document within 18 months of the 6th February, 1970. The document is translated here in full because, although there is a strong superficial resemblance to document ISO R362, there are important detailed differences; in particular, attention is drawn to item I.4.1.4 "Interpretation of Results", and Section II "Exhaust System".

DIRECTIVE OF THE COUNCIL

of 6th February, 1970

concerning the unification of legislation in the member countries relating to the permissible sound level and the exhaust system of motor vehicles (70 157 CEE)

THE COUNCIL OF
EUROPEAN COMMUNITIES,

in view of the Commission's proposal,

in view of the Assembly's¹ decision,

in view of the decision of the economic and social Committee,²

considering that the technical regulations which motor vehicles must satisfy, in virtue of national legislation, concern, among other things, the permissible sound level and the exhaust device;

considering that their regulations differ from one member country to another; that the necessity thereby arises for the same regulations to be adopted by all the member countries either in

addition to or instead of their present regulations with a view particularly, to permitting the operation, for each type of vehicle, of the C.E.E. acceptance procedure which is the object of the Council's directive of 6th February, 1970, concerning the unification of the legislation of member countries relative to the acceptance of motor vehicles and their trailers,³

HAS DRAWN UP THE
PRESENT DIRECTIVE

Article 1

By vehicle, in the sense of the present directive, is understood any motor vehicle intended to travel on the road, with or without bodywork, having at least four wheels and designed for a top speed above 25 km./hr., except for vehicles which move on rails, tractors and agricultural machines and public-works equipment.

¹JO No. C160 of 18.12.1969, p. 7.

²JO No. C48 of 16.4.1969, p. 16.

³See page 1 of the current Official Journal.

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON, SW1

August 16, 1973

Dear John,

Thank you very much for sending me copies of the leaflet in four languages "A2 Dangers". Thank you also for telephoning me about the difficulties you had encountered with the French police in distributing the leaflet in Calais !

As I told you on the telephone, I can't do much to help you when you run into difficulties in another country, but I am most grateful to you for letting me know about this. Incidentally, I read the piece in the Sunday Times. It is valuable to get press coverage on this.

I do congratulate you on the leaflet. It is excellent and a first-class example of how to pursue in a positive and responsible manner an important social and environmental campaign. The most important element in this latest leaflet and action is that it takes note of the fact that since we entered Europe we have to think "European". That is what we now have to get the Department to do: to think in terms of recognising the A2 as the "European trade route".

Yours sincerely,

David Crouch

John Purchase, Esq.,
Middle Cottage, Bekesbourne,
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:- 61, Bridge Down, Bridge,
Canterbury, Kent. CT4 5BA.
21st August 1973.

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

asurer:
go.

Dear Mr. Crouch,

As you will know by now, I telephoned Miss. Armour yesterday with the results of the traffic census conducted in Bridge last Thursday and Friday.

On both days, radio reports warned motorists to avoid A2 and use A20 instead due to delays at Bridge through road works.

Thursday was the busiest day for lorries. In all we counted a total of 1814 plus 37 trailers, an average of 1 every 46 seconds of the 24 hour period. This total represents an increase of 11% ^{over} our total last year when considering all lorries, but a 29% increase for TIR and juggernauts. We noticed, however, a reduction in the number of TIR with trailers.

Friday was the busiest day for traffic volume. In all 20836 vehicles of various types passed the census point, this being an increase of 16% over last year, and equal to 1 every 4 seconds. The 20836 is equivalent to 24538 pcus, and remembering that the road has a capacity of 9000 pcus per day, we can conclude that it is now 273% overloaded.

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Projecting the above figures over the course of a year, the 16% may well mean that an extra 1 million vehicles are now using A2, in addition to a total of about $\frac{1}{2}$ million lorries.

int

I trust that this information will be of benefit to you.

On Sunday last, I discovered that a shop-keeper in Bridge is having difficulty in reinsuring his premises for Impact Damage. This obviously is an extremely serious situation if companies are now reluctant to insure properties in Bridge High Street due to the high accident risk. We will of course be taking this up with the press, and would value your comments.

Yours sincerely,

Brian A. Lewis

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

John Purchase
Chairman, A2 Group

The **A2** Group

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

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

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

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

11.8.1973

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

CHANNEL TUNNEL

Dear Sir,

The A2 Group, which has been campaigning for eleven years to get improved conditions on the A2 in such villages as Bridge, is seriously worried by the implications of the Channel Tunnel project.

The facts are simple. The loading gauge of British Rail is different from that on the Continent, meaning that no trains from Europe can travel on the British rail network. Consequently the Channel Tunnel line will not connect in the true sense with British Rail, and a roll-on roll-off terminal at Cheriton will be handling thousands of heavy goods vehicles which will of necessity arrive and depart in Kent primarily by A20 and A2.

The DoE have already indicated that the M20, if built, will solve the County's road transport difficulties. We doubt it, because we understand that far from being a continuous motorway with all that that implies the present road will be progressively improved to A road dual carriageway standards. This piecemeal cringing attitude towards road construction will result in an inadequate link with the radial motorways from London.

The A2 will continue to be inadequate in the most serious way until a Canterbury by-pass is built. At the moment the Minister of State at the Department of the Environment is hugging to his bosom the Feasibility Report on Canterbury by-pass delivered to him last year. Nothing is being built; nothing is even scheduled; and to judge from Ministerial approval for the Harbledown by-pass in the past week (which should have formed part of a Canterbury by-pass) nothing is intended.

It has taken a decade for the DoE and its predecessor to realise the danger in villages such as Bridge; how long will it be before the thought occurs to them that Kent as a whole is miserably served by roads?

Yours faithfully,

John Purchase,
Chairman, A2 Group

Gendarmes ban A2 leaflets

EM 10.8.73

ENGLISH demonstrators ran to the French police on Sunday as they protested against the juggernaut menace on Kent roads. The group armed with cards planned a march down the streets of Dover but were told by gendarmes that any leaflets seen distributing would be arrested.

The demonstrators, members of the A2 Group, reacted with a strong protest letter to the French Embassy in London demanding that the bi-lingual leaflets they tried to distribute should be made available in Calais. When they met at Dover docks on Sunday afternoon, their plan was to cross to Calais on the ferry and picket continental lorry drivers with

two thousand pamphlets. The leaflets alerted the lorry drivers to the dangers they would face on the A2 between Dover and Faversham's Brenley corner. "Its dangerous bends and hills will certainly cost you time and money", the leaflets warned. "And perhaps one day, your life". They were urged to complain to their unions and traffic commissioners in Brussels.

Mr. John Purchase, chairman of the group and leader of the demo party said: "We were told by Calais police that British roads were no concern of the French and that any person seen distributing leaflets would be arrested". In his letter to the French ambassador, Mr. Purchase pointed out that many residents in East Kent were anxious about the inadequacy of the A2 and about the time being

taken to introduce safety measures. He also commented on the increase in heavy goods traffic and European cars using the ferries. He wrote: "It seemed sensible to us to hand these leaflets to the TIR drivers at Calais. Your country contributes towards the problems we have in Canterbury and the surrounding villages on the A2 but your country

does not appear to contribute towards the solution by allowing road safety leaflets to be distributed." "Ignorance can be fatal on the A2" he added and suggested to the ambassador that he had a responsibility to inform his countrymen of the dangers. "We would be grateful for a positive response to our suggestion that these leaflets be made available in Calais."

DAILY TELEGRAPH 8.8.73
FAMILY IN CRASH SERIOUSLY HURT
 A family of three were taken to hospital with serious injuries after their car was involved in a head-on collision with a bus on the A2 London-Dover road at Barham near Canterbury yesterday. They are Mr David Adams, of St Alban's Road, Caldecote, Herts, who was trapped in the wreckage for 45 minutes, his wife Anne and son Kenneth.

Dover Express 11.8.73
A2 danger
 WITH REFERENCE to Mr. A. T. Blackman's letter published in the Dover Express last week, A2 Group with Canterbury M.P. Mr. David Crouch, recently met Mr. Keith Speed (Under Secretary of State at the Department of the Environment). Amongst A2 matters discussed with the Minister was that of the Walsend Bridge tragedy. I understand that road safety at the bridge has been re-examined, and as a result it has been decided that additional road signs bearing the legend 'Reduce Speed Now' together with 'Slow' carriageway markings are to be provided on the approaches. The Department considers that these measures, together with those already in force will, if properly observed by motorists, be most effective in safely controlling traffic at this point. The conjecture now is the inadequate solution in view of the dangers which will exist.
 Brian A. Lewis
 (Sec Treasurer, A2 Group)
 1, High Street, Bridge.



Protest

New A2 safety move at Bridge

10.8.73

FOLLOWING the fixing of the routes of the Bridge and Harbledown by-passes, the Government has announced special safety measures at Bridge to protect villagers' lives between now and when the new road is completed in 1976.

Although speed limits and other safety measures are already in force on the A2 through the village, the Government has decided that more safety precautions are needed on the steep Bridge Hill.

They will take the form of experimental transverse yellow bar markings, which Mr Keith Speed, the Minister responsible for roads, hopes will persuade drivers to cut their speed before entering the village.

The markings will be laid across over 400 yards of the road between Bridge Down and Beech Hill at diminishing intervals and will give drivers the sensation of increasing speed.

It has been tried elsewhere and has been successful in making drivers slow down and take greater care.

Mr John Purchase, chairman of the A2 Group, said he was delighted that the Department of the Environment was making such a valuable move to reduce the risks in the village.

"I hope that it will now apply the same thoroughness to increasing safety for the

rest of the A2 before the by-passes are provided," he added.

In fixing the final lines of the Bridge and Harbledown by-passes, Mr Geoffrey Rippon, Secretary of State for the Environment, has made little alteration to the original routes, despite the strong objections at inquiries earlier in the year.

At Bridge, where the main dispute was whether the by-pass should go north or south of the village, he has accepted the recommendations of the inspector who conducted the inquiry and chosen the northern line.

Explaining the decision, the Department of the Environment said: "While regretting the adverse effects the by-pass may have on certain properties, the benefits that will be provided for the general public will outweigh the inconvenience to individuals."

The Government has already admitted that, although necessary, the public inquiry at Bridge may have delayed the project by nine months.

Welcoming news of the final go-ahead, Cllr Laurence Shirley, of Bridge, said: "This is absolutely marvellous. Now, all I hope is that they put the contract out to tender quickly and get on with the work as soon as possible."

MORE WEIGHT

One of the objectors to the northern route, Dr David Pratt, of the Old Vicarage, Patrixbourne, commented: "Since most people are more concerned about having a by-pass soon, this bore more weight at the inquiry. I think we will just have to accept it."

The only change the Department of the Environment has made to its original plan is in the flyover junction at the eastern end of the by-pass.

Here the Department has included interchange facilities to make it unnecessary for any heavy lorries involved in local transport, to travel through the village.

The new road will be dual-carriageway and will leave the existing A2 just south of Milestone Farm before curving eastwards across Bekesbourne Road and Bifrons Park to Coldharbour Lane.

In approving the Upper Harbledown road, Mr Rippon has ignored objectors who questioned the need for a by-pass and instead urged a comprehensive scheme to by-pass Canterbury.

Announcing Mr Rippon's decision, Mr John Peyton, Minister for Transport Industries, said it was accepted that a by-pass was necessary to relieve Harbledown and Upper Harbledown "in the immediate future."

The new road will by-pass Upper Harbledown to the south, crossing the A2 near the junction with Faulkners Lane and cutting north of Harbledown to join with Rheims Way.

Halfway along the new road, before it crosses the A2, the dual carriageway ends at a point where a future Canterbury by-pass might begin.

Both roads will be landscaped with grass verges to lessen their effect on the surrounding countryside.

Motorist critically ill after A2 crash

A motorist is critically ill in Kent and Canterbury Hospital following a head-on crash between a bus and a car on the A2 at Barham on Tuesday.

He is 53-year-old Mr David Adams, of 66 St Alban's Road, Hitchin, Hertfordshire, who was trapped in the wreckage of his car for 45 minutes.

With him were his wife, Marjorie, and 21-year-old son, Kenneth, but they were both released before Mr Adams. Firemen from Canterbury had to use cutting equipment to free the family.

After being treated for serious head injuries at Canterbury, Mrs Adams was moved to Brook Hospital, Woolwich, for more treatment.

A hospital spokesman said that Kenneth was "fairly satisfactory."

The Adams' car, crammed with holiday gear, was wedged under the front of the bus, an East Kent single-decker travelling from Dover to Canterbury.

The bus driver, Mr Robert Baxnall, of 95 South Street, Whitstable, was treated at the scene for shock and one of the passengers was taken to hospital, also with shock.

The lunchtime crash happened outside Broome Park Service Station on a notoriously narrow stretch of the road. It was blocked for nearly two hours.

The driver of another car involved, a German tourist, Miss Marice Frey, was unhurt.

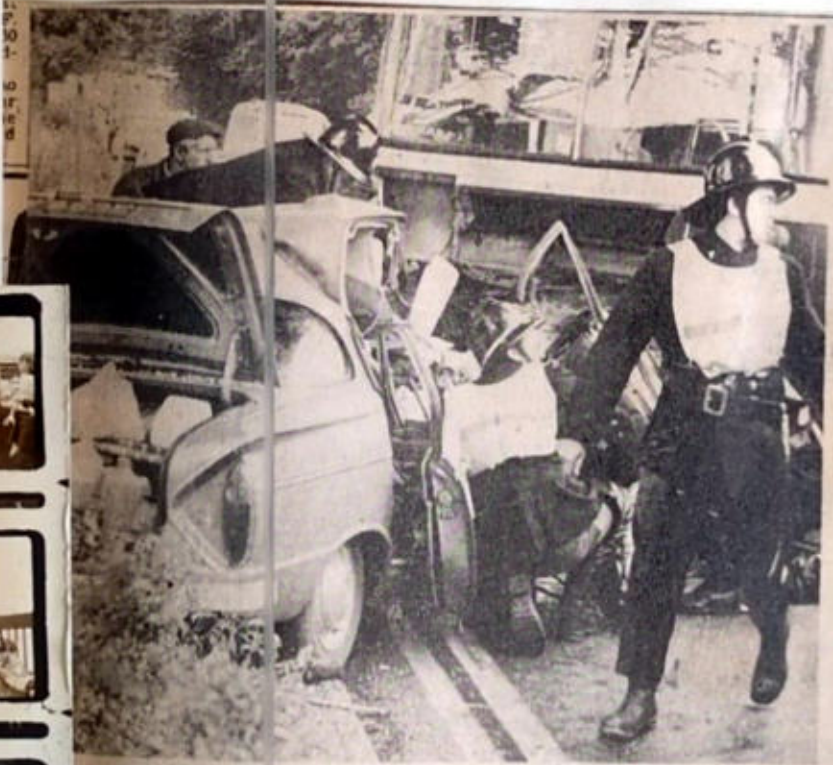
Protest to MP!

WHILE A NUMBER of people have written to me or discussed verbally how the demonstration I organised at Waterson Bridge was justified, I am afraid too much armchair apathy has been adopted towards the dangers

It will mean a delay of at least three years before the new road is opened and even after this the danger will still exist unless drastic steps are taken to reduce it. I consider traffic lights should be installed in spite of opposition from the police. I understand on good authority that when traffic lights

A speed limit should also be enforced as at the present time, it is permissible for traffic to pass through the bridge at 70 miles an hour. Further, more conspicuous signs denoting "DANGER" are needed on the Canterbury side.

My object in writing is to ask your readers and me to write to our Member of Parliament who has fought hard to remedy the danger and even turned up at the recent demonstration and marched with those present in sympathy for those who have met their deaths at this spot.



working with cutting equipment to free the car driver after this head-on crash on the A2 at Barham on Tuesday.

with a period of over five months that not a single accident occurred.

to the road be fulfilled to see all-

to the road be fulfilled to see all-

Hole in the road programme leaves £218m. starts this year

WORK on trunk road schemes costing £218 million are due to begin during this financial year. This information was given by Mr. John Peyton, Minister for Transport Industries, in a written Commons reply last week.

The list of proposed works had been limited because of the cut-back in public spending. As previously reported, road building and improvement is being cut back by about £100 million. At least two-thirds of this is accounted for by reduced maintenance cuts and local authority expenditure.

Mr. Peyton said that, in addition to the £218 million worth of work, he hoped to authorise schemes costing £103 million in the first part of the 1974-75 programme.

To keep future expenditure within restricted levels, however, it had been decided to defer £54 million worth of work until 1975-76 or possibly later.

Mr. Peyton said: "My review has been related to the Government's objectives for its trunk road programme set out in the policy statement to the House of Commons on June 23. In

particular I have been concerned to press ahead with the improvement of access to the major ports, and with the provision of by-passes to relieve towns and villages from long-distance lorry traffic."

The 55 schemes authorised in the current year are:

A.34 London Road roundabout (A.4) Newbury to Chieveley (M.4), Berks; A.66 Fitz Cottage to Peel Wyke, Cumberland (including Cockerthorpe by-pass); A.2 Boughton and Dunkirk by-pass, Kent; A.34 Whitchurch and Litchfield by-pass, Hants; A.66 Brough by-pass Westmorland; A.66 Greta Bridge by-pass, North Riding; A.11 Cringleford by-pass, Norfolk; A.10 Littleport Bridge, Cambs. and Isle of Ely; A.406 Colney Hatch Lane flyover, Friern Barnet; A.66 Keswick northern by-pass, Cumberland.

A.417 Cirencester Eastern Drive (Liverpool) to Tarbock; A.64 York by-pass, W. and E. Riding; M.18 Wadsworth-Hatfield (Armthorpe-Hatfield), W. Riding; A.3 Esher by-pass, Surrey; M.25 Egham-Thorpe, Surrey; A.10 Ware by-pass, Herts; M.11 Contract 4A/A120-Quen-

don; A.45 Meriden by-pass (GSJ at Shepherds Lane), Warwick; A.405, A.41 to A.412, Garston, Herts; A.3 Ripley by-pass, Surrey; A.3 Pains Hill to Ockham Road, Surrey.

A.127 Flyover at Junction (Halfway House), Essex; M.42 Solihull section, Warwick; A.282 Dartford-Swanley, Kent; M.20 Swanley by-pass to Wrotham, Kent; M.5 Chelston-Willand (Wellington by-pass), Somerset; A.127 Rayleigh Weir roundabout, Essex; M.11 Contract 2 Loughton-South Harlow, Essex; A.2 Harbledown by-pass stage I, Kent; A.303 Marsh diversion, Devon; A.303 Wylve by-pass, Wilts; A.419 Cricklade by-pass, Wilts; A.361 Milverton by-pass, Somerset.

A.405 Humming Bird to Park Street, Herts; M.62 Extension Balkholme-Caves by-pass, E. Riding; A.2 North of Lydden to Dover, Kent; A.30 Launceston by-pass, Cornwall; Pearce's Hill to Pocombe Link, Devon; A.38 Southern Access of M.5 to Gloucester; A.36 Junction with city relief road, Salisbury, Wilts; A.2 Harbledown by-pass stage II, Kent; A.2 Bridge by-pass, Kent; A.31 Bratley diversion, Hants; A.419 Stratton St. Margaret by-pass, Wilts; A.446 Curdworth Bridges (Chattle Hill to Hams Lane), Warwick; M.67 Hyde by-pass, Ches-

hire; M.180 Brigg by-pass, Lindsey; M.11 Contract 4B Quendon-Stumps Cross; A.20 Limekiln Viaduct (permanent works), Kent; A.12 Ufford and Wickham Market by-pass, E. Suffolk; A.41M Tring by-pass, Herts; M.69 Coventry to Leicester, Warwick, Leics; M.180 Thorne-Scunthorpe; M.5 Sandy Gate to Pearce's Hill (including Pearce's Hill to Wobbly Wheel TR Link), Devon; Safety barriers, service areas and motorway communications (M.1, M.4, M.5, M.6, M.11, M.18, M.40, M.45, M.56, M.61 and A.423(M)).

Among the £103 million earmarked for authorisation in 1974-75 are the A.45 western access to the National Exhibition Centre, Warwick; the M.25 construction between Godstone (A.22) and Sevenoaks (A.21), Surrey and Kent, and between Sevenoaks and Wrotham, Kent.

Schemes deferred until at least 1975-76 include by-passes for Northleach, Glos. on the A.40; Ripley, Swanick and Alfreton, Derbs., on the A.61; Witney, Oxon., on the A.40; King's Langley and Berkhamsted, Herts., on the A.41M; St. Columb and Marshgate, Cornwall, on the A.39; and Bridport and Dorchester, Dorset, on the A.35.

EMBASSY LETTER UNHELPFUL

KO 23.9.73

A2 men keep up fight despite French 'Non'

Now the Calais police have refused the A2 Group permission to distribute road safety leaflets in the town, an approach has been made to the Foreign Office to consult the French Government about the leaflets.

THEIR PEOPLE

After the Calais refusal, copies of the literature in several languages, warning visiting drivers about dangers on the A2 were sent to the French Ambassador in London.

An accompanying letter asked for his "positive response" in getting the leaflets distributed.

But the Embassy, replying to Mr. John Purchase, chairman of the A2 Group, said it was an internal matter and it would be improper for the Embassy to act on the request of a private organization unless such a request were forwarded through the appropriate channel.

It also pointed out that the normal procedure would be to ask the competent British authorities to approach the French Embassy, or invite the British Embassy in Paris to take up the matter with the French authorities.

Mr. Purchase said later: "I thought their letter was very unhelpful, considering their nationals' lives and property endangered on this road." He added that the A2 Group took the French Embassy's advice and wrote to the Foreign Office making these points.

1 - Britain is a member of a community whose member countries send cars, vehicles on to this road. It would be in the interests of safety if drivers knew of the risks, and we cannot believe any Government would deliberately withhold information of this sort.

2 - Since you may not have heard of our organization, we suggest you contact either Mr. David Crouch, M.P. for Canterbury, or Mr. Keith Speed, M.P., of the Department of the Environment, who has met us.

Other news from the A2 Group this week is that they had taken a 48-hour traffic survey outside Bridge Post Office which Secretary of State Lewis said ends tomorrow (Friday), at midnight.

"We will see then what effect Britain's entry into the Common Market has had. Our last survey, at the same time last year, should prove our point that Common Market entry has made a difference.

"It should also prove the necessity for a Canterbury by-pass."

A2 census reveals staggering increase in juggernauts

KA 21 9 73

DESPITE radio broadcasts warning motorists to keep off the A2 because of road works, the A2 Group recorded a "staggering increase" in traffic during a 48-hour census on Thursday and Friday.

The census, almost a year after the last one, was aimed at showing just how much traffic had increased since Britain's entry into the Common Market.

Twenty of the group's members, led by the secretary, Mr Brian Lewis, working in three hour shifts, logged every vehicle through the

village's narrow main street.

After the first analysis of the figures, Mr Lewis told the Kent Herald: "There were three very good reasons why one could have expected a reduction in traffic. First, there were regular radio broadcasts on Thursday and Friday urging drivers to use the A20 instead of the A2 because of roadworks at Bridge."

"Second, there is less holiday traffic on the roads because of the present currency problems in Europe

and third, we carried out the last census on a bank holiday weekend, when traffic is at its heaviest. This year we are a week before the holiday.

"Despite all this we have recorded staggering increases in all types of vehicles. During the busiest 24 hours for lorries, there was, on average, one rumbling through the village every 46 seconds."

In that period, the census takers recorded 1,814 heavy lorries, plus 37 TIR vehicles. "This most lend weight to the

need for the Canterbury by-pass," stressed Mr Lewis.

With an 11 per cent increase in the number of lorries, this means that A2 villagers are suffering something like half a million lorry movements a year.

The most substantial increase over last year was in TIR juggernauts, which went up by nearly 30 per cent and, said Mr Lewis, proved beyond doubt the effect of going into the EEC.

On the Friday, there was an 18 per cent increase in all types of traffic, and between 4 and 7 pm, 3,250 cars were logged.

Taking Friday's figures, this means there is a vehicle of some sort coming through Bridge every four seconds throughout the day and night," Mr Lewis explained.

At the rate of increase revealed by the group's census, an extra one million vehicles would be added to the road's problems every year.

At the moment, the A2 is carrying between five and six million vehicles annually, which is nearly three times the Kent County Council has said it should carry.

While the group was working in the village, a heavy lorry suffered brake failure on the steep Bridge Hill and the driver was forced to deliberately drive off the road to stop.

Said Mr Lewis: "This sort of incident underlines our case and the menace that residents have to live with every hour of the day."

The results of the census will be passed to Canterbury's MP, Mr David Crouch, to aid his parliamentary campaign for speedier improvements to the road.



Members of the A2 Group logging vehicles passing through Bridge during the 48-hour census.

Liberal Party denounces Mr Hain's threat to immobilize juggernaut lorries

TIMES
27 9 73

By a Staff Reporter

The Liberal Party has denounced as "essentially illiberal" Mr Peter Hain's announced plans to take direct action against juggernaut lorries that threaten the environment on roads from the ports.

A party statement issued yesterday said:

Mr Peter Hain does not speak for the Liberal Party and obviously not for the Liberal Parliamentary Party.

The Liberal Parliamentary Party in both Houses wishes to make it clear that they would not in any circumstances endorse any form of campaign that would either actually or potentially involve a deliberate breach of the law. Any such conduct is essentially illiberal and should be condemned.

Mr Hain's proposal to immobilize the juggernauts temporarily by "quiet guerrilla raids" in lay-bys or outside transport cafés are disclosed in an article in the September issue of the National League of Young Liberals' magazine *The Liberator* (of which Mr Hain is editor), to be published next week but "leaked" to *The Guardian* last Thursday.

In an interview yesterday on the BBC's Radio 2 programme *The Jimmy Young Show*, when it was suggested that such action might be not only illegal but dangerous, Mr Hain said: "People fail to appreciate the urgency of the problem. The Government, EEC and juggernaut

owners can ignore moral protests, but they cannot ignore something that directly threatens their livelihood.

"By this action we intend to force them to take the whole issue more seriously and make them realize how environmentally destructive these giant vehicles are."

Mr Hain added later that the intention was to immobilize the vehicles temporarily, not to cause safety risks or permanent damage. The exact method and timing of the action was still undecided but it would take place "within the next month".

In reply to the Liberal Party statement, Mr Hain said: "This is a storm in a teacup. The party has jumped into print without knowing what this is all about and is speaking from a background of confusion. It has not made very deep investigations or even asked me for details.

"The Young Liberals have, anyway, always been individualists, and I have already received as much outright support as criticism from rank-and-file Liberals."

A statement from the National League of Young Liberals yesterday said:

The Young Liberals movement does not set out to break the law; we support the course of direct action only when all other political strategies have been tried and have failed. As a non-violent movement,

we cannot accept any action which could involve injury or loss of life. Mr Hain's proposals to immobilize the juggernauts will be discussed at the next Young Liberals' council meeting on September 1.

Mr Hain's suggested action is opposed by the A2 Group of 2,000 residents living along the route between Dover and Brantley Down.

Mr Brian Lewis, secretary, said yesterday that the group was well aware that heavy lorries were a community problem but it was utterly opposed to the idea of tampering with them.

Mr John Pardoe, Liberal MP for Cornwall, North, said last night at St Mawes, Cornwall: "Mr Hain speaks for himself alone."

Liberals had been in the forefront of those who demanded a restriction on the size of lorries, and the enforcement of tougher legislation. "But we are not entitled to break the law, and immobilizing the engines of lorries is breaking the law."

Liberals who turned to totalitarian methods were Liberals no more.

"Liberals will recognize the fallacy in Mr Hain's arguments. If Liberals are entitled to use illegal direct action in support of a cause, what is there to stop Conservatives, socialists, fascists, communists, the Angry Brigade, or the IRA from doing the same?"



Yellow bars on the road

Yellow bars painted across the A2 at Bridge Hill in an attempt to make drivers slow down as they negotiate the steep gradient into the village, have had a marked impact on motorists.

The markings have been painted across 400 yards of the road between Bridge Down and Beech Hill at diminishing intervals and give drivers the impression of increasing speed.

As soon as the bars, which are also skid-proof, were completed on Wednesday, villagers noticed they had an immediate effect on drivers, especially those from the Continent.

One villager said: "Everyone was braking as they came down the hill and the juggernauts were slowing right down. The lines seem to be working most satisfactorily."

The bars have been welcomed by the A2 Group which last Thursday and Friday recorded a "staggering increase" in A2 traffic during a 48-hour census.

The census, almost a year after the last one, was aimed at showing just how much traffic had increased since Britain's entry into the Common Market.

Three reasons

The group secretary, Mr Brian Lewis, told the *Kentish Gazette*: "There were three very good reasons why one could have expected a reduction in traffic. First, there were regular radio broadcasts on Thursday and Friday urging drivers to use the A20 instead of the A2 because of roadworks at Bridge.

"Second, there is less holiday traffic on the roads because of the present currency problems in Europe and third, we carried out the last census on a bank holiday weekend, when traffic is at its heaviest. This year we are a week before the holiday."

"Despite all this we have recorded staggering increases in all types of vehicles. During the busiest 24-hours for lorries, there was, on average, one rumbling through the village every 48 seconds."

In that period, the census takers recorded 1,814 heavy lorries, plus 37 TIR trailers. "This must lend weight to the need for the Canterbury by-pass," stressed Mr Lewis.

With an 11 per cent increase in the number of lorries, this means that A2 villagers are suffering something like half a million lorry movements a year.

Members of the A2 Group logging vehicles passing through Bridge during the 8-hour census.

Went up

The most substantial increase over last year was in TIR juggernauts, which went up by nearly 30 per cent and, said Mr Lewis, proved beyond doubt the effect of going into the EEC.

On the Friday, there was a 16 per cent increase in all types of traffic and between 4 and 6 pm, 3,252 cars were logged.

"Taking Friday's figures, this means there is a vehicle of some sort coming through Bridge every four seconds throughout the day and night," Mr Lewis explained.

At the rate of increase revealed by the group's census, an extra one million vehicles would be added to the road's problems every year.

At the moment, the A2 is carrying between five and six million vehicles annually, which is nearly three times the load Kent County Council has said it should carry.

While the group was working in the village, a heavy lorry suffered brake failure on the steep Bridge Hill and the driver was forced to deliberately drive off the road to stop.

Said Mr Lewis: "This sort of incident underlines our case and the menace that residents have to live with every hour of the day."

The results of the census will be passed to Canterbury's MP, Mr David Crouch, to aid his parliamentary campaign for speedier improvements to the road.

Harbledown by-pass

Sir,
I write once again to correct a misleading impression given by your reporter concerning the Harbledown by-pass.

I have always maintained that the correct solution is to construct the Canterbury by-pass immediately instead of the new single carriage-way at Harbledown. In this I think it is fair to say that I have the support of the majority of the residents of Harbledown, the Bridge-Blean RDC, the City of Canterbury, the Canterbury Society and the Chamber of Trade.

In his report following the inquiry the Inspector agreed with the objectors, but because the Department of the Environment has no intention of constructing a proper by-pass in the foreseeable future, he recommended that the Harbledown scheme should proceed.

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



Workmen busy painting yellow lines across the A2 at Bridge on Wednesday. The lines are designed to encourage drivers to slow down.

KG 24.8.73

KG 24.8.73

KG 24.8.73

A2 juggernaut rationing is not practical

AS LATEST figures show a massive increase in the number of inter-Continental juggernauts streaming on to Kent roads through Dover, the Kent County Council has told Canterbury's MP, Mr David Crouch, that his suggestions for reducing them were impracticable.

Dover Harbour Board this week revealed that in the first seven months of the year there was a 39 per cent increase in the number of freight lorries using the roll on roll off facilities at the port.

Altogether there were 103,813 lorries passing through Dover compared with 86,813 in the same period last year.

Holidaymakers' traffic also amounted to a new record, the increase of 173 per cent in the first seven months of 1973 representing 537,635 cars and 3,208,206 passengers.

Mr Crouch had sought the diversion of a proportion of heavy lorries from the A2 on to the A20 and had suggested that some sort of rationing be introduced among ports to cut down the number of juggernauts entering Kent.

In a letter to Mr Crouch, the Clerk of the County Council, Mr M. A. Bains, said the council had no direct powers to regulate traffic on the A2 or A20, which were controlled by the Environment Department.

Although the new Heavy Commercial Vehicles Act placed a duty on county councils to designate routes for use by heavy lorries by not later than 1971, Kent had no intention of waiting until then.

Said Mr Bains: "The City Surveyor has for some time been carrying out studies into the whole question of lorry

traffic in the county, having regard to such factors as traffic flows, strategic and local lorry parking, storage and distribution sites, etc. He hopes very soon to have completed these studies and to be in a position to make recommendations to the appropriate county members.

The suggestion that a restriction be placed on the numbers of lorries passing through Dover and Folkestone was not likely to be welcomed by those two ports, Mr Bains continued.

"I am not certain whether it would be legally possible to operate a quota system of this kind and indeed the practical difficulties involved would appear to be formidable.

"If such a system were introduced it might provide some relief for the residents of villages in Kent but only at the expense of their counterparts in similar villages in Essex or Sussex, situated on the approach roads to other ports such as Harwich or Newhaven.

LOCAL PROBLEM

"The trend when discussing heavy lorries has always been to solve a local problem by shifting it to the neighbouring parish, the neighbouring town, the parallel trunk route or even to the next county, but such measures achieve only limited success."

Mr Bains said he was sure that all county councils in South East England, particularly Kent, were well aware of all the problems involved and had every sympathy with people who lived in places like Boughton, Bridge or Sellindge.

"So far as Kent is concerned the County Council is actively pursuing all aspects of this problem; the construction of new lengths of road, including parts of the trunk roads A2 and A20, the designation of advisory lorry routes, the provision of lorry parking facilities and the associated background questions such as the origin and destination of the traffic flows of heavy goods vehicles.

Police watch after Hain warning

Although the Young Liberals will continue their campaign against juggernauts nothing will be done to endanger lives, a statement from the movement's officers said on Sunday. In the meantime, Kent police are keeping a close watch on transport cafes and lorry parks for the "guerilla raids" threatened by Mr Peter Hain.

Following a meeting of Young Liberals' officers at Oxford, the statement said they did not reject illegal methods of direct action. But they planned to take legal advice on what they could do about lorries which were clearly unsafe.

They said they were interested in the full range of rules covering weight limits, excessive noise and fumes.

Mr Hain's plans to attack juggernauts in Kent and Sussex were revealed in an article in the National League of Young Liberals' magazine, the Liberator, of which he is editor.

But he told the "Kent Herald" that the threatened immobilisation of lorries would not involve anything illegal or dangerous.

"We have looked at this very carefully and are certain that the temporary immobilisation will not be breaking the law nor will it do any permanent damage. It is only the engine that will be immobilised," he explained.

Mr Hain admitted that his supporters would be concentrating on Kent and agreed that the focal point for the protests could well be the A2.

Although he was not expecting it, Mr Hain pointed out that if other bodies outside the Young Liberals decided to support the campaign, it could become more than just an irritant to the road hauliers.

"It could put an end to the juggernaut menace," he said.

Mr John Pritchard, chairman of the non-political A2 Group and a former chairman of the Canterbury Liberal Party, has launched a scathing attack on Mr Hain's plan.

He said: "I deplore any branch of a political party, especially my own, getting involved in such dangerous and stupid methods of publicising a public danger that is already well-known to most of the country."

Yellow bars for Bridge

Yellow bars painted across the A2 at Bridge Hill in an attempt to make drivers slow down as they negotiate the steep gradient into the village, have had a marked impact on motorists.

The markings have been painted across 400 yards of the road between Bridge Down and Beech Hill at diminishing intervals and give drivers the impression of increasing speed.

As soon as the bars, which are also skid-proof, were completed on Wednesday, villagers noticed they had an immediate effect on drivers, especially those from the Continent.

One villager said: "Everyone was braking as they came down the hill and the juggernauts were slowing right down. The lines seem to be working most satisfactorily."

Even escape in another bridge crash

people, including a Bridge villager and an 11-year-old, escaped death by inches in another juggernaut crash on the notorious Bridge Hill yesterday (Thursday). A 20-ton London-bound lorry smashed into a row of stationary cars, sending two of them plunging over a precipitous bank in a carbon copy of a crash on the same spot a few weeks ago.

Two people were taken to hospital with minor cuts—but the others escaped with nothing more than grazes and bruises.

It was about 11 am when the cars came to a halt on the hill to wait for road work traffic lights to change, the same set of circumstances as the previous crash on July 6 when 11 cars were damaged.

One of yesterday's crash victims was 18-year-old Keith Hatton, of The Dell, Bridge, who, just two weeks ago, was taken to hospital with injuries after another accident on the A2 at Bridge.

Nursing a cut wrist, he said: "I could see him coming and that he wouldn't stop. I turned the wheel and got out of the way, but I could see he would hit me and just put my hands over my head."

His car was pushed aside as the lorry thundered on, smashing into a caravan and car, pushing them over the bank and hitting a third car, before coming to rest.

Wreckage from the caravan and glass was scattered across the road as traffic built up on either side of the village.

For Mr and Mrs Dennis Atterbury and their daughter, Denise, from Derby, it was "the end of a gorgeous holiday."

A SQUEAL

Said Mrs Atterbury: "All I remember is that we were coming down the hill and heard a squeal of brakes. Then we were pushed."

The family was returning home after a touring holiday of the Continent. Their caravan and car were extensively damaged.

An unhurt but shaken lorry driver, Mr Roger Sedgewick, of 16 Beaufort Road, Dover, said he was on his way to London Docks to deliver the bonded load.

"I was coming down the hill, braking and in low gear, but she just carried on. She wouldn't slow down. I tried to avoid the other cars but she just kept going."

Recent safety measures taken at Bridge Hill include the laying of a skidproof surface and the painting of yellow bars across the road to give drivers an impression of greater speed than they are doing, so compelling them to brake.

Mr John Purchase, chairman of the A2 Group, said yesterday that though these measures were welcomed, he felt that a sign warning drivers of the steep hill ahead and asking them to drive in low gear should be put up at the top of the hill.



Another A2 horror crash at Bridge. Top: This caravan was one of the vehicles extensively damaged when a 20-ton lorry ran into the back of a line of stationary cars yesterday (Thursday). Above: A holidaymaker's car is poised over a 15 ft drop and behind it is another car shunted off Bridge Hill in the crash.

Night of mechanical thunder

KM
9.5.73



TIR TERROR

ON Thursday night I decided to take a look at exactly what it is like to 'relax' after a day in the village that has become synonymous with the havoc caused by the invading juggernauts on our roads.

I had booked in at an hotel room fronting the narrow main A2 road. It was on the first floor, only inches away from the passing juggernauts.

I was at once struck by the noise. Even knowing I was going to be in a particularly noisy area, it was still something of a surprise to feel the actual vibrations of the traffic thundering past.

I arrived in time to enjoy a drink downstairs before going to bed after 10 pm.

After a quick bath I went to the bedroom. Placing a beaker of water on the edge of the wash basin I was disturbed to notice that as a juggernaut tore by the beaker rocked on the porcelain.

I supposed the people living in Bridge had long since grown used to the constant clatter of shuddering crockery.

Trying to make things seem as natural as possible I picked up my half-finished, and very readable thriller. Nothing, I judged, would take my mind off the horrifying murder that lurked somewhere within the next few pages.

I was wrong. Unused to the continual barrage of sound I found

ANGER at the juggernaut invasion of the A.2 villages is growing every day. Last week, members of the A.2 Action Group carried out a survey in the village of Bridge.

It showed that a heavy lorry

my mind wandering from the print. How many vehicles pass through Bridge each day? One every 45 seconds is the figure. Maybe the people of Bridge have forsaken sheep and begun counting juggernauts in order to get to sleep.

DRONE

I put aside the book hoping that if I lay quietly either the traffic would eventually die down or I would simply get used to the noise.

My watch said 10.40 pm and I considered doing my own survey on the number of vehicles passing through Bridge. I decided to give myself ten minutes.

In that time three juggernauts passed. On a count taken some four hours later there was only one. But during those minutes there was still the continuous drone of less distinctive vehicles.

passes through the village on average every 46 seconds, day and night.

Reporter Chris Hansford spent a night in a village main street hotel to find out what it is like having 30 tons of lorry speeding past your pillow. This is his report.

I suppose that over the years the people of Bridge have got used to the sound. But one wonders at what cost to the nervous system.

Thursday night was not particularly hot nor was the room stuffy. In the normal way I should have been asleep in less than 15 minutes after I put down my book.

I decided to switch on the light again and get back to the murder. I fared better the second time and by the time I had completed a couple of chapters I noticed that the drone of the private motor cars had slackened considerably.

Looking at my watch I discovered it was close to midnight. What, I wondered, of the harrassed mother who needs her sleep ready for the task of getting the family breakfast at 7.30 am?

After a further 20 minutes or so I must have fallen asleep. But though technically I slept for three hours, it was a very disturbed slumber.

Just after 3pm I was awakened by the familiar roar accompanied by a carnival of flashing lights. Only two lorries passed during the next ten minutes.

Again I fell into a light sleep which lasted until just after six.

Early arrivals for the 9 am boat train from Dover? By then I neither knew nor cared.

Like the dawn chorus of the countryside, first light seemed to be the signal for the traffic to begin moving towards the coast.

By 6.30 I had completely given up the idea of going back to sleep. I felt irritable and frustrated, unable even to go and make a pot of coffee.

I found that I no longer consciously thought "this is a juggernaut passing" or "this is only a car". I was aware only of the continuous barrage of noise.

During the hour and a half until I could reasonably leave my post I had ample time to think.

According to Hindu mythology, a juggernaut was the carriage on which a replica of the god Krishna was annually pulled through the streets and under which devotees threw themselves to their death.

Like the Hindus, Bridge too is being crushed but under a different god — the one we call progress.

The god is new but the juggernaut is still the platform on which it is paraded through our streets.

Young Liberals beat gun and sabotage five juggernauts

By JOHN WINDSOR

The young Liberals claimed yesterday that five juggernaut lorries had been immobilised by squads of saboteurs. Two French juggernauts were immobilised for about seven hours outside Newhaven. Three other continental lorries were immobilised near Dover for up to four hours.

The lorries were all in lay-bys or outside transport cafés, and had their fuel injection systems switched off. The sabotage squads fled when disturbed tampering with a sixth juggernaut south of Bridge on the A2 in Kent. The anti-juggernaut campaign was launched after a meeting of Young Liberal leaders in Oxford last week.

But yesterday's first strikes were described as "independent." The London headquarters had first learned of the sabotage when members telephoned to tell them how they had halted the lorries in the early hours of yesterday morning.

Kent and Sussex police said that they had had no reports of sabotage. Young Liberal headquarters insisted that its information was reliable, but would not name those responsible. There had been three squads of about three. Not all those involved were members of the Young Liberals.

There had been no danger to people or traffic because the tampering had simply prevented the juggernauts from moving. It could take several hours for the driver or a breakdown mechanic to readjust the fuel injection system.

The Young Liberals' official action against the juggernauts will be announced soon and

include road blocks. Further details will be worked out at the Young Liberals' council for regional officers in Newcastle tomorrow.

Reports that the campaign had started brought criticism from Mr John Purchase, chairman of the A2 Group and former chairman of Canterbury Liberals. He said that immobilising lorries was highly irresponsible. A driver who had been delayed would be anxious to get to his destination, and his mind would not be on road safety. "I condemn this utterly."

His own group, which had been campaigning for better road conditions for 11 years and had won bypasses starting in three different places, had never attacked drivers—just the people who put the lorries on the road.

The Road Haulage Association said the action, if it had taken place, was illegal. An official said: "How could they not be breaking the law by interfering with other people's property?" The association had had to warn its members

of the forthcoming campaign and had also warned its Continental counterpart, the International Road Transport Union, which is based in Geneva. "We think this is a rather childish antic. But children playing with matches can do harm."

The Young Liberals' spokesman said that immobilisation was harmless. As for the legal question, this was still being discussed before the official campaign was launched.

"If it's legal, fine, it shows it can be done. If not, we'll just have to face up to it. No good radical should shirk breaking the law. Morality is far higher than legality. I think the Liberal Party as a whole would support that view."

Support for direct action against juggernauts was announced yesterday by the North-west council of the Independent Labour Party. Its resolution described juggernauts as "uneconomical as a means of transport, seriously detrimental to living in the areas they pass through, and a direct danger to life."

Canadian
1-9-73

New sea link cuts A2 lorry danger

KM 31-8-73

A NEW cargo link with the Continent forged this week is expected to cut the number of juggernauts using the overloaded A2 by as many as 15,000 a year.

But although places like Canterbury and Bridge will benefit from the new Ramsgate-Flushing service, it will increase traffic on Thanet Way, another accident black spot.

A consortium of Kent businessmen formed Thanet Shipping Lines, the company which will use Ramsgate Council's 1100,000 roll-on-roll-off berth at the Royal harbour.

They have hired the 1,000 ton Norwegian freighter Admiral Car-

rier, which began its nightly sailings from Ramsgate on Tuesday. The ship can carry 30 containers and 45 cars. It has a speed of 13 knots and covers the 70-mile crossing in five hours.

Man behind the idea is Mr Ken Poole, of Wayfield Road, Chatham, who has become managing director. His principal assistants are Mr David Stevens, of Rodmersham, Mr Tim Stevens and Mr Geoffrey Crabtree, both of Kingsdown, near Sittingbourne.

Other backers include Sittingbourne farmer Mr Tony Gascoigne, Mr Peter Prince, a Maidstone solicitor and Mr Ken Cramp, of Oxted, Mr Tony Dunnell, of Stockbury and Mr Laurence Crabtree, of Hellingbourne.

OUR Group business Editor Paul Smith writes: This marks the opening of the second independent ferry link with the Continent this year for Kent.

Less than three months ago the Norfolk Line, who also operate from Yarmouth, initiated a new service linking Sheerness with the Hague.

Norfolk chartered their initial vessel, but next month are expected to replace this with a custom-built ferry for the Hague run.

One question which has yet to be answered is what extra environmental strain will be placed on the roads leading to Ramsgate and Sheerness as the juggernauts rendezvous with ferry facilities?

Mechanical thunder:
Page 3

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

August 20, 1973

Dear Mr. Lewis,

I am enclosing a copy of a Parliamentary Question I tabled in the last session concerning the increase in the number of lorries passing through the port of Dover. I thought you might like to have these figures. Perhaps you could make use of them in some future statement or publicity?

Yours sincerely,

David Crouch.

*P.S. Your own latest census
figures are more*

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

impressive.

It

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

August 29, 1973

Dear Mr. Lewis,

Thank you for your letter of August 22nd. May I congratulate you on an excellent press release and a very responsible condemnation of Mr. Hain and his followers? I have done the same.

Yours sincerely,

David Crouch

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

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

August 29, 1973

Dear Mr. Lewis,

Thank you for your letter of August 21st with its most revealing figures concerning the traffic on the A2. I had of course seen the excellent coverage on T.V., radio and in the press.

I have sent this to Keith Speed and written to tell him that not only do we feel that the village by-passes proposed must go ahead as fast as possible, but that these figures show the absolute necessity of a go-ahead for the Canterbury by-pass and the earliest possible target date for its start and completion.

Yours sincerely,

David Crouch

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



**THE
CANTERBURY
SOCIETY**

Hon. Treasurer

A. Robinson, Esq.,
Yew Cottage,
Waddington,
Canterbury.

Chairman

Prof. B. Keith-Lucas,
20 King St.,
Canterbury.

Hon. Secretary

Miss H. Alpin,
26 Orchard St.,
Canterbury.

August 22nd, 1973.

Brian Lewis, Esq.,
Hon. Treasurer,
A2 Group,
1 High Street,
Bridge, Canterbury.

Dear Mr. Lewis,

I have pleasure in enclosing our cheque for £10, being a donation from the Society to your work.

Yours sincerely,

Hilary M. Alpin.
Hon. Secretary.

The **A2** Group

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

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

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

Please reply to:-

1, High Street, Bridge,
Canterbury, Kent. CT4 5JY.

29th August 1973.

Miss. H. Alpin,
Hon. Secretary, The Canterbury Society,
26, Orchard Street,
Canterbury, Kent.

Dear Miss. Alpin,

I acknowledge with thanks receipt of your letter dated 22nd August together with enclosed cheque in the sum of £10.00 for the funds of the A2 Group.

Your donation has come at a most opportune moment since our financial situation is regrettably serious.

As you will realise, the costs involved in keeping a campaign such as ours alive, are enormous. We are anxious to continue functioning until Canterbury by-pass is a reality, but obviously unless we receive support such as yours from the City we shall be unable to continue.

With your expert knowledge, I would be pleased to know if you could guide us regarding possible ways of improving our finances.

Thanking you again for your support.

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.

29th August 1973.

Rex Hammond Esq.,
Department of the Environment,
74, Epsom Road,
Guildford, Surrey.

Dear Mr. Hammond,

Thank you for your letter dated 20th August together with information contained therein.

I note your comments concerning the introduction of yellow bar markings on Town Hill, Bridge.

We have now spent a considerable time studying the overall affects they have on traffic, and are pleased to report that Bridge Hill is experiencing the desired affect. I therefore would be grateful if you could kindly give your urgent consideration to the introduction of similar such markings on the Town Hill approach to the village.

For your information, the south bound side of the road (going up the hill in other words) is suffering far more tyre marks over the lines than the north bound side. As a result, the bars have now almost disappeared. I can only conclude that this is due to the tremendous weight of traffic which uses the road.

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:-

61, Bridge Down, Bridge,
Canterbury, Kent. Ct4 5BA.

29th August 1973.

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

Dear Mr. Crouch,

Thank you for your letter dated 20th August, together with enclosed information concerning the number of lorries passing through the port of Dover.

I agree that our latest census figures are more impressive, but would stress that the 29% relates not only to TIR but to all types of juggernauts. You will appreciate that in addition to lorries bearing the TIR symbol, we also have a tremendous number of vehicles in the 32 ton class carrying imported goods loaded at the port, i.e. all types of fruit, vegetables etc. This is particularly noticeable at this time of the year.

I enclose for your information 22nd August cover of International Freighting Weekly.

Yours sincerely,

Brian A. Lewis

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

HOUSE OF COMMONS

Mr David Crouch (Con - Canterbury)

To ask the Secretary of State for the Environment, by how much the number of lorries carrying freight pass through the port of Dover has increased since 1971, in 1972 and in the first part of 1973, respectively.

Mr John Peyton

The numbers are as follows:-

1971	109,139
1972	156,479
1973 (first five months)	72,731

(Tuesday 17 July 1973
for Friday 13 July 1973 No 71)

Department of the Environment No 3717/72/73



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

Telex 85335

Telephone 0483 (Guildford) 71101 ext 280

B A Lewis Esq
 The A.2 Group
 1 High Street
 Bridge
 CANTERBURY
 Kent

Your reference

Our reference

DSE/200/09/TR 34/020

Date

20 August 1973

Dear Mr Lewis

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

1. Thank you for your further letter of 5 August 1973.
2. The laying of the experimental yellow bar markings on the less steep Town Hill approach to Bridge has been carefully considered, but this would be complicated somewhat by the 2 side road junctions with Bekebourne Road on this section of the A.2. I should perhaps explain that such markings are normally laid only on dual carriageway roads on the approaches to roundabouts and that it is in fact unusual for these to be laid on single carriageway roads like the A.2. As you know, these markings are still very much in the experimental stage and their effect on traffic speeds on the Dover approach will be carefully monitored. Should the markings prove to be highly successful, as is anticipated, then it would certainly be worthwhile to consider using them on Town Hill providing that the problem of the side road junctions can be overcome.
3. Although the Secretary of State's decision on the By-pass scheme has now been announced, it is still difficult, because of the uncertainties involved, to forecast accurately when work could begin. It is however anticipated that if all goes well work could start in late May/early June next year with completion about 2 years later.
4. With regard to your comment about the difference in the time taken to announce a decision on this scheme as compared with those at Boughton and Dover, I feel that I must point out that the Bridge scheme is much smaller and far less expensive than the other 2 and that its Inquiry was comparatively less contentious. Both of these factors do, of course, affect the time it takes for a decision to be made.

Yours sincerely

R HAMMOND
 for Regional Controller

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

September 7, 1973

Dear Mr. Lewis,

Please forgive me for not having replied sooner to your letter of August 11th. I just wanted to tell you how impressed I have been with two things you have done lately: firstly, the major new census which was carried out in Bridge, with the very revealing figures produced and the other your very proper reaction to the very wild and irresponsible proposals of Mr. Peter Hain ! You probably heard of my own condemnation of this on Southern T.V.

With best wishes,

Yours sincerely,

by David Crouch

(Signed on behalf of Mr. Crouch
in his absence abroad)

H.

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

The **A2** Group

Chairman:
John Purchase, Bekebourne,
Mill Cottage, 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.

11th September 1973.

G.H. Oversby-Powell Esq.,
Department of the Environment,
Regional Controller (R&T) South Eastern,
'Edgeborough',
74, Epsom Road,
Guildford, Surrey.

Dear Mr. Oversby-Powell,

I acknowledge with thanks receipt of the Report of the Public Enquiries held at Bridge Place, Bridge on 8th, 9th and 10th May 1973.

A2 Group are naturally delighted with the outcome, and wish to express our thanks to the Departments Inspector Mr. F.A. Adams for his impartial assessment of the situation.

As you may know from press and television reports, A2 Group recently conducted a traffic census in Bridge. The results prove beyond doubt the urgent necessity to construct Bridge by-pass as quickly as possible. In the busiest 24 hour period, we counted a total of 1814 lorries plus 37 trailers, an average of 1 every 46 secs of the day and night. This represents a 29% increase over a census which we conducted at the same time last year. In the busiest 24 hour period for overall traffic flows, we recorded a total of 20836 vehicles of various types. This represents an increase over last years figures of 16% and is equal to 24538 pcus. According to KCC, the road through Bridge should carry a maximum of 9000 pcus in a

Brian A. Lewis

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

PS. Mr. Keith Speed has been supplied with our census figures through M.P. for Canterbury, Mr. David Crouch.

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:-

2

24 hour period, so it is evident that it is now overloaded by 273%.

If you study the 'Draft Orders' on Bridge by-pass, you will see that the Department project an anticipated 20,000 vehicles per day by 1990, assuming that the M20 is open to traffic. It will be noted from our figures that the road is already carrying in excess of the above figures. Whilst it is appreciated that traffic flows on the A2 will be somewhat reduced once M20 is in operation, I am still not convinced that the Department has fully anticipated the overall effects of Britains entry into Europe. Obviously the tremendous increase in heavy goods vehicles which we have experienced during the last year is a direct result of this.

Your urgent consideration to investigating ways of speeding-up Bridge by-pass is now requested.

Yours sincerely,

Brian A. Lewis

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

PS. Mr. Keith Speed has been supplied with our census figures through M.P. for Canterbury, Mr. David Crouch.

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

September 12, 1973

Dear Mr. Lewis,

This is just to thank you for your letter of August 29th, with the additional information about the census figures.

Thank you also for the copy of the cover of International Freighting Weekly of August 22nd, which I read with interest.

.Yours sincerely,

By David Crouch

(Signed on behalf of Mr. Crouch
in his absence on holiday)

th

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

Department of the Environment
74 Epsom Road
Guildford
Surrey
Telephone 0483 (Guildford) 71101

Our reference: DSE 200/09/TR 34/T 020

2 August 1973

Sir/Madam

THE HIGHWAYS ACT 1959 TO 1971 AND
THE ACQUISITION OF LAND (AUTHORISATION PROCEDURE) ACT 1946

THE LONDON-CANTERBURY-DOVER TRUNK ROAD
(BRIDGE BY-PASS) ORDER 197
(BRIDGE BY-PASS SIDE ROADS) ORDER 197
(BRIDGE BY-PASS) COMPULSORY PURCHASE ORDER 197

1. I am directed by the Secretary of State for the Environment to refer to the public local inquiries held at the Bridge Place Country Club, Bridge, Canterbury, Kent, between 8 and 10 May 1973 by Mr F A Adams CB, an Inspector appointed to hear objections and representations to the above-named Orders.
2. The A 2 trunk road in the village of Bridge passes through an almost continuous built-up area with side roads and private accesses and is inadequate for the volume of traffic using it. The traffic itself is a source of danger to both persons and property in the village. The A 2 is an important route to the Channel Ports and it is the Secretary of State's policy, in the context of national planning, to improve the route to the standard needed for the traffic it must carry now and in the future.
3. The proposals are for a by-pass of Bridge, some 2 miles in length, passing to the north-east of the village.
4. The purpose of the present draft orders is to authorise the Secretary of State to construct the new trunk road; to provide for the superseded length to cease to be a trunk road; to alter existing side roads, footpaths and private accesses affected by the construction of the new trunk road and to purchase compulsorily the land required.
5. There were 34 objections to the line and side roads orders, the majority of them arguing that the line should be to the south of the village. 4 objections were lodged against the Compulsory Purchase Order, three of which were withdrawn.
6. Although the main weight of objection was against the proposed route of the by-pass there were several other points raised by objectors which can be summarised as follows:-

Department of the Environment
74 Epsom Road
Guildford
Surrey
Telephone 0483 (Guildford) 71101

Our reference: DSE 200/09/TR 34/T 020

2 August 1973

Sir/Madam

THE HIGHWAYS ACT 1959 TO 1971 AND
THE ACQUISITION OF LAND (AUTHORISATION PROCEDURE) ACT 1946

THE LONDON-CANTERBURY-DOVER TRUNK ROAD
(BRIDGE BY-PASS) ORDER 197
(BRIDGE BY-PASS SIDE ROADS) ORDER 197
(BRIDGE BY-PASS) COMPULSORY PURCHASE ORDER 197

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6. Although the main weight of objection was against the proposed route of the by-pass there were several other points raised by objectors which can be summarised as follows:-

12. MODIFICATION AT THE EASTERN END OF THE BY-PASS

The Department proposed modifying the Orders in relation to the flyover at the eastern end of the by-pass so that it would be unnecessary for certain locally generated commercial traffic to continue going through the village. The Inspector finds this modification generally acceptable and recommends that it be adopted.

13. Having considered the Department's case and all the objections and representations, the Inspector recommends that the three orders be made subject to the proposed modification at the eastern end of the by-pass and to any other amendments arising out of further consideration of the other points mentioned above.

14. Having carefully considered the Inspector's report and his suggested modifications, together with all the evidence and opinions made available, the Secretary of State agrees with his recommendations. In particular he has taken into account the effect of any delay in providing speedy relief from heavy traffic for the residents of the village and the Inspector's conclusions that the published line of the by-pass is the best one. Whilst very much regretting the adverse effects the by-pass may have on certain properties, he considers the benefits it would provide for the general public outweigh the inconvenience to individuals and that it is necessary to have greater regard to the general public interest.

15. The Secretary of State has therefore decided to make the three Orders modified at the eastern end of the by-pass as outlined in paragraph 12 above. A draft supplementary Compulsory Purchase Order will be published to cover acquisition of the extra land involved.

16. The amendment suggested by the Inspector to meet the objection of the East Kent Road Car Company has been closely examined but has not been accepted by the Secretary of State because the provision of facilities for buses to make right hand turns would create a hazard and might defeat the main object of keeping through traffic out of Bridge. The situation will be reconsidered when detailed proposals for a Canterbury By-pass are being prepared.

17. The Department will bear in mind the need to protect aural and visual amenity when formulating plans for landscaping and tree planting.

18. Formal public notice of the making of the Orders will be given shortly, at which time copies of the made Orders and their associated plans will be available for inspection at the offices named in paragraph 21 below for a period of six weeks. Copies of the formal Public Notice will be sent to all outstanding objectors and to their representatives.

19. Following the Secretary of State's decision the compensation to be paid for the land to be acquired falls to be assessed under the statutory compensation code and is for negotiation between the parties concerned and the District Valuer who acts for the Secretary of State in these matters. If agreement cannot be reached the matter could be referred for determination by the Lands Tribunal under the provisions of the Lands Tribunal Act 1949 and the Land Compensation Act 1961.

20. The Land Compensation Act 1973 has been enacted since the inquiry and gives highway authorities wider powers to deal with roads in relation to their surroundings and to compensate for certain adverse effects which the road might have on nearby properties. I am to say that the provisions of the legislation about compensation will apply to the present scheme.



Foreign and Commonwealth Office
London SW1

Telephone 01-

J Purchase Esq
Chairman
A2 Group
Mill Hill Cottage
Bekesbourne
Canterbury
Kent

Your reference

Our reference *MAY 21/312/1*

Date 24 September 1973

Dear Mr Purchase,

Your letter of 11 August concerning the road conditions on the A2 which you addressed to the Permanent Under-Secretary has been passed to me for reply.

We appreciate that there has been a considerable increase in the volume of heavy goods traffic from the Continent entering the United Kingdom at Dover. However the drivers of these vehicles are experienced road users and are well used to reading international traffic signs and signals. We understand from the Department of the Environment, whom we have consulted, that improvements on the Brenley Corner to Dover section of A2 are being pushed forward as quickly as possible and that safety measures on the A2 (sign-posting etc), already considered adequate, are being further reviewed.

The question of the distribution of your multi-lingual leaflets at Calais is, of course, entirely a decision for the French authorities, and I am afraid it is not clear to me what kind of official consultation you consider should be undertaken with them. If the French authorities do not, perhaps, consider that the leaflets make a constructive contribution to road safety, this is a matter of their judgment and we should not wish to question it. I am afraid that it does not seem we can be of help to you in this matter.

Yours sincerely

E A Urquhart
for E A Urquhart
Marine and Transport Department



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

Telex 85335

Telephone 0483 (Guildford) 71101 ext 274

B A Lewis Esq
Hon Sec/Treasurer
The A 2 Group
1 High Street
Bridge
nr CANTERBURY
CT4 5JY

Your reference

Our reference

DSE 200/09/TR 34/020

Date

7 September 1973

Dear Sir

LONDON-CANTERBURY-DOVER TRUNK ROAD (A 2)
YELLOW BAR MARKINGS

I refer to your letter dated 29 August, and am pleased to hear that, from your observations of the Yellow Bar markings, the desired effect of reducing speed is being achieved. Measurement of the actual reduction in speed is being made before the Town Hill approach can be considered where, as you know, the situation is complicated by two side road junctions.

With regard to the last paragraph of your letter, your comments about the obliteration of the markings have been passed to the County Surveyor for investigation, but some deposit on newly laid plastic material is not uncommon and disappears quickly.

Thank you for your further interest in this matter, and you may rest assured that we will continue to investigate every possible safety measure until the By-pass is available.

Yours faithfully

K M J FINBOW
for Regional Controller



Department of the Environment

Room 4.8 Queen Anne's Chambers
28 Broadway London SW1H 9JU

Telephone 01-930 4300 ext 476

John Purchase Esq
Chairman A2 Group
Mill Cottage
BEKESBOURNE
Kent

Your reference

Our reference

NP/EQ/50

Date

12 September 1973

Dear Mr Purchase

1. Your letter of 8 August to our South East Regional Controller (Roads and Transportation) has been passed to this Division for reply.
2. The problem of noise from road traffic has been, and is, receiving considerable attention from the Government. In the past year several new measures have been introduced to combat it and reduce its effects. For example last January, this Department issued a circular (No 10/73 Planning and Noise) to local planning authorities, giving detailed guidance on the exercise of planning powers to protect people from noise from road traffic and other sources.
3. More recently, in May of this year, the Land Compensation Act 1973 received Royal Assent. This Act includes provisions for better planning of new roads to minimise traffic noise disturbance and the installation of noise insulation for existing property subjected to noise above a specified level from new or improved roads.
4. The Department is also sponsoring a programme of research into a range of quiet vehicles, including a quiet heavy vehicle.
5. With regard to the change in maximum permitted noise levels for some heavy lorries, this was to meet our obligation under EEC law to give effect to the EEC scheme of type approval of vehicles by allowing the import and use of vehicles which meet the EEC standards. When this system is fully developed, it will not only help British exports to Europe by removing barriers to trade which now exist, but will also make a contribution to improved road safety.
6. Since the EEC has laid down general standards for noise levels which are more stringent for cars and light vans, the same for heavier vehicles, but more lenient for the most powerful category of commercial vehicles, we have had to alter our standards, to allow any vehicle which obtains EEC type approval (whether British or not) to be used in Britain. The change is not perhaps as drastic as it might at first seem. The maximum permitted noise level for vehicles 'in use', which of course may not be reached by all vehicles in the class, has, for the most powerful vehicles, been raised by 2 decibels.



HERNE BAY GROUP

Please reply to:- 31, Mill Lane,
Harbledown,
Canterbury,
Kent. CT2 8NE.

28th. September 1973.

Brian Lewis Esq.,
60, Bridge Down,
Bridge,
Canterbury, Kent.

Dear Brian,

Further to our telephone conversation earlier this week, I wish to confirm that we look forward to receiving a talk on the functioning of the A2 group and its successes.

The date most suitable to us is Wednesday 25th. October, and I have already marked our programme of events for your talk on this day.

Our present meeting place is The Druid's Head Public House, High Street Herne Bay. We congregate at about 8.15 pm., and activities start at 8.30 to 8.45.

I would mention that there is a vague possibility of change of venue; should this occur, I will contact you at once.

With kindest regards,

Yours sincerely,

John Copsey - Chairman.

A Member of the National Federation of Eighteen Plus Groups of Great Britain.

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.

1st October 1973.

John Copsey Esq.,
31, Mill Lane, Harbledown
Canterbury, Kent. CT2 8NE.

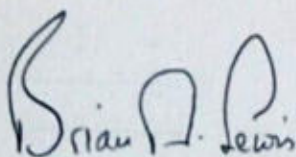
Dear John,

Thank you for your letter dated 28th September together with information contained therein.

I am pleased to reiterate my willingness to talk to your Group on Wednesday 25th October, and would like to take the opportunity to thank you for your interest in our problem.

May I suggest that you contact me nearer the proposed date to arrange transport to Herne Bay in one car? This will ensure that we arrive at the same time which might prove advantageous to both parties.

Yours sincerely,



Brian A. Lewis:
Sec/Treasurer, A2 Group

A61 ACTION GROUP (RIPLEY, DERBYSHIRE)

Chairman:
R. Humphrey,
110 West Avenue,
Ripley.

From:
2A, Dannah Crescent,
Ripley,
Derby, DE5 3BE.

1st October, 1973

Mr. B.A. Lewis,
Secretary, The A2 Group,
1 High Street,
Bridge,
Canterbury,
Kent,
CT4 5JY.

Dear Mr. Lewis,

Thank you very much for your most helpful and detailed letter. I am sure there are many suggestions in it which will be of assistance to us.

Our campaign is to try to persuade the Transport Minister to reverse his decision to defer our by-pass until 1976 or later. This decision was reached because of the present state of finances. However, we have been promised this by-pass for many years now, indeed it is long overdue and the present decision is a bitter blow to the people of Ripley.

With regard to your point about establishing good relations with our M.P., this does not apply in our case as our M.P. is as concerned as we are and is helping in every way he can - he has attended meetings etc. but I do agree this is most important. We are currently engaged on seeking the sympathy of the M.P.'s of neighbouring constituencies.

Our Group is still in its infancy, only being formed after a public meeting in Ripley at the beginning of August but already we have held two protest marches through the town and two processions of motorcars which necessitated diverting all the traffic from the town. These are active demonstrations and Members of the Group have been engaged in bringing our cause to notice by concentrated letter writing etc.

The above is just a brief outline of what we have been doing since our formation and if I can be of any help to you in any way in your endeavours, please do not hesitate to contact me.

Again with very many thanks for your help and I wish you every success in your own campaign.

Yours sincerely,

The **A2** Group

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

Hon. Secy/Treasurer:
Brian Lewis,
1 Highet, Bridge,
Canterbury, Kent

We care about the A2 Trunk road to Dover from the

Please reply to:- **1, High Street, Bre,
Canterbury, Kent. 4 5JY.**

11th October 1973.

Mrs. June Caulton,
Secretary, A61 Action Group,
2A, Dannah Crescent,
Ripley,
Derby. DE5 3BE.

Dear Mrs. Caulton,

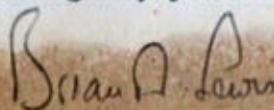
Thank you for your letter dated 8th Octr. I more than appreciate your trouble in writing to me again.

We have now won part of our battle with officialdom as you have seen from the national press, but we still have a long way to go before our campaign will come to an end.

The Bridge by-pass is due to be started late May/early June of next year, but completion will be in mid '6 - a long time off still. Judging by the latest figures just reled by the Dover Harbour Board, the next two years will be critical. Over 15,000 TIRs passed through the port in September - an average of over 500 per day. Last year the daily average was only 300 per day. This year over 200,000 are expected to pass through the dock.

If A2 Group can be of any further assistance in the running of your campaign, please do not hesitate to let me know.

Good luck again, yours sincerely,



Brian Lewis:
Sec/Treasr, A2 Group.

NAA



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

Telex 85335

Telephone 0483 (Guildford) 71101 ext 280

B A Lewis Esq
The A.2 Group
"Weston Villas"
1 High Street
Bridge
CANTERBURY
Kent
CT4 5JY

Your reference

Our reference

DSE/200/09/TR 34/020

Date

5 October 1973

Dear Mr Lewis

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

1. Thank you for your letter of 11 September 1973 about the above scheme.
2. The traffic figures which you have provided are, of course, useful as an indication of the maximum volume of traffic which uses the A.2, but it is not really possible to critically compare these with the figures which are supplied by this Department. This is because, as you say, your figures relate to the maximum flow over a period of 24 hours whereas the Department's figures both present and projected relate to a period of 16 hours only and show the average flow during August.
3. As you know, the programme for the construction of the Bridge By-pass has already been shortened as much as possible and I regret that any further speeding up of this is just not possible.

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:-

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

6th October 1973.

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

Dear Mr. Crouch,

For your information, the following article appeared in this weeks Dover Express under the heading "Five miles of freight lorries in a day":

'The port of Dover established a new record in freight lorry traffic in September. In the month 15,010 lorries used the ferries sailing to and from the port.

Busiest day was wednesday 26th September, when a record of 667 lorries used the port - enough to stretch bumper to bumper from the dock gates to Kearsney.

During the week ending 30th September the average number of lorries passing through Dover to the docks was 537 a day.'

The September 19th edition of International Freightings Weekly printed a table of Traffic Forecasts with and without the Tunnel. According to the information published, Dover and Folkestone should (although I do not believe it) receive a reduction of 60% in tonnage through the ports in 1980 assuming that the tunnel is in operation. By 1990 this figure is expected to be 61%. Other ports listed with their respective reductions are: East Anglia 25%, Yorks/Humber 24%, Newhaven 30%, Southampton 26% and Other ports 21%.

I trust that the above will be of use to you.

Yours sincerely,

Brian A. Lewis

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

A61 ACTION GROUP (RIPLEY, DERBYSHIRE)

Chairman:
R. Humphrey,
110 West Avenue,
Ripley,
Derby.

From :
2A, Dannah Crescent,
Ripley,
Derby,
DE5 3BE.

October.
8th September, 1973

Mr. B.A. Lewis,
Secretary, The A2 Group,
1 High Street,
Bridge,
Canterbury,
Kent,
CT4 5JY.

Dear Mr. Lewis,

Following on from my letter of 1st October, I now understand that congratulations are in order as it would appear from the National Press that you have been partially successful in your attempts for a by-pass.

I do hope that this decision by the Ministry is at least some help with your traffic problem and the Committee would like me to express their delight for your success, if only in part.

Again, our sincere congratulations on your efforts.

Yours sincerely,

June Baulton (Mas)

Secretary to the A61 Action 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.

9th October 1973.

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

Dear Mr. Crouch,

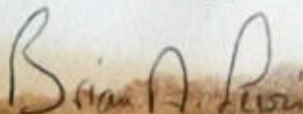
I enclose for your information copies of a local newspaper report on the Bridge traffic problem, together with 3rd October edition of International Freighting Weekly.

Nothing unusual about the former, until you realise that the article appeared in Harrison Springs, Vancouver Province, Canada!

Although it has to be confirmed, I understand that Dover Harbour Board are proposing to print multi-lingual leaflets for distribution to foreign TIR drivers. The purpose is to warn of the dangers which exist on the A2, and it is ironical that they should have recently turned down our request to distribute similar leaflets inside the dock area, and take our idea.

Finally, returning to articles, Womans Own is shortly to feature Bridge. I will forward a copy as soon as it is to hand.

Yours sincerely,



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

The **A2** Group

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

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

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

For the attention of:
K.M.J. Finbow Esq.

Please reply to:- 1, High Street, Bridge,
Canterbury, Kent. CT4 5JY.
10th October 1973.

Department of the Environment,
74, Epsom Road,
Guilford, Surrey.

Dear Mr. Finbow,

Thank you for your letter dated 5th October.

Regarding paragraph 3, I appreciate efforts made to reduce the programme of construction, but this must be pruned still further regardless of statutory procedures. Obviously your hands are tied by law, but if necessary, special legislation should be introduced in Bridge's case to enable a crash programme to be implemented.

The roll-on roll-off freight flows through Dover during September again emphasise our problem. During the month yet another record was established, with over 15,000 TIRs passing through the port - over 500 per day. Last year the daily average was only 300. The annual tally this year is likely to be in excess of 200,000 lorries. Again these staggering increases are clearly attributed to entry into the EEC - something which your Department has been far from ready for when considering a proper road to take such an increase in traffic.

With reference to our correspondence concerning the Bar Markings on Town Hill Bridge, can you now advise me as to the results of your vehicle monitoring on Bridge Hill? The bars were laid on Wednesday 22nd August (6 weeks ago), and during that period I would estimate that something around 75,000 lorries of various types will have passed through the village; an adequate number I would have thought to have arrived at a conclusion as to their effect, and time enough to have solved the problem of the side roads.~~problem.~~

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

For the attention of:
K.M.J. Finbow Esq.

Department of the Environment,
74, Epsom Road,
Guildford, Surrey.

Dear Mr. Finbow,

Please reply to:- 1, High Street, Bridge,
Canterbury, Kent. CT4 5JY.
10th October 1973.

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Yours sincerely,

Brian A. Lewis

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

I. BEJAW

679 ROCHESTER WAY

ELTHAM

LONDON

S.E.9.

1RS.

01-850-0088.

17th October 1977.

THE CHAIRMAN
THE A2. GROUP
MILL COTTAGE
BEKESBOURNE
CANTERBURY
KENT.

Dear John,

I am writing on behalf of the Doves Radial Route inviting you and your members to a protest-march we are holding on Saturday 27th October 1977 at 2 p.m. outside Dean-sfield School Rochester W.C.

If you decide to

the next-week and your chairman Peter Welstead is moving out of the area on the 18th October.

Yours faithfully
Iris Bevan (ms).

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,
Canterbury, Kent.
16th October 1973.

'You Write',
Dover Express & East Kent News Ltd.,
22, Castle Street,
Dover, Kent.

Dear Sirs,

Your correspondent Mrs. J. Burkimsher must have a very poor memory, for in last weeks 'You Write' she stated, "I cant recall anything at all which the A2 Group has achieved for Lydden, Temple Ewell or Dover for that matter."

It so happens that we have an extensive record of newspaper cuttings and letters going back to 1962 when the Bridge by-pass campaign was formed, and therefore have a record of her observations from as long ago as 1964.

Let us recall In April of that year a Kent County Councillor advised us to spread our activities to the whole of the A2 from Brenley Corner to Dover. On this advise, we spent the following Bank Holiday distributing leaflets to every household on the road appealing for support.

On 10th September, in her capacity of Clerk to the Lydden Parish Council, Mrs. Burkimsher wrote to the A2 Group Chairman John Purchase, "We have heard about your efforts to get some improvement in road conditions on the A2 trunk road from Canterbury to Dover, and whilst we appreciate that your concern for the people of Bridge is very real, we feel that your efforts as regards Lydden can do nothing but harm."

"The Ministry of Transport informs us that plans for a major improvement of the road from Lydden to the Borough boundary are well in hand, and our member of parliament is quite capable of looking after our interests. We therefore do not need the help of the Canterbury member, or for that matter the help of the A2 Group. The majority of the people living on the A2 in Lydden are against the proposed improvement."

The letter concluded, "We wish you every success to get whatever Bridge wants, but we feel we are capable of fighting our own battles, and would appreciate it very much if you would confine your efforts to just that."

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:-

2

The text of the letter made it apparent that this was the wish of her village and the door was firmly closed in our face. If on the other hand the residents of Lydden were not being properly represented by their council spokeswoman, she surely has some answering to do.

Concerning David Crouch, lets be quite clear as to the major part which he has played in the A2 campaign. He has not just "jumped on the bandwagon" as suggested although I daresay many will. I suggest that anyone wishing to query just what Mr. Crouch has done reads Hansard. Little research is necessary to prove that it is the M.P. for Canterbury who has been Kent's leader at parliamentary level, also the number one ally of A2 Group.

Yours faithfully,

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:- Mill Cottage, Bekesbourne, Kent.

22.10.1973

Regional Controller,
Roads and Transportation,
Department of the Environment,
74 Epsom Road, Surrey.

Dear Mr. Oversby-Powell,

We understand that the alternatives shortly to be put to the local authorities give the northern start of the Canterbury By-Pass as being either from the dual carriageway section of the Harbledown By-Pass at a mid-point, the line going to the west of London Road Estate, or from the Knight Avenue junction with A2 at the top end of Rheims Way, Canterbury.

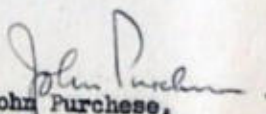
May we point out at once that the second proposal is highly inadequate. It would be fed, as plans are, by a single-carriageway section of the Harbledown By-Pass; it would bring heavy traffic far too close to the city, and would destroy the amenity value of the present playing fields to the west of Rheims Way as well as isolating London Road Estate.

There appears in this proposal the same paucity of thought that made the M2 only a Medway Towns By-Pass in official eyes for so many years, where the motoring public and transport industry saw it as a prime route to the Channel Ports.

Taken in conjunction with the proposed Channel Tunnel, with its planned 16,000 vehicle parking spaces and the industrial blight that will surround Cheriton, we can only view the future of Kent with alarm. We oppose the Channel Tunnel because it is not a rail link but a funnel for road transport drawing vehicles to one of the least well-served areas in the country. Had the plan been for a pure rail link with loading points near major producing areas, not in them as the White City terminal is planned, then we would have happily accepted the proposition of a Channel Tunnel.

As it is, with planned industrial development round Cheriton all producing road traffic, the failure to anticipate large increases of traffic on the A2 as a result - despite any M20 that may be built - and the foot-dragging approach to the problem of Canterbury, we can only conclude as we did eleven years ago to your predecessor that events have a way of outstripping preparedness.

Yours faithfully,


John Purchase,
Chairman: A2 Group



Divisional Road Engineer (South Eastern)
"Edgeborough" Epsom Road
Guildford Surrey

Telephone Guildford 71101 ext

Mr J Purchase
Mill Cottage
Bekesbourne
CANTERBURY
Kent

26 October 1973

Dear Mr Purchase

CANTERBURY BY-PASS

There is no truth whatsoever in the allegation that we shall be putting forward as an alternative, a line for the Canterbury By-Pass starting at or near the London Road Estate or Knight Avenue. I would have thought that you would have discredited this from your knowledge of the Harbledown schemes.

Yours sincerely

G H OVERSBY-POWELL
Regional Controller