

1192.

Book 5

OCTOBER 1973

to

JANUARY 1974

SUN. TELEGRAPH 7.10.73
Police check on lorry attacks

Sunday Telegraph Reporter
Young Liberals are to be questioned by detectives about attacks on juggernaut lorries in parts of East and North London during Friday night, when tyres were let down and windscreens blacked with paint.

Responsibility for the attacks was claimed in a series of anonymous telephone calls. The callers, who claimed to have "immobilised" 32 lorries, emphasised they were speaking for an independent group acting in support of a campaign called by Mr. Peter Hain and other Young Liberals to stop juggernauts.

One caller said he did not represent the Young Liberals but a number of members of the organisation had taken part in the attacks.

KM 14.9 The
Village fears TIR terminal

VILLAGERS in Hawkinge were this week faced with the prospect of a new giant development on Hawkinge airfield with 11 separate applications for outline planning permission.

Many see the applications as a disguise for a TIR container terminal, and local councillors are concerned that even

though there is a housing shortage, development on this scale is unacceptable.

The firm which has made the applications to Elham Council is Truck Inns Ltd. Last year they applied for permission to build a hypermarket and TIR terminal but this was turned down.

As the application stands, the development would be a shopping centre with supermarket, department store, shops,

storage and office space and distribution facilities. It would also mean 180 dwellings, a public house and a man-made lake with 50 waterside flats.

The plan also includes a 200-room hotel, lorry park and distribution depot, set in the downlands of Folkestone, just outside the village of Hawkinge.

Although a decision from the council could take months, villagers are already angry at the

prospects. Mrs. Ruth Harker, chairman of the parish council sees the whole thing as a "prettied up package to disguise the main objective, a TIR container terminal.

She said that if houses are needed in the area there are places there which could be developed inside the village rather than producing a whole new town.

And Councillor George King, who has frequently championed the plight of the homeless at court meetings, feels the development of such proportions in the area is wrong.

He feels sure the villages in his own part of Swingfield would be totally opposed to such development which would link them with Folkestone.

Councillor R. Haggard said that he will argue the villagers in the council chamber.

KG 14.9.73
Council presses on with lorry ban

PLANS to ban heavy lorries from the A2 in Canterbury are to go ahead despite objections by the police, Kent County Council and the Department of the Environment, the City Council's Public Works Committee decided on Tuesday.

The Deputy Town Clerk, Mr Keith Hunt, told members of the council's original proposal to ban lorries over 10 tons or more than 26 feet long from the city.

This had been put to the Department of the Environment, the Kent County Council and Kent Police who had all objected to the plan for more or less the same reasons.

The Department said the A20 had been considered as an alternative route but it already carried more vehicles than the A2, and had several sub-standard features which could not stand extra heavy traffic.

But Cllr Mike Fuller said the plans should not be delayed any longer.

"The Department may well step in and prevent us carrying them out, but we must show the depth of our feelings about this matter, because in many respects the A2 is so totally unsatisfactory."

Added Cllr Eric Hanscomb: "We cannot be concerned with what alternate routes these vehicles take. We must protect ourselves."

The committee decided to use its executive powers so that the proposals could be put into operation as soon as possible.

DOVER EXPRESS 5.10.73
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.

UK Freight Weekly 5.9.73

AUGUST 22 saw the start of "Operation Snowball" sponsored by the York Trailer Co Ltd, a publicity campaign aimed at redressing the balance of public opinion and the anti-juggernaut lobby.

This campaign has been badly needed. The power of the anti-lorry lobby has grown to the extent that the restriction of truck operation and the forcing of traffic onto

the railways could become an election issue.

Have you considered the effect that such legislation would have?

It has become increasingly apparent that unless the road/rail question is resolved in the immediate future, the development of British industry, and particularly of mechanical handling, is likely to be seriously impeded.

No submission

At the risk of preaching to the converted, heavy road transport is an integral part in the manufacturing and distribution industries. Containers, swop bodies, drawbar trailers and on-truck handling aids have all helped to make heavy road vehicles more effective.

This advantage must not be allowed to be lost, either by submission to the environmental lobby's hysteria, or by overcompensation, with the transport industry refusing to accept that in certain areas, large numbers of heavy trucks do cause an undesirable environmental intrusion.

It is undeniable that the blame for this rests wholly with the lack of a co-ordinated national transport policy from central government. A typical instance of such a failure is the development of Dover into one of Europe's foremost roll-on roll-off ports without the essential road back-up having been considered. Let Bridge on the A2 be witness

Dover Express 5.10.73

Slow that traffic!

IT HAS BEEN announced that Bridge will eventually have its own by-pass once the route has been decided, but its completion will probably take two years. Meanwhile the residents suffer from danger to life and limb, damage to buildings and excessive noise, mainly from heavy lorries, travelling at too great a speed.

At the approach to Bridge on the A2 from Canterbury there is a 40 m.p.h. sign. A few hundred yards beyond this at the start of the steep incline into Bridge there is a "Reduce Speed" sign. Reduce it to what?

Surely, it would be plain common sense to exchange these signs and at the same time to reduce the 40 m.p.h. to 20-25 m.p.h. Also, both signs should be in three languages, English, French and German with the "Reduce Speed Now" and limit signs in kilometers as well as in m.p.h., so that Continental drivers can have no excuse for failing to comply with traffic regulations.

(Mrs.) Jane Du Boulay,
11 Mill Wall Place,
Sandwich,
Kent.

JUGGERNAUTS COULD BE BANNED IN CITY

KO
20.9.73

JUGGERNAUTS could be banned from the A2 in Canterbury. Machinery is now in motion to create an order that would

force drivers to turn round and go another way.

The City Council's Public Works Committee has decided to go ahead with the ban as a demonstration that Canter-

bury means business over lorries, and to emphasize the need for a by-pass.

If the order comes into effect lorries over ten tons and more than 36 feet long will be in a fix. They will not be able to come any further into the city

than St. Peter's roundabout on Rheims Way, or the Dover Road in the other direction.

But even if the council do make the regulation the Department of the Environment could overrule the action.

The basic idea is to break the link in the M2, A2 route to the Channel ports, and divert traffic elsewhere, and bringing the point home that Canterbury must have its by-pass.

Deputy town clerk Mr. Keith Hunt told the committee that

all enquiries to the police, Kent County Council and the Department of the Environment had brought more or less the same reply.

The A20 route carried more traffic than the A2 and the authorities did not wish further to overload it.

Cllr. Mike Fuller said they had to press ahead and hope the Department of the Environment would publish the by-pass plans for Canterbury.

"We need to go through with what we said we would do," he added, "in spite of the fact that the Department of the Environment will step in and prevent us carrying out this order to stop lorries.

"We must show the depth of our feelings and prevent juggernauts from using the A2 route through Canterbury."

Cllr. Eric Hanscomb commented that the situation was serious with possible damage to buildings and free movement of people.

"We must protect ourselves," he said.

The committee decided to use their delegated power to act on the implementation of the order.

... AND, THEY'LL HAVE TO MOVE ...



OVERLOADED juggernauts impounded at the Kingsmead Road car park, Canterbury (seen here), by weights and measures inspectors will soon have to go elsewhere.

The City council's Public Works Committee agreed last

week that the park should be set aside for use by the people who are going to work at new District Council offices in Northgate.

Canterbury has allowed the county inspectors to detain juggernauts at the car park.

which is right beside the weighbridge.

Now council officers are to find alternative parking space for the outlaw lorries after discussions with the Weights and Measures Department.

£3m BY-PASS GETS THE O.K.

KO 4.10.77

MR. John Peyton, Minister for Transport Industries, announced yesterday that the Department of the Environment has authorized Kent County Council to accept a £3,088,689

tender by Mears Construction Ltd., for building a by-pass to the villages of Boughton and Dunkirk on the A2 five miles west of Canterbury.

Work will begin

soon: It is expected that the project will take two years to complete.

The by-pass, about three miles long, will leave the existing trunk road immediately east of

Brenley Corner roundabout, pass south of the two villages and rejoin the A2 near the Gate Inn public house.

It will have dual 24ft. carriageways with 12ft. grass

verges and a 13ft. central reservation.

Access to the by-pass will be prohibited except at its terminal points where grade separated slip roads will be built.

The scheme will involve the diversion and re-alignment of minor roads affected and the construction of five road bridges, a pedestrian subway and a footbridge.



A HEAVY goods vehicle skidded over on to its side on Saturday afternoon at the Rheims Way/ St. Peter's roundabout, and blocked the

road for several hours causing considerable traffic congestion.

The fire and police services rushed to the scene to clear the

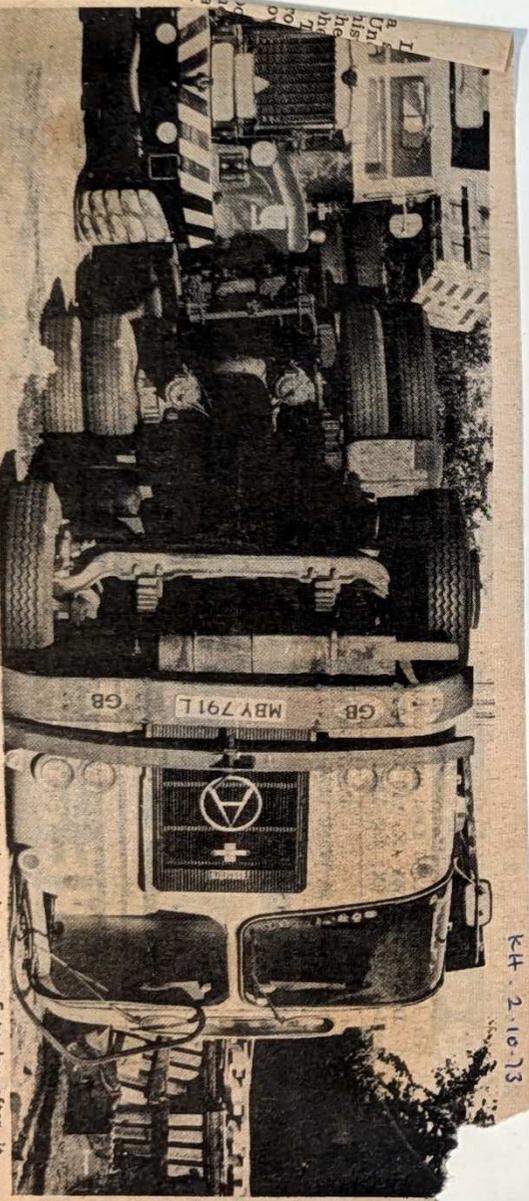
road of highly inflammable diesel oil which leaked from the articulated lorry's fuel tank.

Its driver was Mr. James

Roffay, 23, of Fenner Square, Battersea, who was taken to Kent and Canterbury Hospital suffering from a cut eye. He was later discharged.

The lorry was carrying crates of foam rubber which were strewn for many yards around the accident area.

CA1072



The driver of this TIR lorry was taken to the Kent and Canterbury Hospital with shock and cuts on Saturday after it overturned at the St Peter's roundabout, Rheims Way, Canterbury, Mr James Roffay, aged 23, of 15 Fenner Square, Battersea, was allowed home after treatment.

KH 2.10.73

Fighting the juggernaut menace

Bridge is the village in Kent on the A2 Dover to London Road which has suffered so much both physical destruction and fearful disturbance from the "juggernauts" up to 70 feet long which tear through its hitherto relatively quiet High Street on their way to and from the Continent.

Wimpey pensioner F. Harris and his wife have lived at number 12 High Street for the past five years in a charming residence known as Regency Cottage. This has a period quality and I was impressed by the plaque on the front with the number XII in Roman numerals.

The village is approached by a steep descent from either side, and has been the scene of many accidents involving lorries. The Harris's premises have not escaped unscathed.

Unlike 50 of the village houses which front straight on to the pavement, Regency Cottage has a brick wall between the small front garden and the roadway. This wall has already been damaged by one of the juggernauts.

But even worse, says Mrs Harris, is the continual noise and vibration from the huge lorries. She thinks they are fortunate to have sold their house so they may seek peace and quiet elsewhere.

Coincidentally, opposite the cottage lives Brian Lewis, who is a quantity surveyor with Wimpey Department 18's Maidstone office.

Narrow High Street

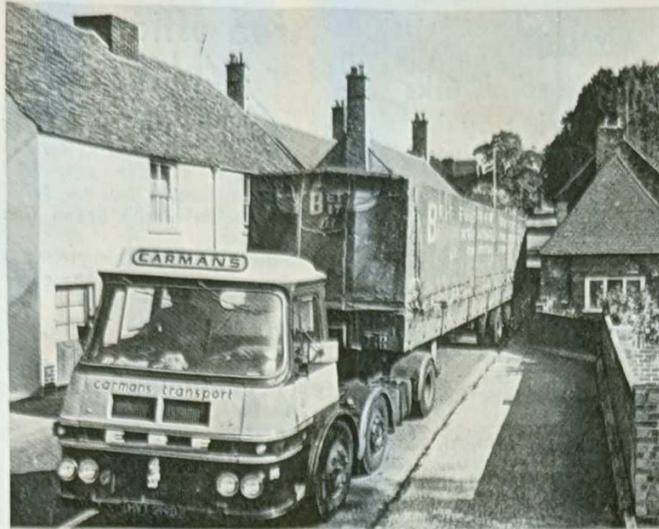
Brian is also the A2 Group secretary who has conducted the campaign against the gigantic lorries using the village's High Street, which at one point is only 18 feet wide, while pavements narrow to 18 inches.

The campaign has been successful in obtaining a promise that a by-pass will be constructed. A start is to be made next year, but it will take three years to complete the job.

Worse to come

Meanwhile the villagers go in fear as accidents occur, people get hurt and their houses are damaged.

Brian tells me there is an average of only four seconds' gap between vehicles passing through the High Street, and a census revealed that a heavy lorry thunders through the village every 46 seconds day and night. He computes that over 500,000 lorries use the route in the course of a year, and last year the TIR traffic increased by 29 per cent, with worse to come.



A typical monster lorry en route from the Continent negotiates the narrow High Street of Bridge in Kent. Heavy lorries thunder through the village at intervals of 46 seconds, day and night. Photograph by courtesy of Associated Newspapers Ltd

wimpey news

Issue 382

October 1973

Council urges support for juggernaut ban

KG 5.10.73

Canterbury District Council is being urged to put its weight behind the City Council's plan to rid the A2 of heavy lorries.

At a meeting of the District Council last Thursday members agreed to refer to its Policy Committee a motion calling for support for the City Council's fight, and urging the Department of the Environment and Kent County Council to press forward with plans for a Canterbury by-pass and the upgrading of the Thanet Way. The move came from Cllr Mike Fuller, who said he wanted the council to take a vote on the motion and make a definite decision. This was overruled by the chairman, Cllr Tom Castle, who said that it should be referred to the appropriate committee for its consideration.

Said Cllr Fuller: "The background of this is known to everyone. The problems of the A2 are everyone's problem in this district."

Plugged away

The all-party A2 Group had "consistently plugged away" at local councils, the Kent County Council and the Department of the Environment to upgrade and improve the A2, said Cllr Fuller.

"The position is that the one link which we cannot ignore is a by-pass for Canterbury. I am sure this council will be horrified to hear that motorway standard roads will be putting traffic on to our city's roads network.

"Because of this, for the city and the people of the villages around, the City Council has put forward the plan to ban heavy traffic.

"It would be nice to think that this could have been controlled to release some of the pressure on the A2. Agreement sought by our MP, and I congratulate him for trying, has not been achieved, and we are left with trying to protect our own area from the TIR.

"I want support for the action that the City Council has taken and to keep up the pressure which the all-party A2 Group has been making."



THREAT TO DOVER ROUTE

A BAN on heavy goods lorries using the A2 trunk route where it passes through Canterbury, Kent, is being sought by the city council — despite official discouragement by the Department of the Environment and the police.

The effect of such a ban on international haulage vehicles using Dover would be immediate and serious in aggravating congestion.

The city council is being asked by its public works committee to make a draft Order prohibiting vehicles over 10 tons or 36 ft in length.

The move is the latest in a long campaign by councils and protest groups along the A2 through East Kent to ban international haulage vehicles from the route, which narrows to 18 ft in parts of Bridge village, four miles on the coastal side of Canterbury.

In August, members of the A2 Group formed by residents along the "TIR Trail" claimed that a census they had conducted showed that a heavy lorry passed through, on average, every 46 seconds.

They claimed that this was a 29 percent increase in the number of "juggernauts" in one year, and an 11 percent rise in the number of all types of lorries.

Secretary Mr Brian Lewis declared, "Since the faceless ones at the Department of the Environment are responsible for creating this problem it is up to them to solve it.

"I don't see why innocent residents here should pay the penalty for successive

Continued on page 24

Dover route

Continued from page 1

Governments' failure to prepare for entry into the Common Market.

The Sheriff of Canterbury, Councillor Michael Fuller — who is prospective Labour Parliamentary candidate for the constituency — initiated the moves to ban lorries.

Alternative

Councillor Fuller suggested that the alternative route should be the A20 or "preferably, the Canterbury by-pass". This route, not yet defined, is not expected to begin construction until the 1980s.

- The one shipping company virtually certain to benefit from any ban on commercial vehicles passing through Canterbury would be the recently launched Thanet Shipping Line, whose roll-on/roll-off service connects Ramsgate and Flushing.

The Thanetway is recognised as one of the best roads into Kent, avoiding towns and villages, with the turn-off for Ramsgate being only two miles from the Thanet Line's terminal in the harbour.

Street, London, W.1. and printed by Swale

Opposition mounts against A2 lorry ban

by David Rose

ALL-OUT support for the City Council in its moves to ban heavy lorries from the A2 through Canterbury came this week from the A2 Group — but the plan has met massive opposition from many sources, including international freight haulage companies and the police.

Notices announcing the ban — which would affect lorries over 10 tons or more than 36ft in length — have been published by the council. It would cover the A2 between the Rheims Way roundabout and the junctions of the New and Old Dover Roads with St Lawrence Road, Canterbury.

International Freighting Weekly, mouthpiece of the road hauliers, described the proposed ban as "immediate and serious in aggravating congestion."

Mr Brian Lewis, secretary of the A2 Group said that in the "strongest possible terms" his organisation supported the City Council.

"I view such action as sensible and practical," said Mr Lewis this week. "It should not only demonstrate the urgent need for the early completion of a Canterbury by-pass, but will have the effect of ridding the A2 villages, Bridge in particular, of the TIR menace."

RECORDS BROKEN

Last month Dover broke all records with its lorry throughput, said Mr Lewis, with 15,000 vehicles being handled. This daily average of 500 compared with 300 a day last year.

Mr Lewis added: "Since the faceless ones at the Department of the Environment are responsible for creating this problem it is up to them to solve it."

"I don't see why innocent residents here should pay the penalty for successive Governments' failure to prepare for entry into the Common Market."

The ban was initiated earlier this year by the Sheriff, Cllr Mike Fuller, as a means of drawing to Government and public attention the concern felt by people living on the A2 over the TIR lorries.

Cllr Fuller suggested that the alternative route should

be the A20 or "preferably the Canterbury by-pass." The route for the by-pass is not yet known, although the Government is expected to reveal it shortly.

Mr Frank Lyon, of the Road Haulage Association, told me that any attempt to impose a ban on certain vehicles over the A2 would be "entirely impracticable."

He continued: "It is the main route to Dover, and the idea of diverting the lorries a long way round will only lengthen their journey and add to the inconvenience of someone somewhere else."

"It doesn't solve any problems. The obvious solution is a by-pass as far as Canterbury is concerned which would take the traffic away from residential areas. It is too easy simply to say 'We'll kick these vehicles out.' If everyone said that none of our members would be able to turn a wheel."

Mr George Mitchell, secretary of the association's Highways and Traffic Committee, said he hoped his organisation would soon be having talks with the City Council to discuss the new order.

"Our particular concern is an alternative route," said Mr Mitchell. "We are the first to agree to any scheme like this if there is an alternative route but I can't see any suitable alternative in this case."

Mr Mitchell added that for a long time his association had thought that Canterbury and similar authorities on the A2 had a good case and cause for complaint.

"But then, Kent County Council is the only county authority in the country that does not have an agreed road development plan."

"I don't know of any other county authority that would allow a motorway like the M2 to go so far, and then not press for its completion. It is a most extraordinary attitude by Kent County Council."

Kent Police said they do not support the ban because of unsatisfactory alternative routes. The problems of the A2 and its villages are appreciated, says the police, but overall the A2/M2 route is preferable to the A20.

Another A2 safety measure

A pedestrian subway is to be built alongside the A2 at Watersend Bridge, Temple Ewell, the notorious accident black-spot, where three soldiers were killed in a crash earlier this year.

At present, pavements stop on either side of the bridge and pedestrians are forced to walk in the road. After the triple fatal accident, villagers at Lydden and Temple Ewell demonstrated for safer conditions at the bridge.

Authorising Kent County Council to accept a £37,000 contract for the subway, the Department, of the Environment has admitted that the restricted visibility on the S-bend under the bridge makes it hazardous for pedestrians.

Work on the subway, which will be bored through the railway embankment, should begin in February and is ex-

Authorities urged to tighten up on overweight lorries

FIFTEEN per cent of lorries weighed by Kent County Council's Weights and Measures Department were overweight, reveals the Chief Inspector, Mr J. Stokoe, in his annual report.

Out of 2,511 weighed, 374 were over the limit and resulting court cases cost haulage companies £4,701 in fines and costs.

Yet, he says that while these figures represent a great deal of hard, painstaking work by his staff they are still just dealing with the fringes of this growing problem which can only be solved if all authorities devote sufficient resources, and the courts impose greater penalties, to make overload-

properly-loaded vehicles, whether they are home-based or foreign.

The problem in Kent is a complex one, says Mr Stokoe, involving as it does staff, weighing facilities, parking places for prohibited vehicles, language difficulties and prosecution complications.

"The size of the problem can be appreciated when it is realised that at the four major entry ports in Kent there are over 100,000 heavy vehicles or trailer movements per year. This number is increasing daily at an alarming rate."

Special efforts have had to be introduced to combat the persistent overloaders and to deal with foreign juggernauts, says Mr Stokoe, and officers now have a statutory power to prohibit the further movement of vehicles found to be overloaded until the loads have been reduced to the permissible safe limits.

Drivers and owners of home-based vehicles also face prosecution and the County Council can object to the granting of operators' licences in appropriate

ing an uneconomic operation. The problem of overloaded lorries is a national and international problem which has recently been highlighted by entry into the European Economic Community, where loading limits are considerably higher than in the United Kingdom.

"Overloading can be dangerous to drivers, pedestrians and other road users, and can cause undue wear and tear on road surfaces and the adjoining buildings," says the report.

"The noise, vibration and fumes have an adverse effect on the environment. Unfair competition within the haulage industry can lead to the reputable and law-abiding firms being driven out of business. Accident statistics bear out the dangers of im-



Some people in Canterbury feel that all the heavy lorries should be banned from the town centre Now we quite agree with them that nobody wants these horrible monstrosities driving through their streets.

But the alternatives are quite terrifying If Canterbury bans everything over say ten tons that means that all the really big juggernauts will have to come down the A20 - M20 which is turn means absolute chaos on an already crowded road.

The police we understand are not happy over the proposals and neither can the KCC be. Canterbury Council may be pleased to get rid of one problem. (and the fact that the M2 has never been properly finished could be the cause. - but in doing so they are certainly creating another.

Can't they wait until the M20 is constructed to link the Channel Tunnel?

Incidentally if the new motorway is going to become like the Northern ones which are covered in a black smoke haze for about half a mile on either side the "quality of life" down here is certainly going to be very much 'strained.'

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KG 12.10.73

ASHFORD ADVERT

KG 30.10.73

What has A2 group achieved?

YOU WRITE

The driver of this TIR lorry was taken to the Kent and Canterbury Hospital with shock and cuts on Saturday after it overturned at the St Peter's Place roundabout, Canterbury. Mr James Roffey, aged 23, of 15 Fenner Square, Battersea, was allowed to leave after treatment.
KG 5.10.73

Could we not credit the highway authority with having seen the error of its ways and trying to make the best of a bad job. Let's send them a nice big bouquet just for once. Remember that soft words sooth the savage beast.

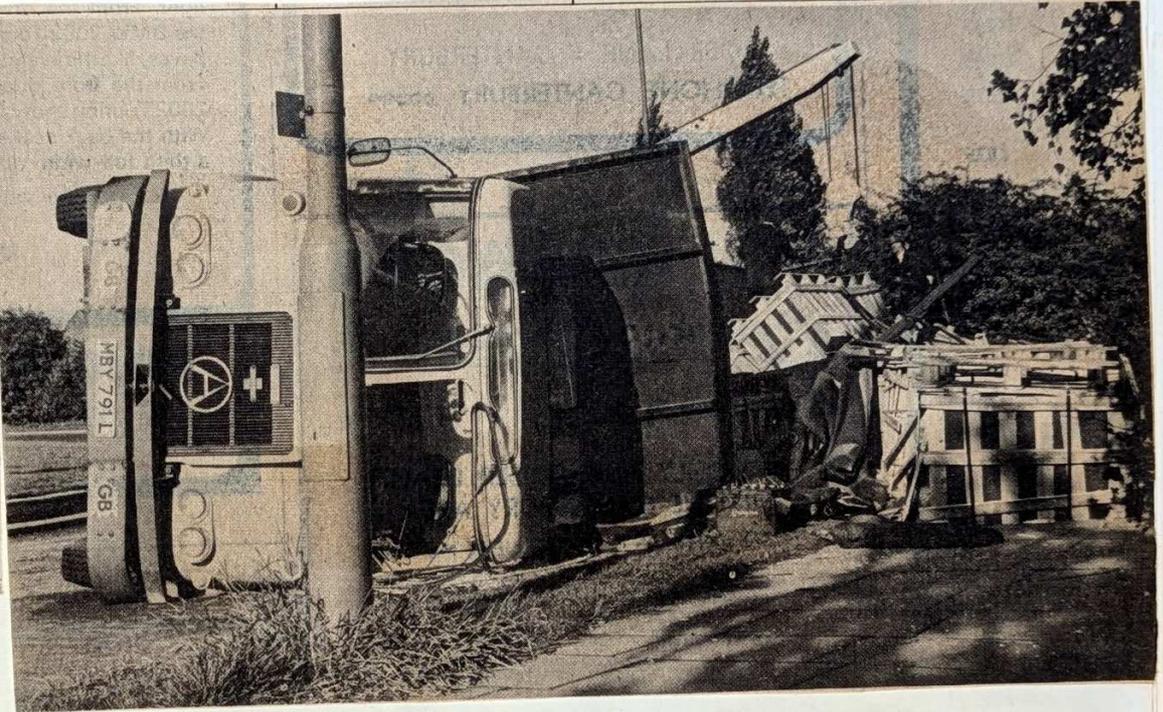
Mrs. J. Burkimsher.
Clerk to Lydden Parish Council.
20 Stonehall, Lydden.

WITH REFERENCE to A.2, it is with amusement that I read every week about various claims from odd bods who think they have moved the highway authority to action. Now we have David Crouch, M.P for Canterbury jumping on the bandwagon.

Let us not kid ourselves. Everyone concerned has contributed a bit. Sir John Arbuthnot got the footpath from the bottom of Lydden Hill to Stonehall Corner. David Ennals got the improvements from Stonehall Corner to Temple Ewell (to alter the Watersend Bridge would be a major and very expensive operation indeed, we are told by Her Majesty's Inspector). Mr. Peter Rees has got the by-pass.

The A2 Group has been in existence for years now, but I can't recall anything at all which they have achieved for Lydden, Temple Ewell or Dover for that matter.

Being modest, I will not say what the parish council has done, but we agree with Temple Ewell Parish Council, in that patience and persistence wins in the end, and although I have heard of faith moving mountains, I have never heard of a demonstration which moved anything at all except motorists to dire thoughts of murder.



City lorry ban may be thrown out by Peyton

12th
26.10.73

CANTERBURY'S proposed ban on heavy lorries may be thrown out by Whitehall, the City Council learned this week.

Mr John Peyton, transport Minister, has told the council he feels he must consider making a direction prohibiting the council from introducing the ban on A2 heavy goods lorries. He has invited their observations by October 31.

He may call for further information and opinions and that could mean a public inquiry.

At the same time, an announcement that one in five lorries are overlaid

TIR TERROR

came from the County Council's weights and measures inspector, Mr Jack Stokoe.

OVERWEIGHT

Of more than 2,500 vehicles checked during six months on the A2 and A20 trunk roads, 497 were found to be outside the legal limit. When similar checks were made five years ago, only 71 lorries were overweight.

Reaction from the A2 Group, which represents villagers and other residents campaigning for a better trunk road,

came from secretary Mr Brian Lewis.

He said: "It is time the County Council stopped burying its head in the sand over the juggernaut problem. It has been far too complacent for far too long and must get to grips with this situation."

In a letter to Councillor Alfred Walker, chairman of Canterbury's Public Works Committee, Mr Peyton expresses concern about the effect of heavy lorry traffic in towns and cities never designed to accommodate it.

He considered the

answer lay in providing a modern road network. He said: "To ban heavy lorries from roads such as your own ring road would simply mean that traffic would be forced into residential streets and villages and minor country roads which would be less suitable."

Mr John Waite, chairman of the new County Council's Planning and Transportation Committee, said last week: "The city council has been informed that while there is every sympathy with its views, the course of action suggested cannot be supported."

At a Roads Committee meeting, the proposed ban was described as "irresponsible and unrea-

Threat of A20 TIR avalanche

BATTLE plans were being made in Folkestone this week to fight a scheme which would force heavy lorries off the A2 — and on to the already overcrowded A20.

The grave traffic threat, which would hit villages from Capel to Sellindge, as well as the town of Folkestone, was posed on Tuesday by Canterbury City Council. It published a plan which would bar lorries weighing more than 10 tons or more than 35 feet long from entering the city boundaries on the A2.

The staggering outcome of the move would be to force all cross-Channel T.I.R.s on to the A20. Lorries to and from Dover as well as Folkestone would crowd the already overburdened road.

Fierce opposition to the scheme has already been voiced by the police, the AA and the Freight Transport Association. But the city council has gone ahead and approved it.

Objections must be submitted to Canterbury town clerk Mr. Christopher Gay within the next 17 days. Then the council has to decide whether it goes ahead and seeks Ministry approval.

Alderman Eric Hamer, chairman of Folkestone's highways committee, has already called for a copy of Canterbury's plan. He told the Herald this week: "The Department of the Environment has indicated to me that this plan will not be confirmed."

"As a form of protest this plan is bringing pressure to bear on the Department and

showing that urgent action is necessary to solve the problems on the routes to the ports.

The highways committee meets on Tuesday and is expected to decide to lodge a formal objection to the scheme. Other organisations in the area are also expected to protest.

The Freight Transport Association is reported to have warned that drivers might hit back at Canterbury by blocking the A2 for all traffic.

CONTINENTAL traffic was already placing an almost intolerable burden on Kent's roads, Mr. John Grugeon, leader of the new Kent County Council's Conservative group said on Wednesday.

Environment Minister Geoffrey Rippon told the

conference that a new road traffic Bill and environmental protection Bill were to be introduced by Parliament.

The Government would give local authorities in towns every support in preparing plans for controlling routes for heavy lorries, he said.

Existing legislation enabled juggernauts to be kept off unsuitable roads. The conference carried a resolution calling on the Government to ensure that the immediate neighbourhood is protected from adverse effects of the Channel tunnel and Maplin airport.

By ensuring that adequate road and rail links are built, heavy traffic on unsuitable roads could be diminished and the quality of life of the whole country improved, said the resolution.

Int. Freight Weekly 17.10.73



JUGGERNAUT CRISIS:

NE in five juggernauts travelling on the "killer" A2 is over the legal weight limit. The shock announcement came from Kent County Council.

More than 2,500 vehicles are weighed as council officers conducted a six-month struggle against overweight juggernauts — and 497 were over the legal safety limits.

The 24-hour checks were carried out between March and August on the notorious A2 and A20 roads.

The report comes from Kent's chief weights and measures inspector. The staggering statistics are released in a County Roads Committee report.

In a corresponding campaign five years ago, only 71 lorries were found to be over-

SHOCK REPORT

By
SIMON FOWLER

loaded. This means that today nearly eight times as many overloaded juggernauts are travelling through the city.

According to a survey conducted by the local A2 Group in August around 250 "illegal" juggernauts travel through Canterbury every day, and none of them, apart from a minute percentage, are ever caught.

The A2 Group survey showed that a juggernaut passes through the village of Bridge every 46 seconds. And a total of about 2,000 travel the Canterbury stretches of the A2 every day.

Mr. Brian Lewis, secretary of the A2 Group, estimates that a quarter-million commercial vehicles pass through Bridge every six months. But in the whole of Kent only 6,274 lorries were examined by the authorities in a similar period.

Thousands of juggernauts from the Continent are thundering through Kent each day without any fear of prosecution.

In simple terms about 100,000 overweight juggernauts



Big lorries and narrow Canterbury streets just do not mix — as this scene at Stour Street junction with the High Street, last Saturday, proves.

● Back page

AND THERE'S ANOTHER THREAT TO CITY

Special meeting tonight

THE juggernaut pounded roads round Canterbury could be facing a new threat — this time with giant lorries heading for Thanet.

Apart from the major ports of Dover and Folkestone, a new heavy freight ferry is now operating at Ramsgate.

Thanet Shipping Lines, the ferry operators, are coping with the ever increasing load of huge vehicles that cross the channel, and the company maintains that most of their vehicles will travel along Thanet Way missing the congested A2 and Canterbury.

And at the same time as Canterbury City Council is setting out to ban juggernauts from the streets all together the British Road Federation announces that if the new M20 is finished on time it could help the worsening traffic situation in East Kent.

The Thanet Company say they chose Ramsgate Harbour for their new ferry terminal because fewer people are disturbed by traffic on the approach routes than anywhere else in Kent.

New shipping line runs between Ramsgate and Flush-

ing in Holland. The company is using a new purpose-built vessel — the "Admiral Carrier" of 1,000 tons and a capacity of up to 40-foot trailers on each five-hour crossing.

Thanet Shipping Line hopes to carry up to 500 lorries a week on the new route and states its competitive rates compare more than favourably with the big commercial operators at the country's main ports.

Apart from the freight accommodation the ship has plenty of facilities for drivers including catering and a duty-



Overloaded lorries in Kingsmead car park. CA1126

free shop.

If the new ferry is successful the company will charter a second ship enabling them to use both daily tides.

THE Canterbury Society is calling a special meeting tonight (Thursday) to discuss the city's traffic problems especially the St. Dunstan's and Broad Street areas.

As one of the city's most influential amenity groups the society has bent public opinion on many major schemes in Canterbury.

Society members made a special request for the meeting which starts at 8.00 p.m. at the County Hotel.

City traffic to double in next 10 years?

Traffic in some parts of Canterbury would more than double in the next 10 years, a city architect said last Thursday.

Speaking at a meeting of the Canterbury Society called to discuss the city's traffic problems, Mr Frank Lee Evans—who has had planning experience in many parts of the country as well as abroad—said that traffic would rise everywhere by 50 per cent by 1984.

In Broad Street the figure was estimated at 88 per cent, in St Stephen's Road just over 100 per cent and in Wincheap as much as 120 per cent—more than double the present figure.

Mr Kenneth Pinnock, chairman of the society's planning sub-committee, opened the meeting by outlining the developments in Canterbury's traffic problems over the past few years.

When the Colquhoun Report appeared in March this year it had switched public interest back to the Buchanan Report of three years ago, he said.

In the interim report of January, 1970, Buchanan mentioned four possible road systems. The development plan, a very old idea to build a tightly drawn circle of road round the city, was not really practical because of the increase in traffic.

Other three

Buchanan gave much fuller consideration to the other three routes—the sub-surface route going near the Westgate Towers and linking with Wincheap, the northern route which was very similar to one put forward by the Canterbury Society, and the southern route which would take traffic along Broad Street and Military Road.

In his final report published in October, 1970, Buchanan scrubbed out the development plan and the southern route as being too damaging to the environment. He also dismissed the northern route, which he had rated very highly in his interim report.

This left the sub-surface route, which Buchanan split into two forms. The inner sub-surface route would run along St Peter's Place, go underground near the Westgate Towers and emerge round about St Radigund's Street. The rail route would come near Whitehall Gardens and the railway line, go underground to avoid St Dunstan's and re-emerge on the far side of the city.

Then, at the beginning of the month, the council had decided not to go ahead with either route.

"Is a do-nothing policy possible?" asked Mr Pinnock. "Because that is what it seems to me that the council has decided."

The question of whether there were any viable alternatives to the two sub-surface routes was put to the meeting. Mr Derek Abbott, formerly with the City Architect's Department, discussed the northern route, which at one time the society had been very keen on.

Mr Abbott said Buchanan had dismissed this route because it lacked accessibility to the central area of the city. It was the second most expensive route.

Mr Pinnock said the northern route was not worth the extra cost because it was so far

outside the city centre that it might encourage traffic to use the existing ring road.

Former Liberal councillor and member of the City Council's Highways Committee, Mr Roy Seaborne said the cost of the northern route was now very much more expensive because planning permission had been given for the Forty Acres site. So it would be very much more expensive for the council to buy back the land.

Mr Seaborne replied to the question of what would be the effect of the Canterbury by-pass and the Channel Tunnel on the city's traffic problems.

The by-pass report would be out next month, he said. There were five suggested routes linking the Bridge and Harbledown by-passes—each at varying distances south of the city.

The one most likely to be recommended was the middle route which went round the outside of the schools and the hospitals but was still close enough to the city centre to act as a connection with the Wincheap radial route.

This by-pass would probably reduce traffic in Canterbury by about half, said Mr Seaborne, but there was still the Channel Tunnel to consider. Although this might reduce traffic as a whole, there would still be more heavy lorries going round the city, even with a by-pass.

Mr Lee Evans said it was a pity the council had not come to some decision. "They commissioned £50,000 worth of work in the Buchanan and Colquhoun reports. Therefore this council has a moral obligation to take a decision on these reports, not to equivocate, which is what they have done."

Mr Pinnock called on the city's Sheriff and chairman of the Planning Committee, Cllr Mike Fuller, who was in the audience, to answer Mr Lee Evans' accusations.

Cllr Fuller said one of the council's biggest problems had been the delay in producing reports.

He disagreed with the council's policy in that it was putting off a decision about the ring road in the most controversial sector of the town, the Whitehall and Westgate areas.

Might change

Mr Pinnock asked for opinions on whether the whole problem might change in character in the near future. For example, there might be such a shortage of oil and petrol that the number of cars on the road would suddenly drop sharply.

The most popular suggestion was that public transport could be used to greater effect. One person asked whether a free bus service could be run in the central traffic-free area, stopping at various points so that people could travel in from the city outskirts to do their shopping and return home without having to use the car for such a short journey.

Cllr Fuller replied that such a scheme would not be practical for a city the size of Canterbury.

"People would either have to pay fares or pay the rates to finance such a service," he said. "This sort of thing has only been done in the past in the large metropolises. If you have a population of over two million you can start to think about this type of free public transport as a solution to your traffic problems."

Baptists blame A2 for sale of church

The danger to congregations having to cross the A2 is among the reasons why Canterbury Baptists have decided to negotiate the sale of their church in St George's Place and build a new one in the Whitstable Road area.

If negotiations are successful, the church will be sold to office developers. More news is expected within the next two or three weeks.

The Baptist Minister, the Rev Robert W. F. Archer, told the Kentish Gazette that about 100 people attended a church meeting and unanimously decided to explore the possibilities of selling the building and constructing a new one.

Mr Archer admitted that they had been offered a "considerable sum" for the present site, but said that the reasons for the negotiations were not economic but pastoral.

"We are not trying to make a bomb at the expense of office development," he said.

In safety

"What we are trying to do is to serve people where they live in premises where people can come and go in safety. The A2 is a dangerous road and people, including little children, risk life and limb crossing it."

Mr Archer said that although they had had offers for the site in the past, they now thought the time was right to proceed.

They had given the go-ahead for negotiations to see if a viable programme could be worked out and were looking at two or three possible sites in the Whitstable Road area.

"No contracts have been signed and no final decision has been taken," added Mr Archer.

Canterbury Baptists this year celebrate their 150th anniversary and have been at the present church since 1823. Before that they had bought the old King Street Methodist Chapel for £600 in 1823.

Reasons why

Listing the reasons why the present considerations are being made, Mr Archer said that more and more elderly people could not get up the church steps, cars could not stop to pick up passengers in St George's Place, they were likely to lose some car parking space now used by congregations, the building was costing more and more to repair and renovate, and there was no Free Church on the other side of the city.

The Whitstable Road area also had many homes and Mr Archer said they felt they wanted a church where there were houses and people.

"We are finding ourselves increasingly isolated, almost insulated, in St George's Place. It is almost an island surrounded by fast roads and offices."

Fast traffic

"Only the quick and the dead can get across that road and, even if lorries are banned from the city, there will still be a lot of very fast traffic."

Mr Archer said that when looking for a new site they wanted somewhere with room enough for not only the church but a car park and space for the church's youth work.

The church treasurer, Mr Stanley Ackroyd, is handling the negotiations and said that they had already drawn up a draft scheme for a new building.

"Negotiations have not been finalised, but we hope to have something to report in the next two or three weeks," added Mr Ackroyd.

Mr Peyton visits Canterbury next week

K4. 6 11-73

Roads Minister to probe city's traffic problem

CANTERBURY'S troublesome heavy lorry traffic is to be investigated personally by Mr John Peyton, Minister for Transport Industries.

He is coming to the city on Thursday, November 15, for an exhibition on proposed routes for the Canterbury by-pass.

Mr Peyton will have secret talks at Tower House with city councillors and officers over the controversial proposal to ban heavy lorries from the A2 within the city boundary. He will then walk to the Beaney Institute to hold a press conference and open the exhibition.

The City Council's plan to ban the lorries from the A2 between the St Peter's round-

about and the junctions of St Lawrence Road with the New and Old Dover Roads — has been heavily criticised.

Kent Police and international haulage companies are among those who have said they are against the idea.

Yesterday (Monday) was the closing date for objections and by late morning 33 had been

received by the Town Clerk's Department. The council had also had four letters supporting its action.

These will be considered by the next meeting of the Public Works Committee on December 4, unless the chairman, Cllr Alf Walker, decides to call a special meeting before then.

Where work has started

Work on the £3 million Boughton-Dunkirk by-pass has started. Engineers moved in last week on the first stages of the 2-year project to build a 3¼ mile loop around the villages.

The by-pass will be built on the south side of the existing A2 trunk road and should be finished in two years. It will provide two 24 foot carriageways, with central reservation, and will have two over-bridges and one under-bridge carrying roads which traverse the by-pass.

A pedestrian subway will be constructed at Dunkirk Road and a pedestrian footbridge at Poplar View, Boughton. There will also be two farm accommodation bridges and, when completed, landscaping and tree planting schemes will be carried out where appropriate.

During the contract — which has been awarded to Mears Construction Ltd, of London — nearly 1½ million tons of earth will be moved.

The highest embankment to be constructed will be 46ft high at Dunkirk Road, and the deepest cutting will be of 50ft at the top of Boughton Hill.

The existing section of the A2 will remain open for local traffic after the by-pass, which is being paid for by the Department of the Environment, is open.

By-pass plans

FROM PAGE ONE

on the Nackington Road. This would rejoin the A2 at the Canterbury end of Bridge by-pass.

Route B, east of Thanington Road would bear south to skirt planned development of Canterbury and leave a stretch of workable farmland between the new road and the city.

It is thought that this route would follow natural contours of the land as far as possible. It would cross Nackington Road near Merton Lane and rejoin the A2 similarly to Route A. (see map).

The furthest proposed line Route C involves more engineering. This route leaves the Upper Harbledown by-pass near China Farm to curve in a south-east direction across the Stour Valley.

It would go south of Thanington and skirt houses in Newhouse Lane, Nackington Road

would be raised between Merton Lane and Nackington.

After this the road would follow the lie of the land and then meet the line of Route B to join Bridge by-pass.

The consultants say it would not be worthwhile to build a link road between Thanington or Wincheap with Route C, owing to the long detour necessary.

The Department of the Environment say that the close routes would give better value for money in economic terms because of their shorter length and greater benefit to traffic.

The cheapest by a small margin is Route A, 4.5 miles. Route B is 4.7 miles, and C is 5.2 miles.

Disadvantages are its proximity to the hospital, a large school, possible demolition of homes, and the division of farms.

Consultants say that the furthest Route C, would not be of benefit to local traffic, would take up most farm land, would intrude more in the environment, but additionally would provide a wide green belt around Canterbury.

The official consultative document for the by-passes maintains that predicted traf-

fic levels do not justify the building of more than a single carriageway by-pass, except at the Harbledown end of A and B.

With dual carriageways it would cost over £5 million to build Route C, and near £5 million for the other two routes.

Canterbury's M.P. Mr. David Crouch told the Kentish Observer he would favour the building of Route C because of its minimal interference with houses, and he would press for dual carriageways.

If Routes A and B are chosen about 20 houses and a shop could be demolished. Economic benefits to Canterbury however would be good.

Mr. Crouch has said that the by-pass could be started in 1976 with a finishing date around 1978.

Copies of the Department of Environment's consultative document can be obtained from the council offices, and post offices in the area.

The exhibition of plans and drawings with a model of the three routes will be open on Friday 16 November 10 a.m. to 8 p.m., on 17 November from 10 to 8 p.m. and on Tuesday, from 10 to 4 p.m.

← see over, next page

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.

27.10.1973

The Regional Controller,
"Edgeborough", Epsom Road,
Guildford,
Surrey.

Dear Mr. Oversby-Powell,

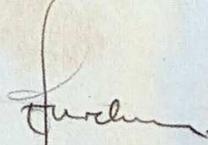
Thank you for your prompt letter in which you categorically deny that the Canterbury By-Pass would possibly start at Knight Avenue, at the northern end. I shall see that the person (who is of some prominence in Canterbury) who made the assertion to one of A2 Group Committee hears of your comment.

In due course I would be most grateful to hear your thoughts on the effect of the Channel Tunnel project as far as A2 is concerned; which was the second point in my letter to you.

In case you fear that you will never hear a compliment from the A2 Group, let me congratulate your Department on the work now being done in the Barham area, where the road is being made up to dual carriageway with some of the bends being removed from the existing line. We have also noted the preliminary stumping out of part of Bridge By-Pass with satisfaction.

Finally; you doubtless know that DRAG (Dover Radial Action Group) had intended a demonstration today at Rochester Way, Eltham; on the A2 north of the M2; because of the perilous situation in that section of the road. The demonstration was called off after the Police had threatened the DRAG Committee with prosecution for conspiracy. I sincerely trust that the improvements now under way at the southern end of A2 will soon be available to our northern colleagues.

Yours sincerely,


John Purchase,
Chairman: A2 Group

AT LAST

City by-pass plans revealed

KENTISH OBSERVER EXCLUSIVE

Reporter: DENYSE WREN

TODAY the Kentish Observer publishes exclusively the three possible routes for Canterbury's long awaited by-pass.

This is the news for which people and Canterbury City Council have been waiting.

All the routes are proposed to start at the end of the Harbledown by-pass, and to join with the near end of the Bridge by-pass. Currently it is proposed to build single carriageways.

Two pass fairly close to the city, and the third is placed further out in farmland across the Stour Valley.

Cost is estimated at over £3 million for routes A and B, nearer Canterbury, and route C, the longest, will cost more.

And for the first time Canterbury people are to be invited to comment on the proposals before official enquiries are held.

The Minister of Transport Industries, Mr. John Peyton is to visit Canterbury next Thursday to talk about the city's traffic problems.

He will open a four day exhibition of the by-pass plans at the Beaney Institute during his stay.

ROUTES

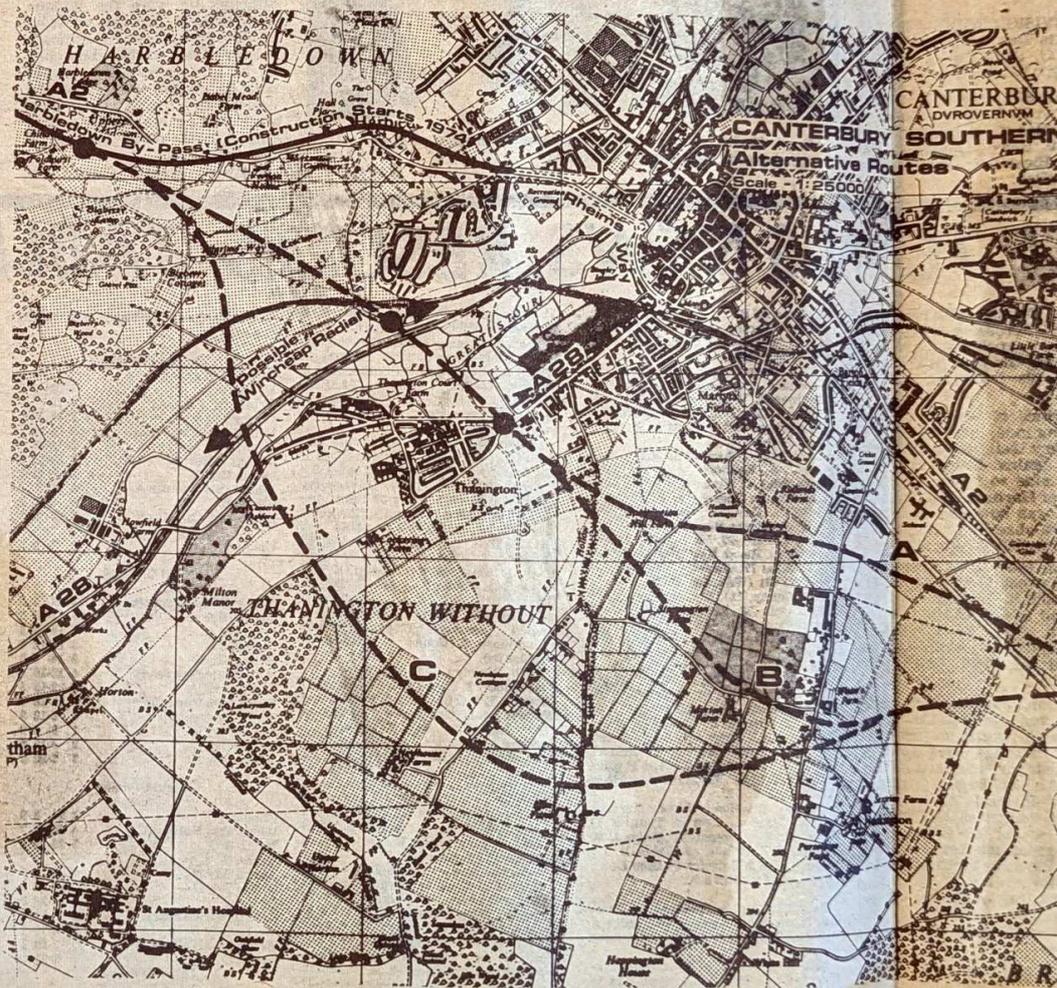
By-pass lines A and B would follow the same line from the Upper Harbledown by-pass near China Farm (see map) to a point east of Thanington. These would allow a junction with any Wincheap radial road.

The radial road is in the county council's pipe line to improve traffic access from the south of Canterbury.

More definitely Route A beyond Thanington Road would follow a path to pass Simon Langton Boys' School and Canterbury District Hospital

● PAGE 25

Here they are. Take a good look — the three possible routes for a Canterbury by-pass.

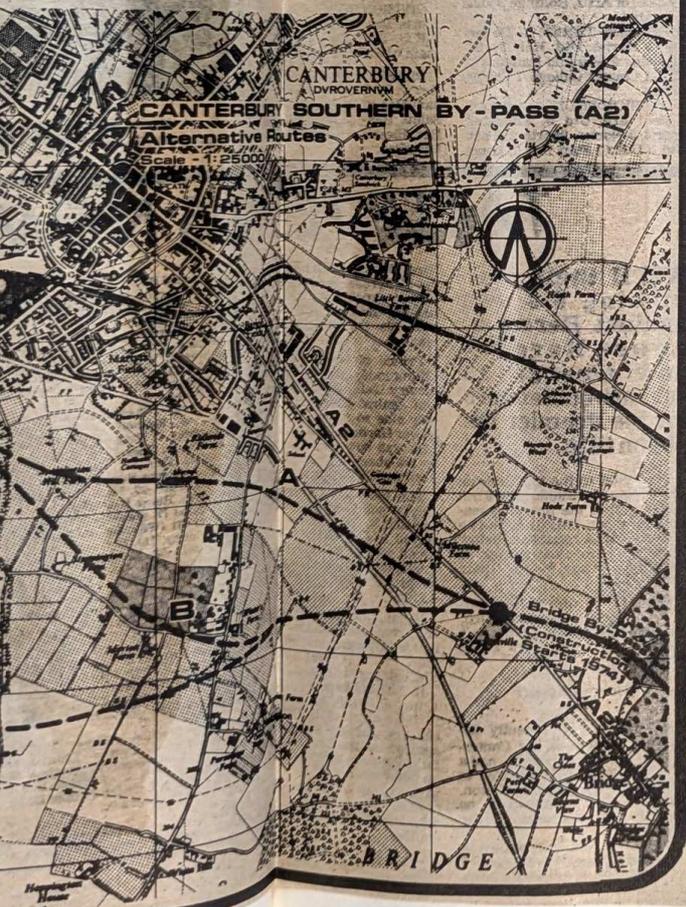


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FAST!

by-pass

s revealed



CANTERBURY BY-PASS THE THREE ROUTES

by Christopher Riddell

POSSIBLE routes for the long-awaited Canterbury by-pass, pressured out of the Government by the City Council's threatened ban on lorries using the A2, were published on Wednesday and immediately roused a storm of controversy.

All three routes proposed by the Government would sweep south of the city, linking the Upper Harbledown and Bridge-by-passes and would cost roughly the same, about £3,300,000.

But the Department of the Environment has stressed that present traffic flows would not justify more than a single-carriageway road.

This suggestion has stunned many of the people who have fought for a speed-up in the by-pass and over the years have taken for granted that it would be a dual-carriageway road.

Another major disappointment is that nowhere in the Department of the Environment's consultative document containing the proposals is there the slightest hint of when the by-pass work might start.

"The lack of a definite starting date and suggestion of a single-carriageway make these proposals painfully inadequate," said Mr John Purchase, chairman of the A2 Group.

This view was strongly supported by Cllr Mike Fuller, chairman of the City Council's Planning and Development Committee.

"I am very concerned about this suggestion that the by-pass should be a single-carriageway," he said. "I think it is very important for the future that it should be a dual-carriageway and I am sure that this is something that the City Council will be pressing for."

LONG PERIOD

Cllr Fuller also protested about the lack of a definite starting date and added: "I am concerned about the time it's likely to take before the Department of the Environment reaches a decision."

"I think we all welcome the long period for consultation with the public, but I don't think the department can go much beyond the New Year before they declare their hand."

Cllr Fuller will be one of the City Council representatives at Thursday's meeting at Canterbury with the Minister for Transport Industries, Mr John Peyton.

Also present will be Cllr Alf Walker, chairman of the Public Works Committee, whose strong-line tactics on the A2 lorry ban sparked off Mr Peyton's visit to the city.

"I think the most important question to ask is when is work going to start. It's just not on for them not to give a date," Cllr Walker said on Wednesday.

"They've been sitting on their backsides over this report for so long—it's been in the Minister's hands since June, 1972—that I think they should have given a starting date."

ON DETAILS

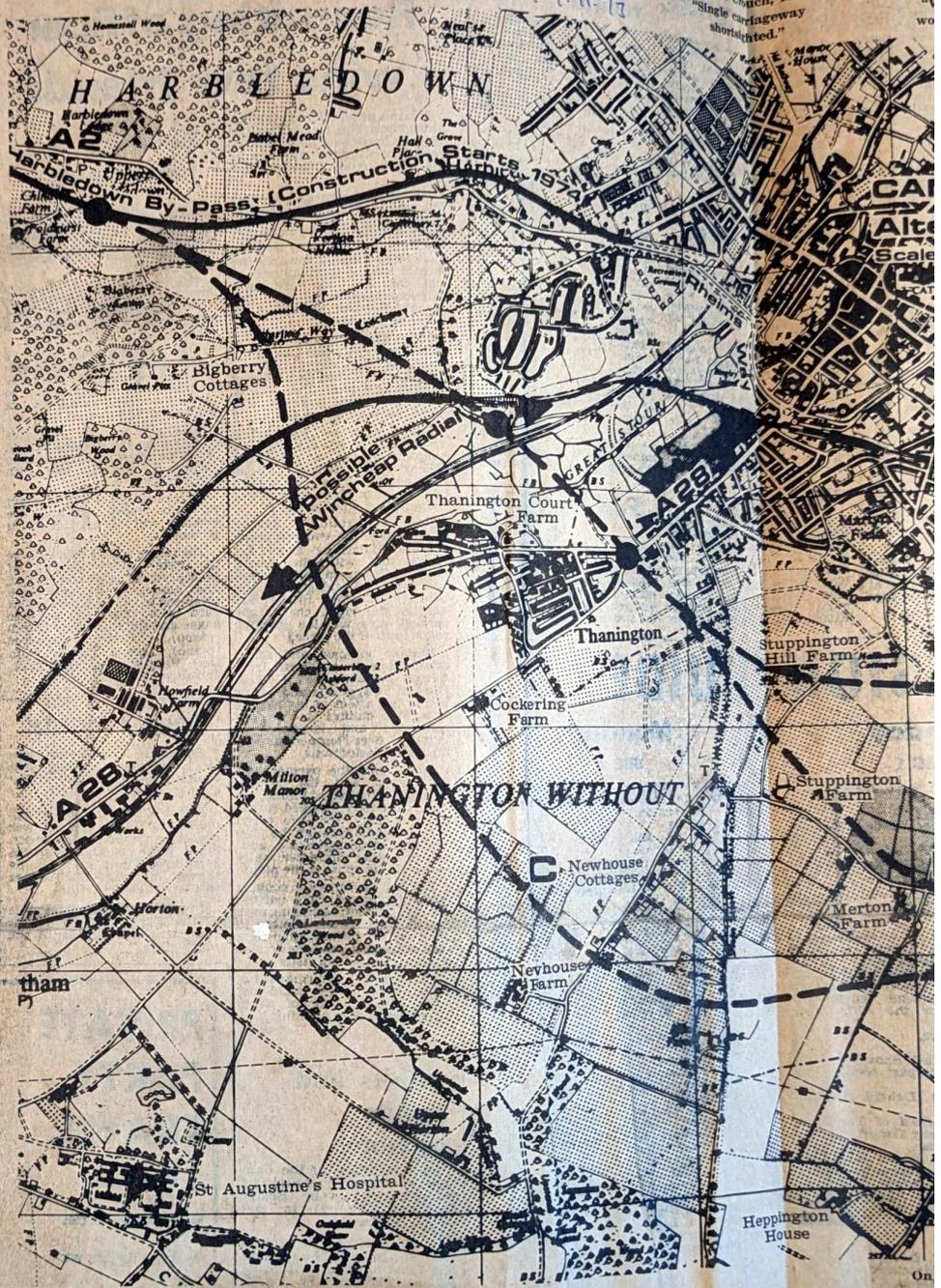
Cllr Walker, who did not want to comment on details until he had studied the report more closely, forecast "probably a lot of trouble" over the suggestion that a route could be carved through Thanington.

Mr Roy Seaborne of the Canterbury Society, the city's most influential amenity group, found it impossible to believe that a Government department could "postulate the theory that a dual-carriageway would not be justified."

"Everybody, including the consultants that have reported on the city's traffic in the past, has always accepted the need for a dual-carriageway."

Condemnation of the single-carriageway move also came from Canterbury's MP, Mr David Crouch, who described it as shortsighted and promised to press the Minister for a dual-carriageway.

Mr Crouch added, "I am very pleased that the Government has not just published their routes, but published them as a consultative document for full consultation with the public. They are invited to fill in a questionnaire on their views."



ROUTE COMPARISON

	ROUTE A	ROUTE B	ROUTE C
DATA Subject to detailed design			5.2 miles
Total length	4.5 miles	4.7 miles	£3,350,000
Cost (including land and property) 1972 prices			£5,100,000
Single carriageway	£3,200,000	£3,300,000	
Dual carriageway	£4,950,000	£5,000,000	
Junction with Wincheap Radial and A28	£ 250,000	£ 250,000	Fair
Economic benefits	Good	Good	
Property demolished	21 houses 1 shop	18 houses 1 shop	32 64 9
Agricultural land taken (Acres)	Grade 1 (very good land) 47 Grade 2 (good land) 30 Grade 3 (average land) — Grade 4 (poor land) 5	38 44 5	105
Total	82	87	
ADVANTAGES	a. Good value for money b. Shortest route for by-passable traffic c. Could be used by local traffic as well as through traffic d. Least intrusive in landscape e. Marginally cheapest route	a. Good value for money b. Short route for by-passable traffic c. Could be used by local traffic as well as through traffic d. Leaves adequate green belt to City	a. Avoids demolition of property b. Leaves wide green belt to City
DISADVANTAGES	a. Involves some housing loss b. Possible serious severance effect on farms c. Passes close to hospital and school site d. Passes close to urban area leaving limited green	a. Involves some housing loss	a. Least value for money b. Longest route c. Takes most agricultural land d. No benefit to local traffic e. Very intrusive in landscape

Mr David Crouch, MP — "single carriageway shortsighted."

Cllr A... wo

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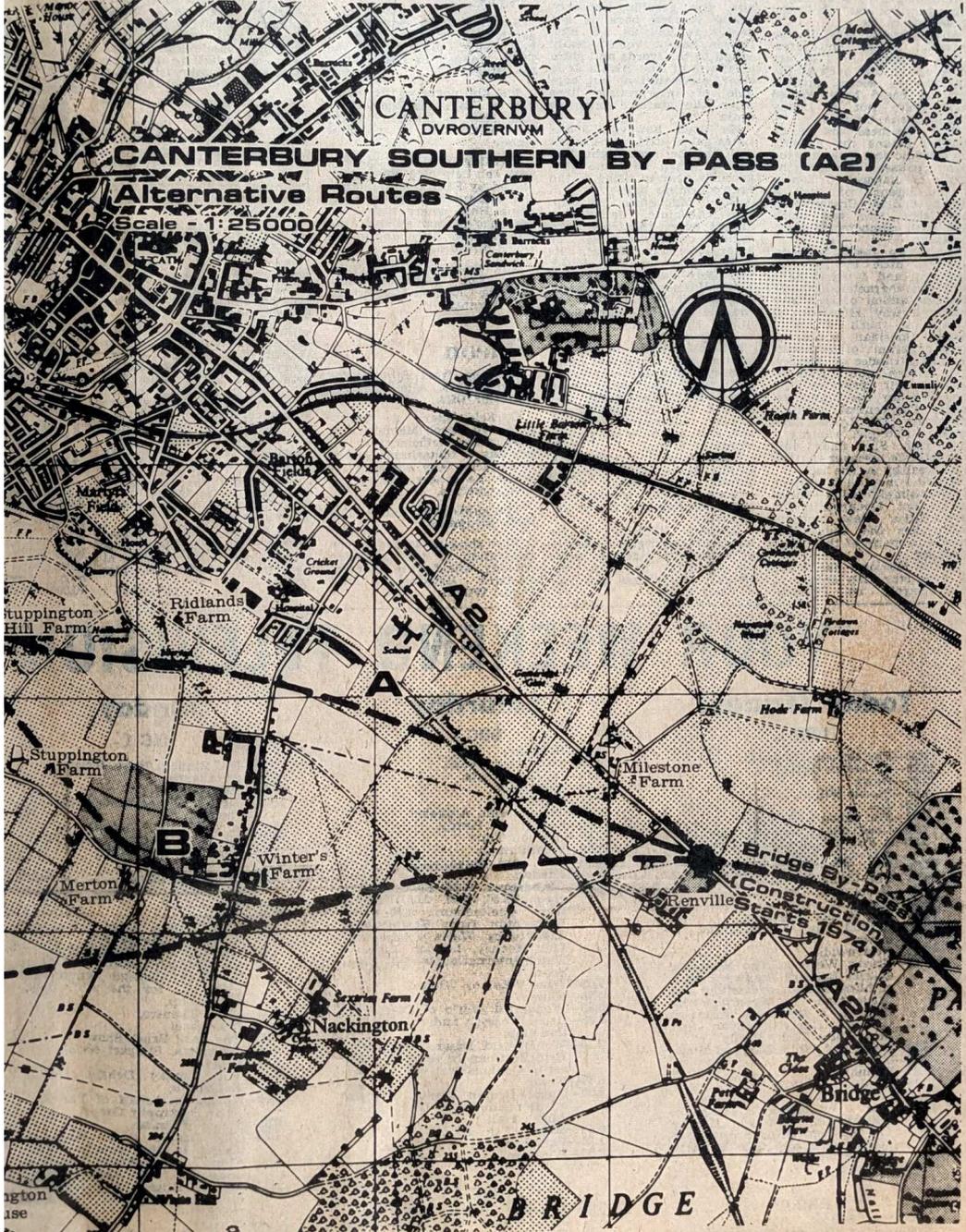
uch, MP —
"Highway
ted."

Cllr Alf Walker —
"When will
work start?"

Cllr Mike Fuller —
"Concerned about
timing."

Mr Roy Seaborne —
"Need for dual-road
always accepted."

Mr John Purchase —
"Proposals painfully
inadequate."



On this plan of the three routes, specially prepared by the Kentish Gazette from a Department of the Environment map, farm and place names have been enlarged to give a clearer idea of the route. On the left is the department's own assessment of the three alternatives, showing how routes A and B are clearly favoured.

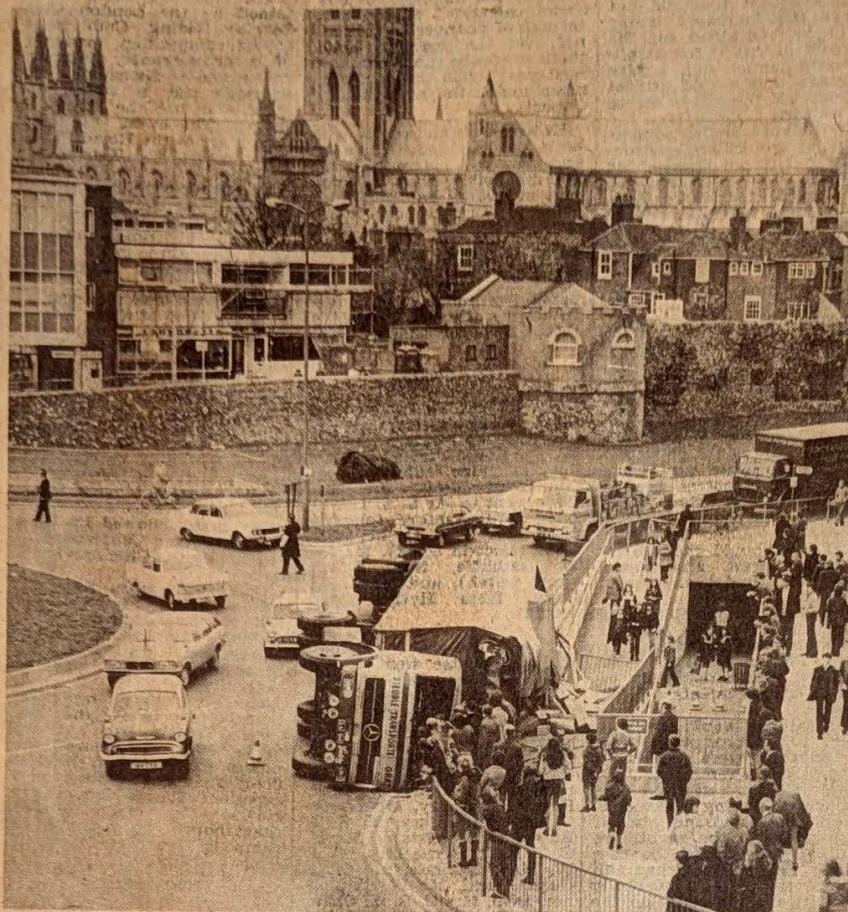
What they said in 1970 . . .

"Our revised estimates show that by 1975, the flow of through traffic on the A2 in Canterbury would be sufficient in itself to warrant a two-lane dual carriage-way road . . . as a by-pass to the city." Colin Buchanan and Partners' final report on the Canterbury Traffic Study, October, 1970.

. . . and now

What the Minister came to talk about

Was it a whitewash campaign?



Juggernaut terror in city centre

A YOUNG mother sheltered her baby from showers of flying glass as a Continental juggernaut overturned and ploughed into a subway at Canterbury's St George's Gate roundabout on Wednesday. It was a copybook accident of the type Canterbury has come to fear and underlined the city's case for banning monster lorries from the A2.

Horrified shoppers stood and stared as the Dover-bound juggernaut slewed across the road and plunged through the railings into the subway.

Over 30 feet of railings were ripped out of their concrete base as the lorry toppled on to its side, spilling part of its load of wallpaper and mechanical components into the pedestrian subway.

The lorry cab disintegrated and windscreen glass was thrown over a wide area. In the subway, as the wreckage flew, was a young mother and her baby. Both suffered shock and minor injuries and were taken home by taxi.

One eye witness was an East Kent bus driver, Mr Philip High, who saw the crash as he walked along St George's Place.

"I heard a grating sound and saw the cab of the lorry going over on to the railings," he said. "A mother and her baby, coming up the subway, were showered with the glass from the broken windscreen. She was very upset and I helped her collect her things and get out of the way."

Schoolboy Steven Love, aged 11, of 41 Zealand Road, Canterbury, saw the lorry approaching the roundabout

from the London direction: "It wasn't going very fast, but its load must have shifted as it turned off towards St George's Place," he said.

The lorry driver, Mr Walter Unger, of Graz, Austria, was taken to the Kent and Canterbury Hospital, and was released after treatment. Yesterday (Thursday), his 16-ton lorry was being examined by a Ministry of Transport vehicle examiner.

The accident happened shortly after 2.30 pm and within minutes traffic in the city was reduced to a standstill. Although police managed to allow traffic to filter past the wreckage, long queues built up on the approaches to the city.

A diversion was set up through Longport for motorists coming from the Sturry direction, but as the evening rush-hour added to the chaos Sturry Road was choked with a crawling queue of vehicles.

Four hours after the crash, the road was completely blocked while the juggernaut was righted and towed away minus its load.

It took a team of workmen using a fork-lift truck until 3.30 a.m. yesterday to shift the load to another lorry.

CANTERBURY'S visit from Transport Industries Minister Mr John Peyton yesterday (Thursday) was slammed as a whitewash campaign to placate the City Council over its plan to ban heavy lorries from the A2.

The attack came from Liberal Cllr Tony Fisher, a member of the six-man delegation from the council which met Mr Peyton to discuss the heavy traffic problem.

The Minister, who came to Canterbury to open a four-day exhibition on the proposed routes for Canterbury by-pass, travelled by rail. After arriving for his three-hour stay he went to Tower House for the private meeting, presided over by the Mayor, Cllr Mrs Hettie Barber.

Afterwards Mr Peyton said the talks were "Helpful and constructive and I think we understand one another."

NEXT STEP

But Cllr Fisher said council members at the meeting were likely to press the rest of the council to take its next step in introducing an order to ban heavy lorries from the A2 within the city boundary.

He added: "I personally feel that although in some respects the Minister appreciates the problem, in general the whole visit today was originally planned as a whitewash campaign."

"He came here to placate us and change our ideas on the lorry ban. But I think I can say that the feeling of the council is that the majority of the council is that the lorry ban will go on and we will proceed with the application. We can only hope that the Minister's remarks about a 1976 start for the by-pass are sincere."

A veiled warning of what might happen if the council did go ahead with the order banning the lorries came from Mr Peyton during a brief Press conference at the Beany Institute before he opened the exhibition.

"The Government has some residual powers," he said, "and if it became clear that there was a real conflict of interests and it would be undesirable, in the view of the Government, to proceed, then the right thing would be to have a public inquiry and the Secretary of State to direct on it."

But he added that he did not want to anticipate any decision by the council. "I have had very helpful talks with the council this morning. It is not for me to make the decisions of the council but they are very conscious of the difficulties that face them."

He did say that no useful purpose would be gained by taking heavy traffic off one road and putting it on another.

To Europe

A Kentish Gazette photograph of Wednesday's TIR crash at St George's Gate roundabout is to be taken personally to the Council of Ministers for the EEC by Britain's Transport Industries Minister, Mr John Peyton.

He accepted the photograph yesterday (Thursday) during his visit to the city. The picture was taken by staff photographer Keith Brooking.

OCTOBRE 1973
Les Professionnels
Routiers.

Les U. R. C. P. à l'écoute de la sécurité... à l'échelon Européen

Avant la période de vacances, le Conseil national des U.R.C.P. est intervenu près de M. le ministre des Transports du gouvernement britannique pour lui faire part de l'insécurité que présentent pour les chauffeurs de poids lourds certaines portions de la route A 2 de Douvres à Londres.

Cette intervention a été faite en accord avec notre camarade Franck Bevan que tous les

chauffeurs qui fréquentent nos congrès connaissent bien.

Nous avons reçu des réponses des personnalités britanniques lesquelles nous ont assuré que cette situation serait réglée avant 1976.

Nous reproduisons ci-dessous la lettre de remerciements que nous avons reçu de notre cher ami Franck Bevan qui est actuellement conseiller de sa région.

Chers Camarades,

Nous remercions très sincèrement votre grande organisation pour l'aide qu'elle nous apporte dans notre action près du Ministre des Transports de Grande-Bretagne, en vue d'obtenir une amélioration sensible de la circulation des poids lourds sur la route A 2 Douvres-Londres.

Ces interventions sont un exemple des moyens que nous pouvons obtenir et utiliser et de la solidarité qui nous unit entre syndicats de la Communauté européenne.

Il me paraît nécessaire d'attirer l'attention de tous nos camarades qui voyagent en Angleterre sur les dangers que représente la conduite de camions semi-remorques sur cette portion de route Douvres-Londres.

Nous avons été informés d'accidents très sérieux dans lesquels sont impliqués des chauffeurs de poids lourds et il nous est donc apparu utile de vous faire connaître (ci-dessous) les dangers qui vous attendent sur cette chaussée mal préparée à l'expansion européenne.

Bien amicalement à vous tous.

Le Conseiller, Franck BEVAN
Canterbury
ANGLETERRE

— La partie la plus dangereuse se situe dans les premiers 36 kilomètres partant de Douvres, au commencement de l'autoroute M2.

La route est étroite, sinueuse et très dangereuse. A certains endroits, dans des villages comme par exemple **Bridge**, la chaussée ne mesure que 6 mètres de large.

Les habitants des villages traversés par cette route se sont d'ailleurs constitués, depuis plus de 10 années, en association d'urgence, pour que des améliorations soient apportées à cette situation.

Des tracts ont été diffusés par cet organisme signalant les points dangereux.

— On attire l'attention des conducteurs sur le passage de la ville de **Temple Ewel** où les croisements sont dangereux ainsi que sur la route en forme d'épingle à cheveux qui passe au-dessous de la ligne de chemin de fer de Temple Ewel.

C'est un endroit très accidenté avec peu de

visibilité où les camions remorques sont susceptibles d'empiéter sur la ligne médiane.

— Attention également au croisement de **Barham** où la circulation transversale peut augmenter subitement.

— Dans le village de **Bridge**, la route forme un S, les trottoirs sont très étroits, il y a très peu de place pour dépasser.

— A **Canterbury**, le périphérique peut vous induire en erreur aussi, il est recommandé de regarder très soigneusement les panneaux routiers, sinon, vous risquez de manquer l'embranchement de l'A 2.

— En approchant de **Harbledown**, la route rétrécit en haut de la côte et redescend par une pente raide qui se termine en S. C'est l'endroit le plus dangereux après Bridge.

— Vous trouverez un autre village, **Boughton** avant d'accéder à l'autoroute M2 à Brenley Corner, laquelle vous conduira jusqu'à la banlieue de Londres.

Il reste cependant encore un endroit dangereux appelé **Rochester Way** où la route se rétrécit sensiblement.

Ne pensez surtout pas que toutes les routes britanniques sont mauvaises. Nous commençons tout juste à construire nos routes longtemps après d'autres pays européens. Un grand nombre de routes accédant à nos ports ne sont améliorées que parce que notre pays devient membre de la C.E.E.

C'est parce que nous sommes inquiets pour votre sécurité que nous nous sommes permis de vous donner ces conseils. Nous continuons à compter fermement sur votre appui pour nous aider par vos interventions au plan communautaire ou autres afin que les chauffeurs professionnels puissent circuler sur les routes britanniques avec un maximum de sécurité.

Merci et Bonne route.

Nous ne manquerons pas, pour la sécurité de nos camarades de continuer à apporter notre soutien à nos amis britanniques.

Nous profitons pour remercier notre ami Franck Bevan de nous avoir permis d'épauler son action et celle de ses concitoyens.



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

Telex 85335

Telephone 0483 (Guildford) 71101 ext

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

Your reference

Our reference

DSE 200/09/1/TR 34/01

Date 5 November 1973

Dear Sir

1. Thank you for your further letter of 27 October.
2. On the question of the Channel Tunnel and its effect on traffic on the A 2, I do not think I can offer you any better comment than that given in the recent HMSO publication on the Channel Tunnel (Cmd 5430) a copy of which can be obtained from Her Majesty's Stationery Office (price 68p). From this it will be seen that the estimated freight diversion from the Dover/Folkestone area to a tunnel (1970 figures) is of the order of 83% and 60% in 1980, whilst the reduction of passengers with vehicles using the shipping services on the French straits routes in the same year is expected to be of the order of 82%. Most of these vehicles would arrive at the tunnel by the M 20 and therefore the reduction of traffic on A 2 would be considerable.
3. No doubt you will have seen from the recent Canterbury By-pass exhibition that even in the 1990's, the amount of traffic which is forecast would use a Canterbury By-pass, and this includes cross channel and more local traffic, could, on a consideration of capacity, be accommodated on a single carriageway if the Tunnel is in operation then.
4. The possible improvement of the northern end of the A 2 in the Eltham area is the responsibility of the Greater London Council, as highway authority, and is not therefore a matter on which I can comment. If you require any further information on this subject, you might wish to contact the Council direct.

Yours sincerely

G H OVERSBY-POWELL
Regional Controller

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

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

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

TELEPHONE: CANTERBURY 66411 (4 LINES)

YOUR REF.
MY REF. H5/55/1

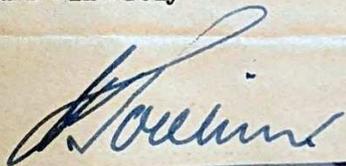
7 November 1973

Dear Mr Lewis

HIGHWAYS - BRIDGE

Thank you for sending me a copy of your letter dated 3 November addressed to the County Surveyor. Could you let me have a copy of his reply in due course

Yours sincerely



Clerk of the Council

B A Lewis Esq
Secretary/Treasurer
A2 Group
1 High Street
Bridge, Canterbury CT4 5JY

H/LT



KENT COUNTY COUNCIL

Roads Department

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

KENT HOUSE,
LOWER STONE STREET,
MAIDSTONE,
KENT, ME15 6LA.

YOUR REF.

This matter is being dealt with
by Mr. Smith

Maidstone 65400 Ext. 238
(STD 0622)

MY REF. 12JLB.S4/BB/2

Traffic Conditions, Bridge

Thank you for your letter of 3rd November, 1973.

Every year a review is carried out of accident records on directly maintained Trunk and Class I roads in the County. A length of road of 0.1 miles accumulating 20 points or more is entered on the County black spot list. The points are found by allocating 4 for fatal, 3 for serious and 2 for slight injury accidents averaged over 3 years. Some locations appear persistently and obviously these are given priority when considering remedial measures. Others may appear infrequently or perhaps only once. This is the first time the junction of High Street and Patricbourne Road has entered the list, and it has 21 points. The two unfortunate fatal accidents near the junction in May and December 1972 accounted for 8 points. The list is prepared for investigation purposes and it does not follow that each location qualifies for 'Black Spot' signs. These are only used in exceptional cases with the authorisation of the Department of the Environment.

Locations falling within the black spot category are passed on to the County Road Safety Officer. I understand that the information is given to Road Safety Committees, so they are more than likely discussed at meetings of these organisations at which the press are present. I presume that this is what happened when the Kentish Gazette mentioned the junction of Patricbourne Road and A2.

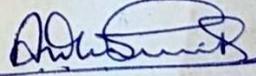
The 30/40 m.p.h. speed limit signs should be illuminated and an order was placed on Seeboard as long ago as January this year. Because of staffing and other problems they have been unable to undertake the work in spite of constant reminders. I now have their assurance, however, that the connections will be completed before the end of next week.

I am glad that the yellow bar markings on Bridge Hill meet with your Group's approval and as far as Town Hill is concerned, I have been in touch with Mr. Finbow. I understand that the provision of bar markings on that side of the village is still under consideration and that the Regional Controller will be referring the proposal to Department of the Environment headquarters for decision at that level.

B.A. Lewis, Esq.,
Sec/Treasurer,
The A2 Group,
1, High Street,
BRIDGE,
Canterbury, Kent.
CTA 5JY.

CC. David Crouch Esq. M.P.
I. S. Scillicox - clerk
of Bridge - Bleas RDC.

Yours sincerely,


County Surveyor

Please reply impersonally to The County Surveyor quoting my Ref:

VG

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

Your Ref: 12JLB.S4/BB/2

Please reply to:-

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

14th November 1973.

A.D.W. Smith Esq.,
County Surveyor,
Kent County Council,
Kent House,
Lower Stone Street,
Maidstone, Kent.

Dear Mr. Smith,

Traffic Conditions, Bridge.

Thank you for your letter dated 9th November, 1973.

I appreciate your detailed analysis concerning accident 'Black Spots', but you will note from the text of my letter dated 3rd November, that I am not requesting the provision of such signs. I would reiterate that I am grateful for the interim safety measures adopted in the village, although nothing can replace the early completion of the by-pass.

I am pleased that at long last Seaboard are to carry out the illumination of the 30/40 m.p.h. speed limits, and find it incomprehensible that 10 months should have been allowed to elapse before these works are expedited.

With reference to the yellow bar markings on Town Hill, I would be grateful if you could secure a decision from the Department of the Environment headquarters as soon as possible. Perhaps you would be good enough to inform me of their decision in due course?

Thanking you for your co-operation.

Yours sincerely,

Brian A. Lewis

c.c. David Crouch Esq., M.P.

I.F. Soilleux Esq, Clerk of Bridge-Blean R.D.G.

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

LJ



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
CT4 5JY

Your reference

Our reference

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

Date

/ November 1973

Dear Mr Lewis

BRIDGE BY-PASS

1. Thank you for your further letter of 10 October.
2. Whilst I appreciate your concern that work on the By-pass should begin as soon as possible, I am afraid the soonest that a start can be achieved is as Mr Speed told the House of Commons in June. I am sure you will appreciate that not only have the legal requirements to be met in establishing a new road, but that structures have to be designed, and there are a number of these on the Bridge By-pass, and documents prepared so that a contract may be let for the works. I am equally sure you would agree that to build structures on which people will have access without sufficient time for proper design consideration would not be acceptable.
3. With regard to the yellow bar markings on Bridge Hill, the results of speed measurement checks and observations made of their effect on traffic are at present being evaluated and I anticipate that a decision whether or not these should be provided on Town Hill will be taken shortly. I will of course write and let you know what the decision is in due course.

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:-

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

14th November 1973.

Your Ref: H5/55/1

I.F. Soilleux Esq.,
Clerk of the Council,
Bridge-Blean R.D.C.,
Council Offices,
41, Old Dover Road,
Canterbury, Kent.

Dear Mr. Soilleux,

Re: Highways, Bridge.

Thank you for your letter dated 7th November, 1973.

As requested, I enclose a copy of the County Surveyor's reply to my letter dated 3rd November, together with a further letter which I have sent today.

We appear to have been successful in the illumination to the 30/40 m.p.h. limits, and do not relish a similar delay before obtaining a decision on bar markings for Town Hill.

In this vein, perhaps you would be good enough to assist us by taking this matter further in your capacity of Clerk of the Council?

If you do decide to take such action, I would be grateful to receive copies of any correspondence which you may enter into.

Please let me know if I can be of assistance.

Yours sincerely,

Brian A. Lewis

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

SC



Department of the Environment
Regional Controller (Roads & Transportation)

South East Region

74 Epsom Road Guildford Surrey GU1 2BL

Telex 85335

Telephone 0483 (Guildford) 71101 ext 280

J Purchase Esq
Mill Cottage
Bekesbourne
CANTERBURY
Kent

Your reference

Our reference

DSE 200/01/2/TR 34/09

Date

4th December 1973

Dear Mr Purchase

1. I refer to our telephone conversation on 28 November when you advised me of the meeting which you are proposing to hold in Canterbury on Thursday.
2. I have considered your invitation for a representative of this Department to attend this meeting but regret that I must decline. As you know, we have only recently completed a Public Exhibition on the by-pass in Canterbury at which representatives of the Department were available to answer questions about the proposal. In view of this, I do not think any real benefit could be gained from a representative attending a further public meeting so soon after the exhibition.

Yours sincerely

K M J FINBOW
for Regional Controller

RS



Department of the Environment
Regional Controller Roads and Transportation
South Eastern
74 Epsom Road Guildford Surrey
Telex 85335
Telephone 0483 (Guildford) 71101 ext 274

Brian A Lewis Esq
Secretary/Treasurer
A 2 Group
1 High Street
Bridge
CANTERBURY
Kent

Your reference

Our reference

DSE 200/09/TR 34/020

Date

20 November 1973

Dear Sir

I refer to your letter dated 14 November, enclosing a copy of an advertisement which appeared in the International Freighting Weekly, the receipt of which is noted with interest.

Yours faithfully

K M J FINBOW
for Regional Controller

We'll fit your pieces into Europe!

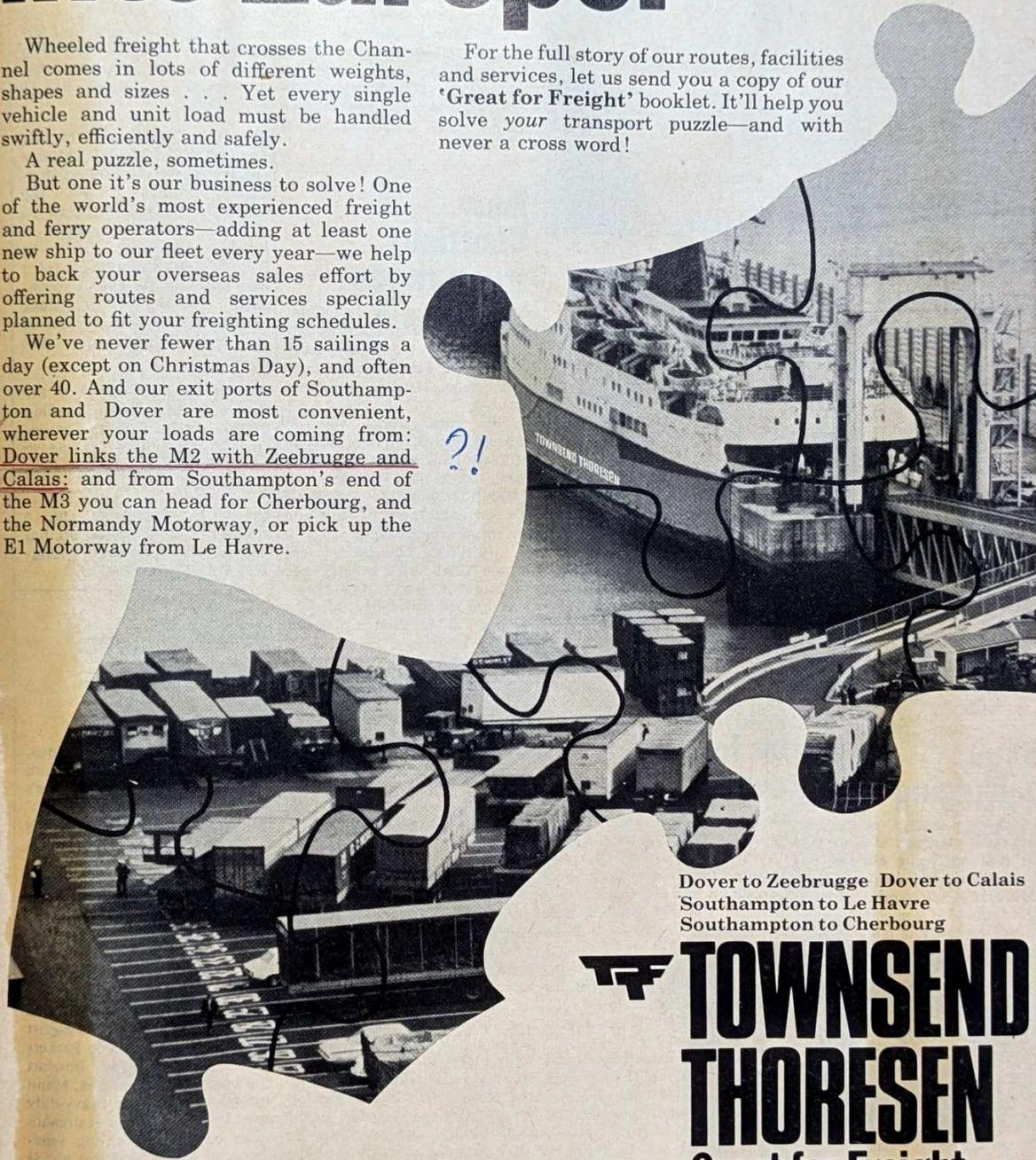
Wheeled freight that crosses the Channel comes in lots of different weights, shapes and sizes . . . Yet every single vehicle and unit load must be handled swiftly, efficiently and safely.

A real puzzle, sometimes.

But one it's our business to solve! One of the world's most experienced freight and ferry operators—adding at least one new ship to our fleet every year—we help to back your overseas sales effort by offering routes and services specially planned to fit your freighting schedules.

We've never fewer than 15 sailings a day (except on Christmas Day), and often over 40. And our exit ports of Southampton and Dover are most convenient, wherever your loads are coming from: Dover links the M2 with Zeebrugge and Calais; and from Southampton's end of the M3 you can head for Cherbourg, and the Normandy Motorway, or pick up the E1 Motorway from Le Havre.

For the full story of our routes, facilities and services, let us send you a copy of our 'Great for Freight' booklet. It'll help you solve *your* transport puzzle—and with never a cross word!



Dover to Zeebrugge Dover to Calais
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Southampton to Cherbourg



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At Dover: Port Office, Eastern Docks,
Telephone 0304-205676 Telex 96316 (Town Dock)
At Southampton: Car Ferry House, Canute Road,
Telephone 0703 34488 Telex 47619 (Car Ferry)

14 Osborne St.,
Ottawa, Ont.,
K1S 4Z9,
Canada.

11th September 1982

Dear Sir,

I thought that the good citizens of Bridge would be interested to know that the good citizens of the Ottawa Valley region are aware of their plight as of August 22ND, 1973.

As a former resident of the Canterbury area, this article caught my attention at once. I used to travel regularly through Bridge on my way to Folkestone. I can still envisage these juggernauts thundering along the A2 like a herd of stampeding buffalo. Since, however, herds of stampeding buffalo have become quite rare, one could pray that man may eventually accord the same status to thundering juggernauts.

Yours faithfully,
(miss.) D. Cole

3275
15.

Lovely English villages yielding to onslaught of the juggernaut

By Peter Calanai
Southern News Services

BRIDGE, England — Before the "juggernauts", this was a lovely English village.

Nestled alongside the Little Stour River, the red brick cottages and flintstone parish church possessed the character of a tourist board poster.

They still do, except that For Sale signs are sprouting on cottages along the main street and the church's stained-glass windows are cracking.

There's nothing lovely about a village when 45 tractor-trailers roar daily down its narrow main street, from 4 a.m. to after midnight.

This juggernaut onslaught and that's what the villagers actually call it—is part of the price some ordinary Englishmen are paying so their country can join New Europe.

Towns quiver

While Prime Minister Heath extols new airports, the Channel Tunnel and the Concorde SST, small towns on the highways connecting London with the ports of Dover and Folkestone are quivering to their foundations.

"It's foreigners that are causing all the bother," says

a gas station attendant, shouting directly into a visitor's ear to make himself heard over the thunder of a motorized mastodon rumbling past carrying Danish bacon to London stores.

It could just as easily have been from France, Belgium, Spain or Germany.

Since 1971, the number of heavy trucks passing through the port of Dover from the continent has dou-

Hamilton offers to renew talks

HAMILTON (CP) —

Board of control offered Tuesday to reopen negotiations with the Canadian Union of Public Employees (CUPE) representing 1,400 striking civic workers but rejected a union request for joint bargaining with the two locals involved.

In rejecting the proposal, the board said Tuesday it would invite Local 5, representing 800 outside workers, to a meeting next Tuesday and Local 167, bargaining agent for inside workers, Aug. 31.

The announcement followed a rally at city hall Tuesday morning by about 400 striking workers.

bled, with some officials predicting 200,000 this year.

Yet this seemingly-endless stream of tractor-trailers is being funnelled along narrow Kent roads which—like the main street of Bridge—haven't been widened since the Romans built them centuries ago.

The toll has been more than just a few battered store fronts when truck brakes failed. In June, three soldiers were crushed to death by tires spilled from a Belgian juggernaut near Dover.

But some country gentry have only themselves to blame for the current predicament. They form the backbone of Britain's anti-roads lobby, which has blocked hundreds of planning schemes to bypass such narrow-streeted villages with costly new highways.

Now they are hoisted on their own petard. Continuing to oppose such bypasses means the bucolic village charm they admire will be ground to pieces beneath juggernaut wheels.

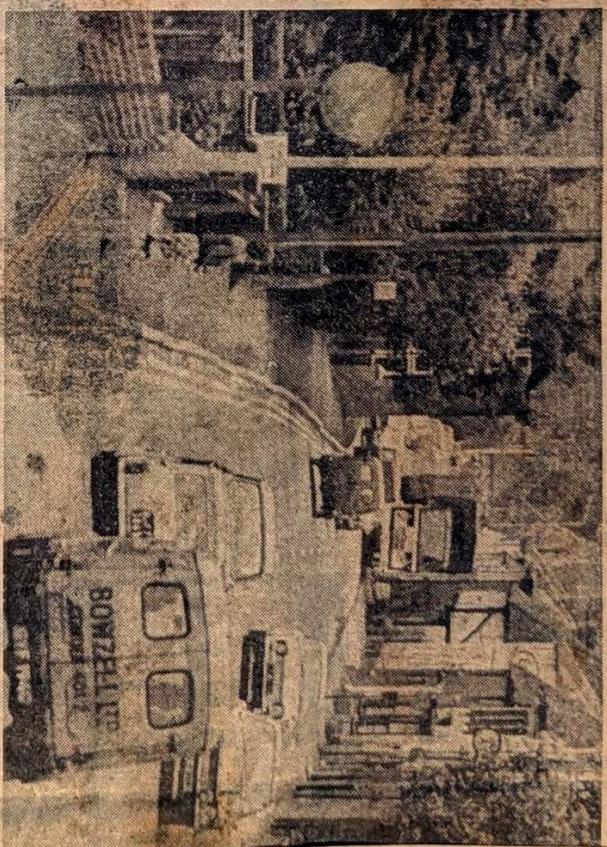
Yet a rear-guard defense has been mounted against this second Norman invasion. While the British may have to put up with more foreigners' trucks, they don't want to put up with

even bigger foreigners' trucks.

The British and Irish are aligned against the rest of the European Economic Community in a battle over the maximum tractor-trailer size to be allowed by 1980.

The continental EEC members want 40-ton juggernauts allowed throughout the community. The two island nations are battling to hold the line at the current 32-ton maximum.

That extra eight tons could be a life-and-death decision for villages such as Bridge.



A 'juggernaut' truck from Europe rumbles along the narrow main str

UIC
Low

Canterbury's dilemma-DoE the lorry ban

Open minded, or just plain stalling?

That is the question being asked of the DoE in the Kentish city of Canterbury, scene of the Department's first efforts to bring road planning nearer the people. Ty Byrd reports.

"KEEP your noses clean, don't make too many comments on your questionnaires, forget this nonsense about banning heavy lorries from Canterbury and a start will be made on your bypass in 1976 rather than four, five or six years hence."

This is the interpretation widely put on the message that John Peyton, minister for transport industries, gave the people of Canterbury when he opened a public exhibition of alternative city bypass routes last week.

For though the minister's visit was ostensibly to highlight DoE's first efforts in giving public participation facilities at the planning stage of a new road, he had also come to apply a little weight against the city's troublesome highway authority.

And stick-and-carrot tactics may have been thought necessary at government level to quietly scotch the authority's plans to adopt a hard line policy forbidding passage through Canterbury to TIR juggernauts.

Canterbury is increasingly pla-

Juggernautmania is not a new phenomenon and awareness of the problem and consequent protest is growing in proportion to the numbers of lorries. More than one other city council is waiting for the result of Canterbury's test case and the DoE is anxious that a precedent is not set.

So the issue is being kept very low key and arguments about where the traffic would go if not through Canterbury and the dangers to other areas are mentioned now by the Department only as reinforcement to the hint that understanding and co-operation all round will bring a bypass sooner rather than later.

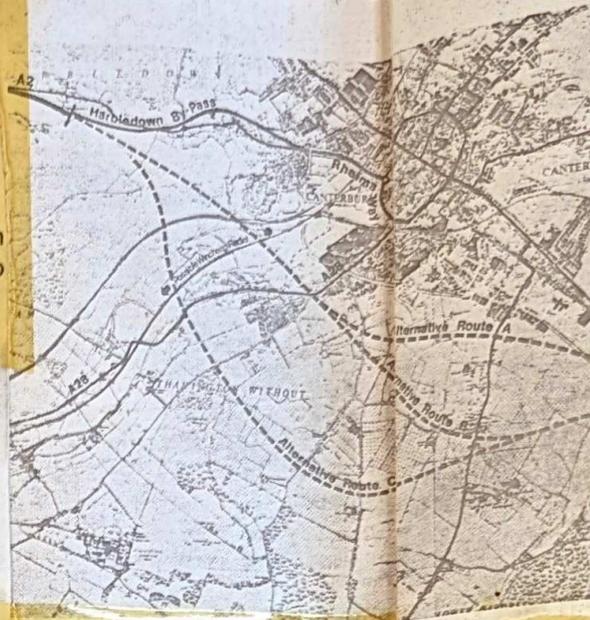
John Peyton made this clear when talking of the part which Canterbury's citizens have been called to take in choosing one of the three possible routes for a bypass given in a consultative document now being circulated in the city.

This document — based on a much more comprehensive report from consulting engineer Brian Coluhoun and Partners — not

sideration" of the general public's comments will take or when any future announcement will be made.

John Purchase, chairman of the pressure A2 group, summed up local feeling when he said: "The lack of a definite starting date and suggestion of a single carriageway make these proposals painfully inadequate."

As for direct public participation, one dispirited council official gloomily said of the questionnaire "it gives the people of Canterbury the choice of being shot through the head, or hanged by the neck."



The three alternatives for the Canterbury bypass

Lorry ban not stupid

KH
20.11.73

Sir,

While agreeing in principle with the contents of Behind the Local Scene in last week's Kent Herald, your columnist Diogenes has missed two points.

First, he is completely wrong in assuming that if Canterbury by-pass is constructed as planned, it will be the only portion of improved A2 from Brenley Corner to Dover being a single carriageway. He has overlooked the eastern by-pass of Dover, construction of which is due to start next year, as this also is to be built to a similar design.

Second, I cannot accept that the City Council members are stupid in their attempts to ban heavy lorries. The exercise has already had a measure of success, lying in John Peyton's visit.

To call a halt to the plans at this stage would be farcical, since we have been presented with a totally inadequate solution to cope with the city's traffic problems.

It is now firmly up to the council to protest with the utmost vigour and continue to implement the ban to effect a dual-carriageway similar in specification to those planned for Bridge and Upper Harbledown.

It must be remembered that at the very outside, the Department of the Environment will use its legislative powers to prevent the ban becoming operative, but until it reaches this stage it must be made to realise that Canterbury needs a full-scale by-pass and quickly.

BRIAN A. LEWIS
(Secretary/treasurer, A2 Group)
61 Bridge Down,
Bridge.

More yellow bars for Bridge

KH
20.11.73

The Department of the Environment is considering placing another set of yellow bars across the A2 road at Bridge in an attempt to slow down traffic entering the village from the Canterbury direction.

Earlier in the year, the bars were laid across the road at Bridge Hill, after a series of multiple crashes involving TIR juggernauts.

The effect of the markings, which give a driver the impression his speed is increasing and therefore encourage him to brake before entering the village, has been carefully watched by the Department of the Environment.

In a letter to the A2 Group secretary, Mr Brian Lewis, the Department said it was waiting for the results of the first set of bars before laying more at Town Hill, on the other side of the village.

Said Mr Lewis: "Since the bars were laid on Bridge Hill there has not been an accident there. This surely proves how effective they are. We would like to see them placed on Town Hill without delay."

Last week, the County Surveyor, Mr A. D. W. Smith, wrote to Mr Lewis confirming that the "provision of bar markings (on Town Hill) is still under consideration," and that the final decision would be taken by the Department of the Environment.

Mr Smith revealed in his letter that the 30 and 40 mph signs at Bridge should be illuminated before the end of this week.

He said that the order was placed with Seebord as long ago as January, but because of staffing and other problems they had been unable to undertake the work in spite of constant reminders.

Dover Express.
23.11.73

(21% Increase)

Freight record at port

YET another freight lorry traffic record at Dover's Eastern Docks on Wednesday last week when 700 of them were handled. The average daily figure for freight traffic last week was 589 compared with 466 a day last year.

Rape of a village may be avoided

Review county roads says AA

THERE is hope that the rape of Newington, the little village threatened by the Channel Tunnel may be avoided.

Kent County Council's planning committee is drawing up a designation order which, if it is

approved, will have the effect of making part of the village a conservation area.

The committee's determination to try and minimise the effect of the cross-Channel rail link on the village and the neighbouring hamlet of Peene is contrary to expert opinion.

Chief Planning Officer

Richard Clarke has advised the committee that it might be better to delay a decision about conservation.

But after careful consideration members decided not to accept the advice and to go ahead with a designation order.

The committee's decision has the warm

approval of Elham Rural Council and the Committee for the Protection of Rural Kent.

The threatened villagers are grateful but cautious.

They feel that, although designation would prevent the wholesale destruction of their homes, the close proximity of the Tunnel terminal inevitably would spoil the quiet charm of the area.

If the Government is able to go ahead with present plans for the terminal Newington would be sandwiched between a road interchange to the west, terminal facilities to the east, slip roads to the north and the main Continental railway line to the south.

The Government has made one concession to local amenities. It is now proposed that the major part of a loop line which would encircle the terminal should be underground in the interests of Newington and Peene.

Mr. Clarke said: "This is seen to be a major improvement and with extensive and sympathetic landscaping by earth mounding and tree planting, the noise and visual impact should be kept to a minimum.

"Clearly, the setting of Newington would be completely transformed if the Channel Tunnel proceeds in anything like its present form.

"Nevertheless, the village would remain physically intact under present proposals, and could still be regarded as an area of special and historic interest."

IT IS forecast that six million passengers will use the Channel Tunnel in 1981, said John Edwards, director of the South East Region of the Automobile Association on Wednesday.

That means two million cars passing through Kent, to and from the Continent.

Speaking at the AA Dover office, he said that if the experts were correct, and road building schemes ran perfectly to plan, major roads from London would be completed by 1978 — two years before the Tunnel is due to open.

"But will they be ready?" he asked members.

He felt a review of Kent's roads was urgent.

"The AA knows and appreciates the problems of Canterbury, and villages along the A2, but what about the towns and villages to the south west?"

"The problem along the A2 should be alleviated with the construction of by-passes, expected to start next year, but at present there are no firm plans to cater for the traffic heading east or west along the coast.

"It is possible that traffic will use the newly constructed motorways which will link with other major roads throughout the country, but many could, and will, stick to their present familiar routes across the country. These are a matter of concern," he said.

It was necessary to take a hard look at the road and communication networks, particularly around Dover and Folkestone.

Peyton's Tunnel plea

THERE is no commitment yet to the Channel Tunnel and a great deal of thought should be given in the next 20 months to whether or not to go ahead.

That was the theme of an address given to a conference in London on Tuesday by Mr. Alan

Cornish, Transport Consultant to the Channel Tunnel Opposition Association.

The two-day conference organised by the Financial Times on "transport links between Britain and the Continent" centred on the Tunnel plans.

Mr. Cornish drew a spirited objection from Kent County Council Vice Chairman, Alderman Wil-

liam Simmons, when he accused the KCC of being muzzled by the Government in its consideration of the Tunnel.

Mr. Cornish said the Government had not given opportunities for discussion on any important aspects of the building of the Tunnel.

He claimed that there was no need for another means of crossing the Channel and he accused the Government of faking figures and leaving out matters of great economic importance.

During lunch Mr. John Peyton, Minister for Transport Industries, said the great increase in traffic flowing to the south-east had to be handled somehow.

A tunnel is probably the cheapest and most efficient means of doing that, causing a good deal less impact upon Kent than the alternative of expanded existing means, he said.

"Inadequacy of Kent roads has been clearly revealed," he added.

Congestion at Dover and Folkestone has been a warning of what would happen if we continue to push more traffic through these ports.

SANDWICH BY-PASS INQUIRY LIKELY

A PUBLIC inquiry will almost certainly be held into the £31 million Sandwich by-pass scheme, Kent County Council said this week.

At Monday's meeting of Sandwich Council borough surveyor Mr. Guy Rowlands said compulsory orders on land owners are about to be made by the K.C.C., but it is known there are many objectors.

A K.C.C. spokesman confirmed this with the Dover Express and said a realistic estimate for a start on the by-pass had now been marked for the first half of 1975. Sandwich councillors had been told a start was due next Spring.

The big trouble, said the spokesman, is over negotiations for the sale of land.

"We have been negotiating for about six months, but in this present climate nobody is going to sell land until they absolutely have to. And prices change so rapidly nowadays that this puts our district valuer in an almost impossible position."

The spokesman said the by-pass for Bridge had, administratively, been put ahead of the Sandwich by-pass.

Bridge likes yellow bars

The Department of the Environment is considering placing another set of yellow bars across the A2 road at Bridge in an attempt to slow down traffic entering the village from the Canterbury direction.

Earlier in the year, the bars were laid across the road at Bridge Hill, after a series of multiple crashes involving TIR juggernauts.

The effect of the markings, which give a driver the impression his speed is increasing and therefore encourage him to brake before entering the village, has been carefully watched by the De-

partment of the Environment.

In a letter to the A2 Group secretary, Mr. Brian Lewis, the Department said it was waiting for the results of the first set of bars before laying more at Town Hill, on the other side of the village.

Said Mr. Lewis: "Since the bars were laid on Bridge Hill there has not been an accident there. This surely proves how effective they are. We would like to see them placed on Town Hill without delay."

Last week, the County Surveyor, Mr. A. D. W. Smith, wrote to Mr. Lewis confirming

that the "provision of bar markings (on Town Hill) is still under consideration," and that the final decision would be taken by the Department of the Environment.

Mr. Smith revealed in his letter that the 30 and 40 mph signs at Bridge should be illuminated before the end of this week.

He said that the order was placed with Seaboard a long ago as January, but because of staffing and other problems they had been unable to undertake the work in spite of constant reminders.

Tragedy looms as juggernaut topples

THEN MINISTER HAS TALKS ON LORRY BAN

TIR TERROR

HOW much longer can it be before someone is tragically in the wrong place when a juggernaut topples?

The odds against a A2 trunk road tragedy shortened again last week. A 16-ton lorry bound for Austria with a cargo of crates and boxes containing metal heaters and wallpaper went over as it negotiated the roundabout at St. George's Gate, Canterbury.

The load flattened a metal barrier and completely filled a pedestrian ramp into a subway.

SHOCK

A young mother in the subway sheltered her baby from flying glass and left in a state of shock.

Miraculously, no one else was close by, though the subway is a busy route for office workers and shoppers making their way into and from the city centre.

The crash happened only hours before the Minister for Transport Industries Mr John Peyton visited Canterbury for talks with councillors about TIR lorry problem.

The city council has plans to ban heavy goods lorries from the A2 where it passes through the city boundaries — including

the scene of the latest crash.

Mr Peyton has warned that he may order a public inquiry into the proposal for a ban. The suggested prohibition has attracted protests from people along the alternative A20 trunk road through Dover, Folkestone and Ashford as well as road haulage interests.

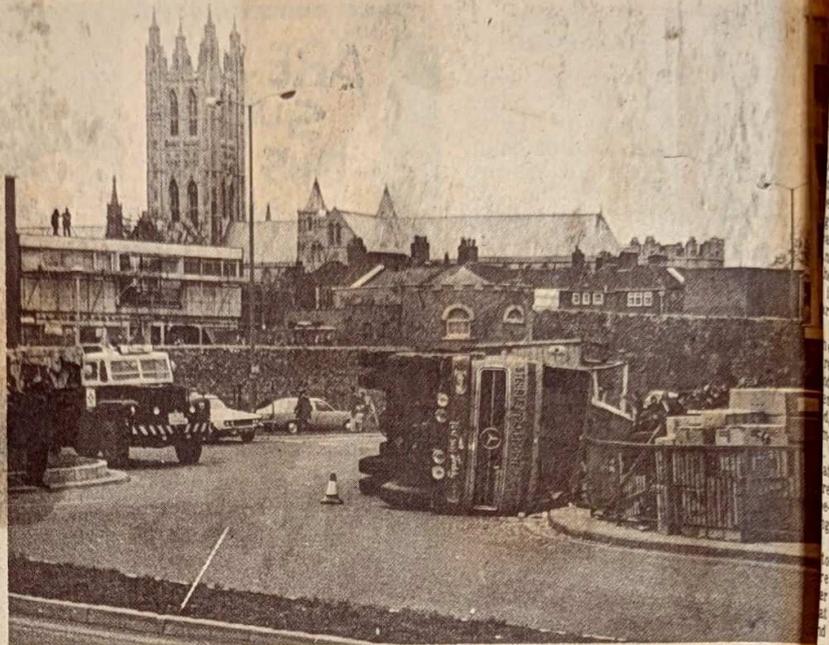
The Minister was also in Canterbury to open an exhibition showing possible routes for the proposed Canterbury-by-pass. Earliest likely start for this £3½ million project is 1976.

Among those who have had narrow escapes from other toppling TIRs are:

A WOMAN who was standing at a bus stop in Bridge when a jack-knifing vehicle demolished the wooden bus shelter.

A HOUSEWIFE who was sitting having breakfast at Harbledown when she saw a lorry swerve across the road towards her roadside cottage and smash into her brick garden wall. In the same incident a boy playing in his front-room was unharmed as the lorry brought down the front of the house.

A GIRL sleeping in an upstairs room at Bridge also escaped when a lorry smashed down the front of a shop in Bridge High Street.



ANOTHER one topples . . . and shortens the odds against tragedy.

Why lorries were overloaded

KE
23.11.73

The difficulties in using the public weighbridge at Dover docks, and the fact that drivers were not told the weight of their trailers led to a lorry being overloaded, Canterbury Magistrates' Court heard on Friday.

Euro-Clipper Haulage Co. of 42 Williamson Road, Lydd, and their driver, Dennis Russell, of 229 Keedomwood Road, Downham, admitted using an overweight lorry at Canterbury on September 6. The firm was fined £40 with £10 costs and the driver £10.

Mr Eric Lacey, a director of the firm, said the trailers were collected from Basle in Switzerland. They were not allowed to use the weighbridges there and only directions the drivers were given were in sealed envelopes for the agents at the frontiers.

When the lorries arrived at Dover, the only way they could check if their loads were inside the British legal limits was by using the weighbridge in the docks.

As they had to get permission from the dock authorities to use the weighbridge and were often too busy, there were times when they could not check the weight.

If the drivers thought that their loads were overweight they had been told by the firm to leave the trailer in the docks.

This they could only do if there was room. If there was not, the dock authorities ordered them out on to the public highways.

It was, he explained, hard to check the lorry weights or to take action over them in time.

Six other companies and their drivers were fined for having lorries carrying too much weight in Canterbury between May 1 and August 20. They were: A. F. Beer and Son Ltd. of 10 Upper Strand Street, Sandwich, fined £40 with £10 costs; John Clinging, of 31 Balleymena Road, Doagh, Ballyclare, Antrim, £40 with £10 costs.

Peter Jackson (trading as Weston Hall Transport), of Weston-under-Wetherley, Leamington Spa, £40 with £10 costs, and the driver, Brian Buddle, of 5 Dane Gardens, Margate, £10.

Central Road Transport Company, of Viney Bridge Garage, Crewkerne, Somerset, £40 with £10 costs, and the driver, Victor Russell, of 56 Victoria Avenue, Chard, Somerset, £10; Trebwell Ltd, of Coppin Road, Dagenham, £40 with £10 costs, and the driver, Colin Taylor, of 7 Haskard Road, Dagenham, £10; Allswood Transport, of 5 Gate, London Docks, £40 with £10 costs.



Canterbury's Mayor, Cllr Mrs Hettie Barber, gets a helping hand across St Peter's Place, from the Transport Industries Minister, Mr John Peyton, during his visit to the city on Thursday.

By-pass could be dual-carriageway

by David Rose

AN ASSURANCE that the single-carriageway Canterbury by-pass could be made dual-carriageway if necessary was given on Thursday by Transport Industries Minister Mr John Peyton.

At the Beane Institute during his three-hour visit to the city—in which he had talks with City Council members over the controversial plan to ban lorries from the A2—he told me:

"The question of a single or dual-carriageway is flexible. This is not a hard and fast proposal. It is thought at the moment that a single carriageway by-pass will be sufficient for the needs.

"I feel that on the whole the bulk of the traffic then using the M2 will be destined for Canterbury itself. But if further studies show that a modern single carriageway is not enough—there's no magic in this—one can build a dual-carriageway."

Mr Peyton came to the city by train, in order to save petrol, and was met at the Canterbury West Station by the Town Clerk, Mr Christopher Gay.

From there he went to the Tower House to meet a delegation of council members and to discuss the city's traffic problem, in particular the proposed lorry ban.

The talks were "helpful and constructive," said Mr Peyton, and he felt that both sides understood one another. But Liberal Cllr Tony Fisher saw the whole visit as a "whitewash campaign."

"He came here to placate us and change our ideas on the lorry ban. But I think I can say that the feeling of the majority of the council is that the lorry ban will go on and we will

proceed with the application. We can only hope that the Minister's remarks about a 1976 start for the by-pass are sincere."

A veiled warning of what might happen if the council did go ahead with the order banning the lorries came from Mr Peyton before he opened the exhibition.

"The Government has some residual powers," he said, "and if it became clear that there was a real conflict of interests and it would be undesirable, in the view of the Government, to proceed, then the right thing would be to have a public inquiry and the Secretary of State to direct on it."

But he added that he did not want to anticipate any decision by the council. "I have had very helpful talks with the council this morning. It is not for me to make the decisions of the council but they are very conscious of the difficulties that face them."

He did say that no useful purpose would be gained by taking heavy traffic off one road and putting it on another.

Earlier, Mr Peyton said that the by-pass exhibition and public participation exercise accompanying it was the first of its type to be organised by the Department of the Environment. The hope was that the public would not feel that they were being presented with a fait accompli but the chance to take part in the discussions surrounding such a major decision.

Mr Peyton has also been pressed for the early provision of a Canterbury by-pass by Lord Porchester, chairman of the South-East Economic Planning Council.

Urging the Government to review the priorities given to several important road developments in London and the South-East, Lord Porchester says the Canterbury by-pass is obviously important in terms of the port of Dover.

Lorry load was not dangerous

The driver of a lorry which pushed a van through a shop window at Bridge on June 27 was cleared of using the lorry with a dangerous load at St Augustine's Magistrates' Court last Wednesday.

Barry Knowler, of 33 Cress Way, Faversham, pleaded not guilty.

Insp Gary Russell told the court that Knowler had tried to pass a van parked outside the shop, and had struck it with a crate that protruded from the side of the lorry, pushing the van into the shop.

Mr Stephen Todd, of 1 Querns Road, Canterbury, said that the lorry's load was stacked on pallets that stuck out evenly on both sides by about six to 12 inches.

Mr Todd, who was in a van two cars behind Knowler, added that the load was very tightly lashed down and that nothing fell off when it hit the van.

Mr John Stopani, of North House, Derringstone Hill, Barham, who was in the car immediately behind the lorry, said that he did not notice any overhanging of the load. He told the court that the lorry only hit the van by an inch.

PC Graham Roberts told the court that the lorry's load — crates of oranges — protruded by five to six inches on each side. He had often seen lorries with such an overhang and it was quite normal.

Knowler explained that he pulled out to pass the van and, in straightening up, hit it with the end of his lorry. His mirrors were adjusted for an eight foot wide load, and as his load that day was just over nine feet wide, he could not see to the very end of the lorry. The last view he had of the rear end showed a 12 inch gap between him and the van.

The crates were securely loaded and the total width of the lorry with the crates on it was inside the legal maximum. The accident had been caused by an error of judgment, not by a dangerous load.

The magistrates dismissed the case.

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.

3rd November 1973.

Allan Smith Esq.,
County Surveyor,
Kent County Council,
Kent House,
Lower Stone Street,
Maidstone, Kent.

Dear Mr. Smith,

In this weeks Kentish Gazette, one of the Canterbury local papers, it was reported that the junction of Patricxbourne Road and the A2 at Bridge has now been officially declared an accident 'Black Spot'.

As much as I would like to suggest that the appropriate signs should be erected to indicate the dangers at this point, I will withdraw any such suggestions in the knowledge that Bridge has been treated as a "special case" in recent months. We have had 'Road Narrows' and 'Reduce Speed Now' signs placed on the approaches to the village, together with 40 m.p.h. limits, and yellow bar markings laid on Bridge Hill. For all of these measures we are grateful that at least some attempt has been made to safeguard villagers, although nothing can ever substitute the early completion of the much-needed by-pass.

There are now two important points which I would like to raise: Firstly, the 30/40 m.p.h. limits on the inner approaches to the village are of the type suitable for illumination. I am somewhat surprised that the electrical installation has not yet been carried out, and wish to enquire as to when it is proposed to do this?

Secondly, I have been in communication with Mr. Finbow of the Regional Controller's office at Guildford concerning the provision of Bar Markings on Town Hill. I understand that there were problems with the side roads, but would have thought that the Department has had time enough to have solved this. Over two months have now passed since the bars were laid on Bridge Hill, and I would mention that the measure of their success lies in the fact that not a single accident has occurred since their introduction.

Yours sincerely,

Brian A. Lewis

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

c.c. David Crouch Esq., M.P.

BY-PASS: STATE YOUR VIEWS



RESIDENTS in Harbledown and Rough Common are to take part in the second referendum organized by their County Councillor John Heddle.

□ □ □

During this week Cllr. Heddle will be distributing several thousand letters asking people to state their views on the Canterbury by-pass routes.

These views will be analysed and presented by Cllr. Heddle to the county council, and Canterbury M.P. Mr. David Crouch.

Cllr. Heddle's first referendum was over the Channel Tunnel question. He received 2,000 replies on this occasion.

□ □ □

Here Mr. John Heddle (left) and members of the public study a model of the proposed Canterbury by-pass on display at the Beaney.

CA 1201

Welcome to the city..



The Mayor of Canterbury, Cllr. Mrs. Hettie Barber, welcomes Transport Minister Mr. John Peyton who opened the by-pass plan exhibition at The Beaney, last week. 1202



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A2 GROUP

CANTERBURY BY-PASS

A public discussion meeting will be held
at **The County Hotel, High Street, Canterbury**
on **Thursday December 6th at 8 p.m.**

KCC, Canterbury and Bridge-Blean officials
will be present to answer points raised.

**HOW DOES IT AFFECT YOU?
WHICH ROUTE DO YOU WANT?**

From: David Crouch, M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

December 5, 1973

Dear John,

On my return from my visit to India and Bangladesh, my secretary gave me your message about the meeting tomorrow evening about the Canterbury by-pass.

I much regret that I am unable to attend, because of Parliamentary business and I have sent Brian Lewis a short statement which can be read out at the meeting.

*Yours sincerely,
David Crouch.*

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

Statement for the meeting at the County Hotel,
Canterbury on December 6th, 1973.



HOUSE OF COMMONS
LONDON SW1A 0AA

CANTERBURY BY-PASS

I very much regret that I am unable to attend tonight's meeting to discuss the Canterbury by-pass.

One of the reasons for the Minister's decision to invite public discussion and comment on the by-pass proposals was because of the genuine concern the Government feel that the residents of Canterbury and the surrounding area should have their voice heard at the planning stage. I welcome this as an innovation in involving the public in a major planning decision. The view of the individual may quite naturally be subjective and personal and it is therefore of particular value that your meeting will provide a forum for discussion of all points of view. I shall look forward to receiving a report of this consultation with great interest and will be pleased to discuss it with the Minister.

DAVID CROUCH

KO
6.12.73

'PLAY IT COOL'

BACK OFF play it cool, and be satisfied with the gains already in hand. Don't force a showdown with the Government (writes Paul Bloomer).

That was Cllr. Mike Fuller's advice over the City Council's move to ban juggernauts from the A2 through Canterbury.

He warned that the Department of the Environment could not allow the lorry ban — and a facedown with the Government was likely to lead to delay in starting the A2 southern by-pass scheduled for 1976.

Members of the council's

Public Works Committee met on Tuesday to discuss latest aspects of the authority's possible 1973 New Dover Road to Rheims Way (Weight and Size Restriction) Order, in the melting pot.

Deputy Town Clerk, Mr. Keith Hunt, presented members with a list of many objections to the order. He advised that the Department of the Environment had asked for no action to be taken on the order

until any decision reached had been relayed to the Minister, Mr. John Peyton.

Mr. Hunt drew attention to the objection lodged by lorry operators, Kent County Council, neighbouring district authorities, and the police.

Drop Harbledown by-pass — A2 Group

KH 4.12.73

THE Government has been called on by the A2 Group to abandon the £½ million plan for a Harbledown by-pass in favour of the early completion of a new relief road for Canterbury.

The group is holding a public meeting to examine the Canterbury by-pass routes in the County Hotel on Thursday at 8 pm. Canterbury's MP, Mr David Crouch, city councillors and officers from the County Council and the Department of the Environment are being invited to attend.

The plea for the Government to give priority to the Canterbury by-pass is contained in a letter sent with the group's backing to the Department of the Environment by Cllr. Tony Payne.

In it, Cllr Payne says that before and during the Harbledown by-pass inquiry, the department's view was that the proposed new single carriageway at Harbledown would have a useful life as a principal route to the western side of the city after the opening of the Canterbury by-pass.

He continues: "At the Harbledown inquiry this was disputed by myself and the Canterbury Society. Evidence was also given... to the

effect that a by-pass of Canterbury would be a preferable method of relieving traffic through Harbledown, and that the Harbledown proposal should be deferred pending a firm decision on the design and construction of the Canterbury by-pass.

"In his report the inspector agreed with the objections to the Harbledown by-pass, but recommended its construction because the department had given no evidence of their intention to build a Canterbury by-pass.

"Mr Peyton has stated publicly that he has 1976 in mind as a starting date for the Canterbury by-pass, with completion by 1978. This is only two years after the projected opening of a very expensive (nearly £3 million) and environmentally destructive single carriageway which creates as many problems as it solves and which has been described by the department as an 'interim measure.'

"Now at last, in the Consultative Document, you have agreed that a route to the city by way of a Wincheap radial road from the Canterbury by-pass is more satis-

factory than through Harbledown."

Cllr Payne urges the department: "In view of the need to restrain unnecessary public expenditure, preserve agricultural land and some of the finest countryside within sight of the Cathedral, will you give every consideration to the abandonment of the Harbledown scheme in favour of early completion of the Canterbury by-pass?"

"A public inquiry into the Canterbury proposal, which will admit evidence on the Harbledown problem, is desperately needed. At the same time, will the department publish its transportation and road network policy for East Kent?"

six years earlier than it otherwise would have been. He recalled Mr. Peyton had made the point that any delays, including holding a long public inquiry, could put back the starting date.

Cllr. Fisher did not think making the restriction order would delay the start of building a by-pass - but he felt getting this started by 1976 was "ruddy big hope."

Cllr. Stanley stressed that there were no concrete promises for the by-pass, and Cllr. Eric Hanscomb feared that current moves to conserve energy might lead to less money being spent on roads in future.

A knife-edge 3-2 vote settled the issue. The committee agreed to recommend that the council should not proceed with the A2 lorry ban, and should instruct its officers to give top priority to obtaining a city by-pass.

But members also urged the authority to dust off the shelved idea of banning lorries from the city centre - the exact area to be decided by the full

REASONABLE

"Evidently reasonable" objections from sources such as bus companies could easily be incorporated by exemptions from the ban, he added.

The Town Clerk had reached the 'inescapable conclusion' that it would be unreasonable to proceed with the order, Mr Hunt advised.

The Minister might issue a directive that the council did not implement the order until a public inquiry had been held into the matter.

The problem of heavy vehicles on the road could be transferred to other routes if the traffic were diverted.

"The advice, really, is that this has gone about as far as it can with any advantage to the council," said Mr. Hunt. "From now on, the balance swings the other way - that the council starts to get into the difficult position."

PROMOTE

This was particularly so, since Mr. Peyton had visited Canterbury and had said he would do all he could to promote a by-pass, he concluded.

Cllr. Chris Stanley blamed the Government for not providing adequate roads to deal with the traffic. Pressing on with the order might speed-up

the building of a by-pass he said.

Cllr. Tony Fisher commented: "I don't really think we can get in any worse position by going ahead. If we pull out now, it looks as if we have gone chicken."

He felt the Government might start dragging its feet in providing a by-pass, and urged that the council should continue with the order until a firm route and starting date had been obtained.

Cllr. Fuller's view was that the main objectives had been achieved: publication of three alternative by-pass routes, anticipated starting date; the Government would shortly be considering the comments of the city authority.

He believed construction of

Lorry ban protest

KC

20.11.73

Bridge-Blean Rural District Council has lodged an objection to Canterbury City Council's controversial plan to ban juggernauts from the A2 within the city boundaries.

Bridge-Blean is opposed to the scheme because members feel the ban would divert heavy traffic on to inadequate country roads on all sides of the city.

More lorries overweight

K4
30-11-73

A lorry load of spaghetti got a haulage firm tangled up with the law on Friday.

The lorry, owned by C. and L. International Haulage Ltd, of 79a Hockliffe Street, Leighton Buzzard, Beds, and carrying the load from Dover to Bedford, was stopped in Canterbury on June 26. It was taken to the Kingsmead Road weighbridge and found to be 1 ton 12 cwt above the permitted limit, Canterbury magistrates heard on Friday. The firm was fined £40, with £10 costs.

In a letter, the firm accepted full responsibility and said that the driver could not be held responsible as misleading paperwork had led him to believe his load was the correct weight.

Five other firms and their drivers were fined for overweight lorries between June 5 and July 17: George Marchant, of 88 Bentry Road, Dagenham, Essex (excess 1 ton 7 cwt), £20; Robert Slater, of 48 Greenwood Avenue, Dagenham (1 ton 12 cwt), £20; H. A. Harrison Transport Services, of No 4 Warehouse, East India Dock, London (four tons), £40, with £10 costs.

John Woods, T/A Zero Freights, of 190 Monaghan Road, Armagh, Northern Ireland (1 ton 5 cwt), £40, with £10 costs; Stanley Wheeldon, of 3 Fearson Green, Norton, Stoke-on-Trent, Staffs (2 tons 9 cwt), £40, with £10 costs.

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JUGGERNAUTS— BEWARE!

The giant transporter is named after an Indian deity which also claimed human lives

By JAMES NORTHEY*

THE giant Continental lorries that have been dubbed 'juggernauts' are, oddly enough, named after an idol of that name representing the Hindu god, Vishnu.

There seems nothing remotely religious about the vehicles that are currently causing fear on our roads—especially in places such as the Kent village of Bridge, where one of these monsters, a tanker carrying inflammable chemicals, ploughed into a dozen cars and narrowly (and mercifully) missed a crowd of children playing nearby.

What, then, you may well ask, is the connection? The most important annual Hindu festival is Rathayatra, which takes place in June or July (it varies, like the date of our Easter) at Puri, a city on the shores of the Bay of Bengal, 311 miles south-west of Calcutta, and is the seat of the temple of Jagannath (or Juggernaut) which was built in



A fleet of juggernauts tries to negotiate road-works in a narrow London street

As part of the festivities the image of Juggernaut is carried in a car so massive and heavy that hundreds of devotees are needed to move it to the garden house of the god. Although this is only two miles from the temple, it takes several days to complete the journey.

Look like dwarfs

The vehicle is 43 feet high and each of its 16 wheels is

readily see that the juggernauts on our roads would look like dwarfs at the side of this maximonster!

It does not need any stretch of the imagination to see that, with the need for the Juggernaut's car to be hauled by so many followers of Vishnu and with thousands of pilgrims flocking around it, there must be accidents with loss of life. There may even have been deliberate suicides.

Whilst it has been said that

to Vishnuism there are conflicting reports about this. One source says that reports that many of the pilgrims in the procession accompanying the image's car have, in the past, thrown themselves under the gigantic wheels, sacrificing themselves to the god in the hope of securing for themselves a place in heaven, are grossly exaggerated.

Yet another tells that the British, then rulers in India, had to prohibit the practice.

living or even the sacrifice of his life—can deal with his sins.

Sins cannot successfully be fought; they need to be forgiven. Only God Himself can 'unlock the gate of heaven, and let us in', and also give us that 'heaven on earth' of pardon, inner peace and power which we all yearn for.

Of course, the 'free will' bit still applies. By Christ's offering of His own life, we are not automatic possessors of

Council to drop A2 lorry ban?

K& 7.12.73

CANTERBURY City Council is unlikely to bring in its controversial ban on juggernauts using the A2 through the city. The change of heart follows the personal intervention of the Transport Minister, Mr John Peyton, who made plain his opposition when he met councillors and officials during a visit to the city last month.

The council's Public Works Committee, which was behind the A2-ban scheme, was told on Tuesday that the matter had gone about as far as it could with any advantage to the council.

The Deputy Town Clerk, Mr Keith Hunt, warned that from now on it would be in a difficult position and the Minister who would start gaining ground, especially as he had taken the trouble to come to Canterbury and was doing his best to expedite the by-pass.

Instead, the committee is to press for the introduction of a ban on heavy lorries winding their way through the shopping centre.

The committee chairman, Cllr Alf Walker, said Mr Peyton had undertaken to personally guide the council on the question of banning heavy traffic from the heart of the city.

Mr Hunt told the committee that he had a letter from the Department of the Environment asking that no action be taken until the Minister had been informed of the decision.

He detailed objections the council had received to the proposed A2 ban. These included some from transport firms, the East Kent bus company, Kent County Council and neighbouring councils.

NOT IN FAVOUR

The bus company could probably be made an exception to the order, but in view of the weight and nature of the objections, most of which pointed out that alternative routes were unsuitable, the Deputy Town Clerk thought it would be unreasonable to enforce a ban. The police had already said they were not in favour of the idea.

"Also, by making an order the council might open itself to a charge of making unreasonable use of its statutory powers, Mr Hunt added.

"That is reinforced by what seems to be quite indisputable — that while heavy vehicles passing along the A2 are a nuisance and a danger to the environment, they would do so to at least as great an extent on any other existing route on to which they might be diverted."

Mr Hunt warned that if an order was made, the Minister might make a directive that the council should seek his consent before implementing it, and this would almost certainly mean a public inquiry would have to be held before anything could be done.

"This would put the council's officers in a difficult position, because they would be duty bound to give their honest opinions. And those would have to be that they could not technically support a ban."

Cllr Eric Hanscomb said that outside vehicles were both dangerous and lethal in or out of the city. But could the council make such an order without the Minister's consent? he asked.

Mr Hunt replied that it could, but it might still be challenged in the courts.

"We have always been a little sceptical as to whether we would be able to put a ban into effect," said Cllr Hanscomb.

Cllr Chris Stanley protested: "I think we should lay the blame where the blame rests, and that is with the Government. We have not asked for these lorries to come through our city. If they think they should come through this part of the country they should design roads suitable to take them."

"I think all the while we

can keep the pressure up the chances of speeding up the by-pass will be increased."

Cllr Tony Fisher said the council should go ahead and make the order: "We cannot really get in a worse position. If we pull out now it looks as though we have gone chicken and the Government will say, 'Right, fair enough, we will drag our feet on the by-pass.'"

ITS ACTIONS

Cllr Mike Fuller said that through its actions in the past, the council had managed to secure assurances from the Government about the by-pass, which represented a very real gain for the people of Canterbury. Work on the by-pass was now due to start in 1976, instead of the 1980s as had been scheduled.

But it was quite clear that they could not make the order succeed, because central Government would step in and say they could not go ahead with it without the approval of the Minister.

This would only force a confrontation situation between the council and central Government, while what was needed at the moment was for the council to press as fast as possible for the by-pass, and not to encourage

people in the area to press for a possible inquiry into the by-pass proposals.

Any sort of delay that stopped the by-pass from getting under way in 1976 would be held against the council, he added.

Cllr Fisher said he had not got the impression that if a public inquiry was held it would put back the by-pass. "I do not see where the two go together."

Cllr Stanley added: "If we back out now we will not have any arms left in our armoury." They could achieve more by going ahead with their plans to make an order.

Cllr Fuller returned to Cllr Fisher's point about the relationship between the by-pass and the ban. "It is very difficult when you are in the middle of a hard-fought confrontation with a Government department to co-operate to the fullest possible extent with them over the by-pass."

He said the committee should recommend the council not to proceed with a lorry ban, but to ask that both the council and its officers give top priority to the Canterbury by-pass and reopen the idea of banning lorries from the central area. This would involve considering some kind of lorry route around the central area.

The committee agreed with Cllr Fuller's proposal.

K4 11-12-73

Single carriageway by-pass would be insanity

IT WOULD be insanity to build the Canterbury by-pass single carriageway, a public meeting on the road proposals was told on Thursday. "No-one in their right minds should contemplate such a thing for a major road like this," said Cllr Tony Fisher.

Less than 40 people turned up for the meeting, organised by the A2 Group, and some had left by the time a vote was taken on the best route.

Route B—which the Department of the Environment says has the least disadvantages and which runs through Thanington before swinging south of Winters Farm, Nackington—came top with 21 votes.

Route C—the most

southerly of the three, which has been given support by both the City Architect and the City Engineer—received 10 votes. Route A—which would run closest to the city—did not get any support.

Those who voted in favour of Route C included Cllr Alf Walker, chairman of the City Council's Public Works Committee.

PATHETIC

Many present were concerned over the department's seeming insistence for a single-carriageway by-pass. One man said it was "pathetic to even suggest it" for a main trunk route by-pass of a major city.

Cllr Fisher said no-one in

their right minds should contemplate a single-carriageway. "It's insane to propose such a thing. If we are going to do a job, we have got to do it properly."

He thought that Route C was probably the best of the three; if properly constructed it would be the least obtrusive.

Mrs Wendy Le-Las Jones, of the Kent branch of the Conservation Society, asked if it was really a sound investment to spend vast sums of money on roads which, because of the fuel crisis, might be redundant in a few years to come.

"What's the point of building roads for juggernauts if

they don't have any petrol to run on?" she asked.

She felt the answer was to look at transport as a whole, and encourage freight on to the railways. "We should put everything on the railways and not have to spend money on new homes and re-building shops that the lorries run into."

Mr Brian Lewis, the A2 Group secretary, said it was estimated that by-passable traffic in 1991 would be between 8,000 and 11,000 vehicles a day.

MY WAY

"To my way of thinking this is rot," he said. "We have conducted traffic censuses in Bridge and we know that the traffic using the A2 is something over 20,000 vehicles a day. The Department of the Environment thinks that by the introduction of the Mid-Kent motorway they are going to see a reduction of traffic on the A2."

"But that is shortsighted. That route is much longer and when it is open, and when we have the Channel Tunnel, more traffic will use the A2/M2 route."

The last origin and destination census had been carried out two or three years ago, he said, and another was needed to get more up-to-date information. "In my view the bulk of the traffic does not stop in Canterbury as has been suggested, it wants to go straight through."

SURVEY NEEDED

Kent County Council's Deputy Surveyor, Mr Alan Smith, agreed that an origin and destination survey was needed. He pointed out that the plans for the by-pass had been prepared by the Department of the Environment's consultant engineers and the county had little more information than was available to the public.

Farmers should be given every chance for complete consultation over the road before any draft order was made, Mr Tony Mount, of Winters Farm, Nackington, told the meeting.

"Obviously a lot of objections will come from the farmers," said Mr Mount, senior vice-chairman of the Canterbury branch of the National Farmers' Union. "But if there was early consultation at least some of these objections could be avoided."

"Farmers are prepared to accept the need for this road. They don't like losing land but, as long as it is necessary, they will put up with it."

The meeting was held in the County Hotel.

K4
14-12-73

Channel Tunnel

Sir,

What do we have to do to prevent Kent from becoming a highway to Europe, with cars and juggernauts from all over Britain heading for the tiny village of Cheriton and the mouth of the Channel Tunnel?

It is not too late to adopt the sensible and civilised alternative of linking the tunnel directly to our national rail system and doing away with the need for a rail/road terminal.

This would make it possible for cars to drive on to train ferries in big cities all over the country and be carried straight into Europe. And it would keep Kent free from the threat of a flood of vehicles.

The Government is bulldozing its plans through Parliament in the hope that the people of Kent will have no time to organise thoughtful opposition. But there is still time to act, and the Defenders of Kent are taking steps to do so.

The most important step is to petition Parliament. We are preparing to do this in the very short time the Government has allowed for the process. Meanwhile there are several things that every individual who agrees with our proposals can do to help.

First, they can write to their MP. This is most essential and most urgent. They should urge their MP to press the Government to review the present plan and consider the devastating effect it will have on the whole of Kent.

Second, they can join the Defenders of Kent by subscribing towards the £25,000 we need to present and publicise our case.

Finally, we would like to hear from volunteers in every town and village in Kent who are prepared to organise a bonfire on a night to be arranged when we aim to signal in the traditional fashion the threatened invasion of our county.

Those who are willing to help in this way should send their name, address and telephone number to me here.

TED ALLBEURY.

(The Defenders of Kent)

5 Church Road,
Tunbridge Wells.

NEW ROUTES: PUBLIC MEETS

K0
6-12-73

FIRST of a probable string of meetings to discuss Canterbury's three by-pass routes goes on tonight.

The meeting is organized by the A2 Group at the County Hotel, 8 p.m. The group is hoping that Canterbury's M.P. David Crouch will be there, the county surveyor, Mr. A. Smith and officials from the Department of the Environment.

Chairman of the A2 Group Mr. John Purchase said they wanted to gather the public together for exploratory talks on the by-pass proposals.

City and district councillors are also invited.

Backing their campaign for early completion of the by-pass for the city, the A2 Group are asking the Government to abandon the plan to by-pass Harbledown, a scheme estimated at £½ million.

Cllr. Tony Payne has sent a strong letter to the Environment Department outlining this plea and the need to restrain unnecessary public expenditure.

On Saturday members of Canterbury's Public Works Committee are to make a "walk about" inspection of the proposed by-pass routes.



He was disappointed that the consultative document had not suggested linking the A28 and the by-pass to siphon-off incoming traffic on the A28.

This would have been useful, both from traffic and environmental points of view, councillors thought, taking into consideration the increased traffic in Wincheap due to development of the industrial estate.

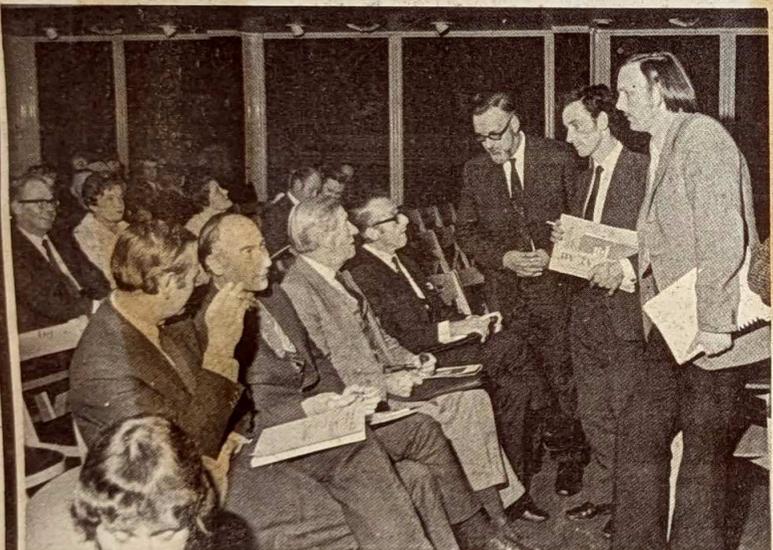
ONE-WAY

He wondered whether Wincheap, as a through route, could be made one-way out of the city? This would avoid the need for the Wincheap Radial — which would be most disruptive to amenities — and would help channel traffic along the by-pass, and then from Harbledown



CLLR. MIKE FULLER — described meeting with Transport Minister.

THE MEN WHO'LL DECIDE



Which is the best route for the Canterbury by-pass? City councillors and members of the A2 Group met representatives of Kent County Council on Thursday at a public meeting to consider this.

Left to right (sitting): Mr. Alan Badger, Planning Department, Mr. Donald Coote, Clerk's Department, Mr. Alan Bullitt, Roads Department, Cmd. A.E.P. Doran, Chairman of the Roads

back to the Kentish Observer's front page of 8 November, revealing exclusively the three Canterbury by-pass routes. Members of the A2 Group want route 'B' while city architect Mr. John Berbiere is backing the longest and most expensive, route 'C'.

MEMBERS of the A2 Group, together with members of the public, came down heavily in favour of route 'B' for the new city by-pass.

They reached their decision at a public meeting held at the County Hotel, Canterbury, on Thursday.

Route 'B' would skirt development planned to the south of Canterbury. The Department of the Environment's consultative document on the by-pass said that it would also leave a viable area of agricultural land between the by-pass

city's traffic problems. The plan is to open a three day section of the by-pass from the Wincheap radial road. The radial road is in the city's traffic problems. The plan is to open a three day section of the by-pass from the Wincheap radial road. The radial road is in the city's traffic problems. The plan is to open a three day section of the by-pass from the Wincheap radial road.



DAY AT THE RACES see Centre Pages

Meeting backs route 'B'

necessary if there was a proper interchange in the Stour Valley.

The consultative document forecast that the ring road would carry between 8,000 and 11,000 vehicles a day by 1991. Secretary and treasurer of the group, Mr. Brian Lewis, described this estimate as "rot."

by VAL HILL

He said they knew that at peak times the A2 carried 20,000 vehicles a day. Even when the mid-Kent motorway was built, TIR's would continue to use the A2.

It was time that another origin and destination survey be conducted. Mr. Lewis explained that the last one concerning Canterbury was carried out two or three years ago.

Cllr. Tony Payne said that he was concerned about the enormous amount of traffic on the trunk road. Eight-and-a-half per cent of the traffic on the road were heavy lorries.

A representative of the Canterbury Society said that it seemed to be dual versus single carriageway for the by-pass. He explained that even if a single carriageway were constructed, enough land would have to be acquired to

turn it into a dual carriageway in the future.

It was suggested that if the link road was possibly considered for "the axe" it would be preferable to cut the Harbledown by-pass.

Cllr. Mike Fuller said that when city councillors met the Transport Minister, Mr. John Peyton, they made the point that there were more heavy lorries on the road than would be expected on a trunk road.

A dual carriageway was essential so that cars could overtake these lorries.

The question of timing was also discussed with Mr. Peyton, he continued. The Minister had said that if agreement were reached fairly quickly, work might begin on the road by 1976.

"I'd like to be able to agree with 1976 as the starting date," said Cllr. Tony Fisher. He felt that the Minister's visit to Canterbury was nothing more than a white-washing exercise.

Kent County Surveyor Mr. Alan Smith told the meeting that if there were a Wincheap Radial and Route 'C', drivers might think that the route took them too far out of the city.

Cllr. Fuller answered that the city council hoped to make expansion to the south of Canterbury. "This would need to be taken into account."

One member of the audience suggested that part of the Harbledown by-pass be stopped.

In a vote at the end of the meeting, the members chose their favourite route. No one selected Route 'A'. 21 voted for Route 'B' and only 10 voted for Route 'C'.

and the city.

There would be a cost (at 1972 prices) of £3,300,000 to build a single carriageway and £5 million for a dual carriageway.

Eighteen houses and one shop would have to be demolished if route 'B' were used. Eighty-seven acres of agricultural land would be taken.

It was described in the consultative document as good value for money, a short route of by-passable traffic, which local traffic could also use, and leaving adequate green belt for the city.

The one disadvantage listed was the inevitable housing loss.

Civil engineer Mr. Ian Gracie claimed that the proposals shown in the library confused people trying to decide which route to choose.

He said that they should be given a Department of the Environment figure for Route 'C' including the Wincheap Radial.

One of the advantages of Route 'C' — passing to the south of development along the A28 at Thanington, and avoiding ribbon development in Newhouse Lane and Nackington Road — as set out in the consultative document, was that the demolition of property was avoided.

Mr. Gracie added that with industrial development at Wincheap, the Wincheap Radial was essential.

Mr. Fraser described the proposals as half-baked solutions which could be out of date in 10 or 15 years' time.

He said that he would like to see a reasonably straight dual carriageway, linking up somewhere in the Stour Valley. A Harbledown by-pass was not

Committee, and Mr. Alan Smith, Surveyor.

Standing, left to right: Mr. John Purchase, Chairman of the A2 Group Mr. Brian Leis, secretary and treasurer of the group, and Cllr. Mike Fuller.

KO 13-12-73

WHICH WAY?

Longest route is architect's choice



MR. BRIAN LEWIS — described estimates as "rot".



Cllr. TONY PAYNE — concerned about traffic.

LONGEST and most expensive route for Canterbury's A2 by-pass is backed by city architect Mr. John Berbiers and city engineer Mr. John Rhodes.

They made their view known to members of the council's Public Works Committee at the last meeting.

Mr. Berbiers reported that both officers had agreed a preference for Route 'C'. They felt that the greater distance from the city, plus the fact that the area immediately affected probably had less outstanding scenic value, were factors in its favour.

by PAUL BLOOMER

VIADUCT

"Architecturally, there is no reason why a viaduct should not be an attractive feature, providing a dramatic element of punctuation in the scene," said Mr. Berbiers.

"From the top of the viaduct, passengers in cars and coaches would obtain impressive views towards the city."

He was disappointed that the consultative document had not suggested linking the A28 and the by-pass to syphon-off incoming traffic on the A28.

This would have been useful, both from traffic and environmental points of view, Mr. Berbiers thought, taking into consideration the increased traffic in Wincheap due to development of the industrial estate.

by-pass and Rheims Way into Canterbury.

Mr. Berbiers felt this matter should be left open for further investigation.

In conclusion, he pointed out that the farther distance of Route 'C' from the city would leave a much longer stretch of uninterrupted riverside area in a rural setting.

Flashback to the Kentish Observer's front page of 8 November, revealing exclusively the three Canterbury by-pass routes. Members of the A2 Group want route 'B' while city architect Mr. John Berbiers is backing the longest route 'C'.

KENTISH Observer

AND CANTERBURY TIMES

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AT LAST!

City by-pass plans revealed

KENTISH OBSERVER EXCLUSIVE

Reporter: DENYSE WREN

TODAY the Kentish Observer publishes exclusively the three possible routes for Canterbury's long awaited by-pass.

This is the news for which many in Canterbury City Council have been waiting. All the routes are proposed to start at the end of the Harbledown by-pass, and to join with the main road of the city at the junction of the bridge over the river Stour.

The routes are: A, the shortest, which would be the most direct route to the city and the Old Kent Road; B, which would be the most scenic route; and C, the longest, which would be the most scenic route.

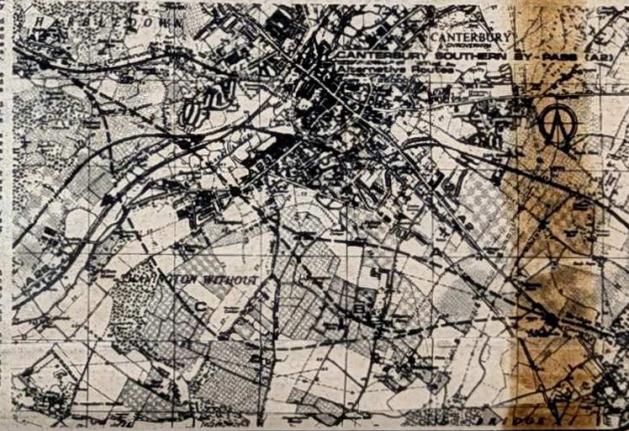
The Minister of Transport, Mr. John Forbes, is to visit Canterbury next Thursday to talk about the city's traffic problems. He will open a four-day exhibition of the by-pass plans at the city's public library.

ROUTES

By-pass routes A and B would bring the main line from the Upper Harbledown by-pass to a point west of Thanington. The routes are: A, the shortest, which would be the most direct route to the city and the Old Kent Road; B, which would be the most scenic route; and C, the longest, which would be the most scenic route.

The routes are: A, the shortest, which would be the most direct route to the city and the Old Kent Road; B, which would be the most scenic route; and C, the longest, which would be the most scenic route.

● PAGE 25



Meeting backs

MEMBERS of the A2 Group, together with

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:-

22 The Foreland,
Canterbury.
2.11.73

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

Dear Mr. Crouch,

I am writing to you about one particular aspect of the lorry/A2 situation - the inadequate signposting of through routes. Several times I have raised this matter with Canterbury City Council, but have been disappointed with their reaction. I believe that route signposting along trunk roads is the responsibility of the Ministry with local authorities acting in an advisory capacity. Even then, the Council could show greater interest in the problem.

At the country end of the M2, only Dover, Canterbury and Margate are signposted. Throughout the length of the improved A2 and the motorway there is no indication of routes to Folkestone or Ramsgate, in spite of their developing TIR ferry services. Although the A2, M2 and Thanet Way is the main route from the rest of the Country to Ramsgate, the latter is not signposted until at the St. Nicholas-at-Wade roundabout. Also, in spite of the Ministry maintaining that the A20 is the official main road to Folkestone, many TIR drivers understandably prefer the faster, safer, improved A2/M2 route, especially in view of its superior exit from London and its better links with the national road system.

When drivers reach the first Rheims Way roundabout (St. Peter's Place) in Canterbury, only Dover is indicated on the route sign, and more remarkable is the absence of any local signs. As a result, TIRs find their way to the Westgate and the narrow Pound Lane and get entangled in the city's one-way system. Similarly lorries with destinations

By-Pass: Good news for city residents

HOMES SAFE?

Reporter: SIMON FOWLER

HUNDREDS of Canterbury householders can breathe again — it now seems certain their homes will be saved from the bulldozers.

Canterbury homes or property are unlikely to be demolished to make way for the city by-pass. Councillors agreed on Tuesday night to slap a letter on the Minister's desk in 21 days asking for Route C.

Councillors were unanimous in their appeal for the most expensive route which runs furthest from the city. They also urged unanimously that the Minister, Mr. John Peyton, be pressed for a dual carriageway by-pass.

Although the City Council's decision is not final, it will bring a sigh of relief from hundreds of

city residents whose homes could have been bulldozed to make way for Routes A or B.

The Minister has asked for the council's comments on the proposed routes for the by-pass by 4 January and it seems certain he will get a request for a dual carriageway version of Route C.

But Ald. Herbert Buckworth warned members of the Public Works and Planning and Development Committees that he had heard that Kent County Council favour the routes nearer to the city.

"I have heard that the county planning officer and surveyor

Council urge Route 'C'

favour route B. And they say that routes A and B merit the closer examination."

But both the city engineer and architect spoke of route C as being the only viable route.

Engineer Mr. John Rhodes said: "Route A is unthinkable, it comes much too close to the city. Route B imposes a massive highway on the city; a by-pass should be further out."

City architect Mr. John Berbers said: "I favour route C every time. It is further away from the city and gives room for development."

The councillors voted unanimously to accept the officers' reports.

Chairman Cllr. Mike Fuller said that the natural by-pass route would seem to be route C. He added that a viaduct, which would be a necessary part of route C, if properly designed could be as attractive a feature of the landscape as Medway bridge.



Graphic design student Brian Glanfield (left) shows visitors the model of the A2 between Faversham and Dover which he and his fellow students have prepared at the college.



Visitors view the giant model of the A2 between Faversham and Dover on show at the Canterbury College of Art.

(CAL)



KG 14.12.73

Students study bridle way to Europe

by Pauline Rush

In Roman times traders faced massive fines for putting too much weight on the carts trundling up and down Watling Street. But today, on that same road, the penalties for juggernauts breaking weight limits are negligible compared to the profits from overloading.

That is just one of the many points made in an exhibition at Canterbury College of Art, mounted by graphic design students to show the difficulties and dangers facing people who live beside the A2 and those who travel on it.

Models, posters, films and photographs were used to

illustrate their case and to stress the need for immediate improvements to this treacherous stretch of road, which the A2 Group has called the "Bridletrack to Europe."

The idea of holding an exhibition was first mooted by Mr Peter Sullivan, head of the college's Graphic Design School. He heard about a conference to be held at Kent and Canterbury Hospital about after-care for road accident patients and thought it might be possible to stage some sort of exhibition to run in conjunction with the conference.

The hospital agreed to the idea and it was decided to turn over the whole of the Graphic Design School to a project on the A2 for a term.

Mr Sullivan's deputy, Mr Roy Chambers, said that they had tried to cover all aspects of the A2 and give a clear picture of the problems involved with it.

"We are not trying to push a particular point. We just wanted to find out exactly what the current situation is, and people's attitudes to it," he said.

So about 100 students set to work to produce a comprehensive survey of Kent's most controversial road. They went out and talked to people who live along the A2 and to car users and lorry drivers. They wrote to local schools, traders and publicans to get their views.

Speakers from the Kent Trust for Nature Conservation, the A2 Group and other organisations visited the college to help the students with their work and the Department of the Environment agreed to loan them equipment for the exhibition.

Statistics had to be collected and this again posed problems. Figures obtained from surveys are soon out of date and statistics from different sources vary widely. Constant checking and re-checking were essential to ensure accuracy.

Large model

The focal point of the exhibition was a large-scale model of the A2 from Brenley Corner to Dover, built by second year vocational students. Eye-catching and colourful, the model pinpointed the major accident black-spots along the road. Mr Chambers said it was intended to be decorative and informative rather than strictly to scale.

Accident figures were displayed in detail. They showed that last year five people were killed on the A2 and 79 were seriously injured. Another 157 were slightly injured and of the total deaths and injuries, 20 were to children.

Some of the primary schools had sent in poems and essays written by the pupils. Most of them spoke about the amount of traffic and the crashes they had seen involving lorries. One child wrote: "I find it very hard to get to sleep because of the bed shaking. The noise is terrible."

Yet a woman interviewed by the students said she could not sleep when she stayed in a quiet area because she had become so used to the noise of the heavy traffic.

Photographs were used to show just how great the lorry

problem has become. Every day 20,000 vehicles use the A2 and 2,000 of these are juggernauts. Pictures of Bridge High Street before the rush hour showed only the TIR monsters rumbling through the village. A pedestrian interviewed said she was afraid to walk on the pavement and some people complained that if you lived on the A2 it was too noisy to use the front rooms.

But there was another side to the problem. A pamphlet produced by one of the third year students took a look at the A2 as seen by the lorry drivers. "It's one of the worst roads in England I've ever travelled on," said one.

Others complained about the narrow winding streets in the villages where it is almost impossible for two TIRs to pass safely and many commented on the tight roundabouts in Canterbury. Accidents often occur there because car drivers do not realise how much room the lorries need, a lorry driver told the students.

Other subjects covered by the exhibition included studies of the effects of noise and traffic fumes on plants and wildlife and the damage caused to agricultural land by the present road and proposed alternative routes.

Plans for the proposed Canterbury by-pass and M20 extension were mapped out in detail, and the pros and cons of each route listed alongside.

Doctors from all over the country visited the exhibition after the all-day conference on accidents at the hospital on Sunday. They also had the chance to look at another part of the exhibition prepared by the students. This section, displayed at the hospital's Postgraduate Medical Centre, dealt with the ways accidents happen and suggested means of avoiding them.

A series of pictures and newspaper cuttings traced the progress of motorists and lorry drivers along the A2, showing their possible thoughts and actions and how easy it is for a short journey to end in disaster.

Ideas for solutions to the problem included extending the M2 motorway to Dover, making more use of the railways to carry freight, night deliveries to shops and warehouses and banning heavy traffic from the towns.

Both exhibitions, while trying to look at the A2 from an unprejudiced viewpoint, could have left no doubt in the visitors' minds that something should be done about the road, and done quickly.



Mr Julian Losinski part of the A2 exhibition they and Canterbury Hospital.

Letter to the Parish Council. John Underwood
71 Lookey Ave
Shinley
Solihull
Warks. B90 2AL

5/12/73
Dear Sir
I am doing a project in English about the effect of Juggernaut lorries on the towns and villages they pass through. Bridge being on the main road to Canterbury and London from Dover, must have more than its fair share of container Lorries. For this reason I would like you to send me any posters leaflets or information on your campaign for a bypass around Bridge.

Stamps to cover return Postage
Yours Sincerely
John Underwood.

Opinions split on best route for by-pass

OPINION is split over the best route for the proposed multi-million pound Canterbury by-pass. A joint meeting of the City Council's Planning and Development and Public Works committees on Tuesday chose route C — the most costly and most southerly of the three proposed.

But a public meeting in Canterbury last week chose route B — which the Department of the Environment says has the least disadvantages and which runs through Thanington before swinging south of Winter's Farm, Nackington.

The City Council is certain to accept the findings of its committees and tell the Minister that route C is the one it wants. In turn, the new Canterbury District Council has hinted that it is most likely to support the route chosen by the City Council.

It took members of the two committees just 20 minutes to reach their decision on Tuesday.

The City Engineer, Mr John Rhodes, and the City Architect, Mr John Berbiere, had produced reports recommending route C.

Explained Mr Rhodes: "Route A is far too close to the city, and route B is getting much too near as well. Route C does leave a certain amount of freedom and does not impose itself. Even 3 mile from the city centre is no great distance."

A LINK-UP

Mr Berbiere said the other point about route C was the possible intrusion on the landscape of the viaduct: "But a viaduct, if well designed, can be quite attractive. It could well add to the landscape by having a well-designed viaduct there," he said.

Cllr Mike Fuller said that another objection raised against route C was that it did not provide for a link-up with a Wincheap radial.

Said Mr Rhodes: "I don't think you would have any problem with a link up on route C."

He suggested an origin and destination survey of traffic using the Canterbury to Ashford road should be taken to find out where the traffic was coming from and heading to. "Then you would be able to come to a decision on a link-up."

The joint committee decided to recommend that route C is the best; that a connection between the road and the A28 should be investigated; that farmers should be allowed early consultation over the proposals; that an origin and destination survey of the A28 is desirable and that the road, when built, should be dual-carriageway.

Fewer than 40 people attended last Thursday's public meeting at the County Hotel, organised as an opinion sounding board by the A2 Group.

When a vote was taken, 21 supported route B, 10 voted for route C and nobody was in favour of route A, which runs closest to Canterbury.

Those who voted in favour of Route C included Cllr

Alf Walker, chairman of the City Council's Public Works Committee.

Many present were concerned over the department's seeming insistence for a single-carriageway by-pass. One man said it was "pathetic to even suggest it" for a main trunk route by-pass of a major city.

Cllr Fisher said no-one in their right minds should contemplate a single-carriageway. "It's insane to propose such a thing. If we are going to do a job, we have got to do it properly."

He thought that Route C was probably the best of the three; if properly constructed it would be the least obtrusive.

Mrs Wendy Le-Las, Jones, of the Kent branch of the Conservation Society, asked if it was really a sound investment to spend vast sums of money on roads which, because of the fuel crisis, might be redundant in a few years to come.

"What's the point of building roads for juggernauts if they don't have any petrol to run on?" she asked.

She felt the answer was to look at transport as a whole, and encourage freight on to the railways. "We should put everything on the railways and not have to spend money on new homes and re-building shops that the lorries run into."

Mr Brian Lewis, the A2 Group secretary, said it was estimated that by-passable traffic in 1991 would be between 8,000 and 11,000 vehicles a day.

"To my way of thinking this is rot," he said. "We have conducted traffic censuses in Bridge and we know that the traffic using the A2 is something over 20,000 vehicles a day. The Department of the Environment thinks that by the introduction of the Mid-Kent motorway they are going to see a reduction of traffic on the A2."

MORE TRAFFIC

"But that is shortsighted. That route is much longer and when it is open, and when we have the Channel Tunnel, more traffic will use the A2/M2 route."

The last origin and destination census had been carried out two or three years ago, he said, and another was needed to get more up-to-date information. "In my view the bulk of the traffic does not stop in Canterbury as has been suggested, it wants to go straight through."

Kent County Council's Deputy Surveyor, Mr Alan Smith, agreed that an origin and destination survey was needed. He pointed out that the plans for the by-pass had been prepared by the Depart-

Continued on page 18

Increase in lorries

R&H
18.12.73

A dramatic increase of 46.40 per cent in the number of juggernauts passing through Dover is revealed in the October figures published by the Harbour Board. Altogether 52,284 lorries were carried on the cross-Channel ferries that month.

In the 10-month period to October the total number of lorries was 154,479, a 19.49 per cent increase over the same period last year.

The passenger-car traffic also increased with the port handling 4.06 per cent more passengers at 5,383,931 and cars were up by .81 per cent at 950,118.

ment of the Environment's consultant engineers and the county had little more information than was available to the public.

Farmers should be given every chance for complete consultation over the road before any draft order was made, Mr Tony Mount, of Winters Farm, Nackington, told the meeting.

"Obviously a lot of objections will come from the farmers," said Mr Mount, senior vice-chairman of the Canterbury branch of the National Farmers' Union.

"But if there was early consultation at least some of these objections could be avoided."

"Farmers are prepared to accept the need for this road. They don't like losing land but, as long as it is necessary, they will put up with it."

The meeting was held in the County Hotel.

The new District Council's Policy Committee has decided it would probably be best to follow any decision taken by the City Council over the road. The City Council is being told by

two of its top officers that route C is the best.

On Saturday members of the District Council toured the three proposed routes.

Afterwards, the council leader, Cllr Arthur Porter, said: "We held the tour because many council members, particularly those from Whitstable and Herne Bay, are not familiar with the plans or the area."

"We felt that before we could even consider it, it would be helpful to see the routes and the problem."

"When we discussed this at the Policy Committee we felt that as the Canterbury councillors had studied this in so much depth it would be presumptuous to make such a decision for them."

"We felt that probably the best solution would be for the District Council to go along with the Canterbury decision, but of course the final expression of our policy will be made when the new council meets on December 20."

He added that it appeared to him that Route C was the best of the three alternatives.

"It certainly has its advantages, particularly in the way it keeps the road well away from Canterbury itself."



Edited by Tony Crook

Britain's bridle path to Europe

"IT'S NOT the road to Europe, it's the road to Eternity," said a Dover church minister of the A2 last year. Three soldiers had just been crushed to death in their car by a juggernaut lorry under Watersend Bridge, near Lydden.

The southernmost 22 miles of the A2, from Boughton Street via Canterbury to Dover, are perhaps the most embattled stretch of highway in Britain. The road is narrower now than it was in Roman times, yet some six million vehicles—about one in ten is a heavy lorry—plough their noisy way through its towns and villages each year.

The sheer misery of living anywhere along the A2 is brought forcefully to life in an exhibition, *A2 Euroroute?* at Canterbury College of Art, opening tomorrow. Graphic design students have made a 50-foot scale model of the long-suffering 22-mile stretch, analysing the problems and possible solutions in a style meriting the attention of the Secretary for the Environment, Geoffrey Rippon.

Part of the exhibition is the Environment Department's own plans for a Canterbury by-pass, still being considered, and details of other by-passes planned or already being built on the A2.

But by-passes, say the students, are only a temporary answer. They would ease the intolerable pressures on village and urban life in South Kent, but they would also destroy much of its farmland and wild life. What is needed, they argue, is segregation of lorries and cars and—more important—massive improvement of rail services.

A special animated cartoon envisages high-speed hovertrains taking much of the commuter pressure off the road, leaving it for freight and local traffic. Motorists could be seduced into rail travel, suggest the students, by individual family compartments equipped with the luxuries of a high-speed car.

An improved rail service would ease the agonies of noise, fumes, building damage and danger to life and limb. And with lorries alone on the A2 using 10,000 gallons of fuel a day, it would leave restricted oil supplies for those who really need them.

The road surface, too, would be spared its present pounding. Excavations show that even the Romans resurfaced it four times. And as far back as 1527, the French ambassador complained to Henry VIII about the "extremely ruinous state" of the main London road at Canterbury.

Most notorious of the A2's bottlenecks is the once tranquil village of Bridge, through which a vehicle passes every four seconds, a heavy lorry every 46 seconds. Members of Bridge A2 protest group expect six million vehicles to have roared through their High Street by the end of this year.

The exhibition compares life today in such villages with memories of only 30 years ago: Sheep



Twenty-two miles of agony and despair depicted in a 50ft scale model of the A2 at the Canterbury exhibition

were driven along the High Street; children played football in the road and skated on it in winter.

Now villagers have to shout to make themselves heard in their front rooms. They lie awake at night, in beds vibrating to the traffic. Some fear to go shopping because lorries often mount the narrow pavements. School teachers are relieved each day when all their children arrive safely.

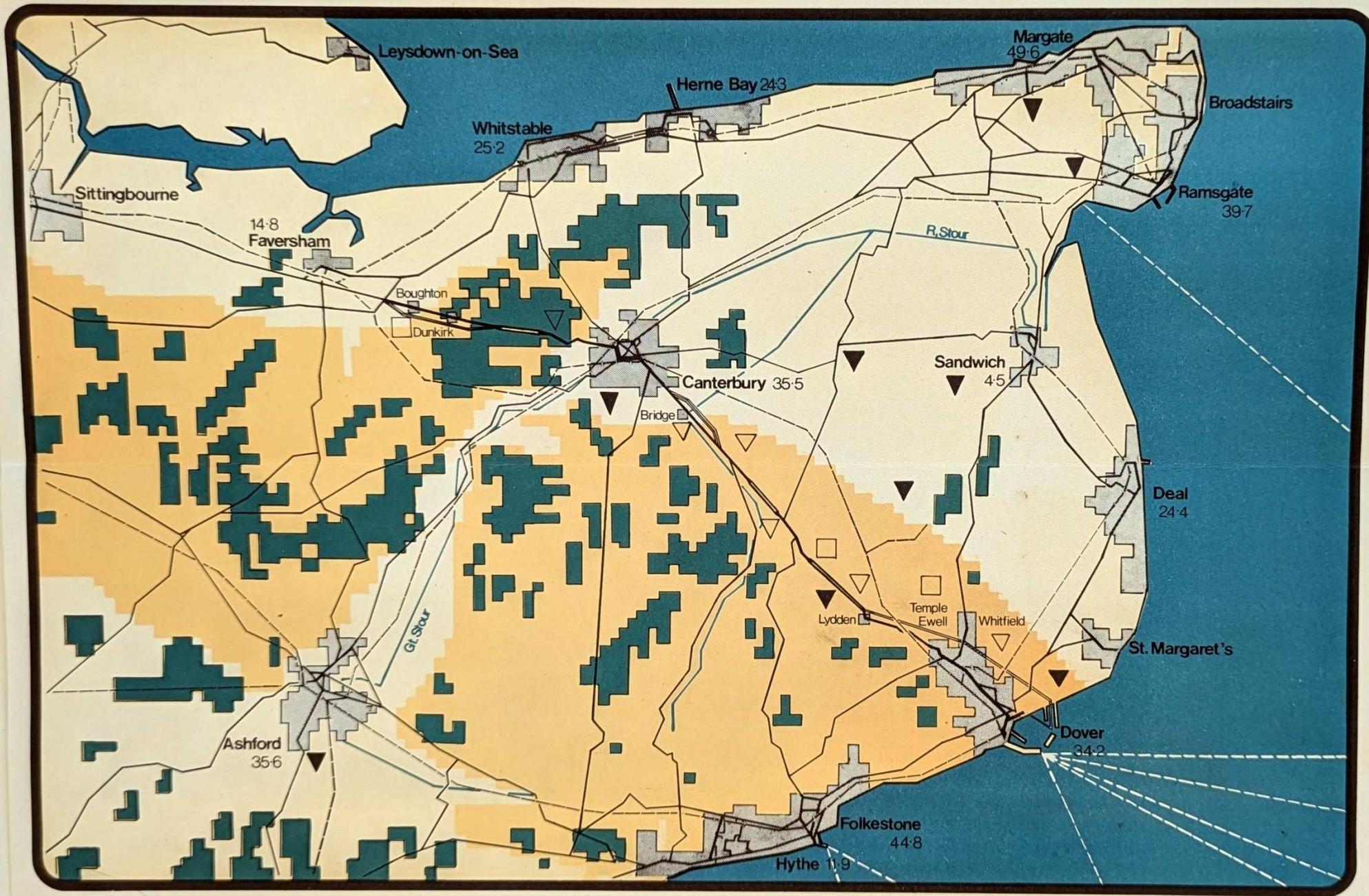
Romans using the Canterbury-Dover road faced exile or enslavement in the mines if they broke the severe weight limits in their carts or chariots. Now the few lorries tested for overweight loads—more than a third of those tested in the last six months were breaking the law—face moderate fines.

The students have also given the lorry-drivers their say. Here, too, the picture is black. Juggernaut men admit that conditions on the A2 make them angry. Long delays in jams, multiplicity of road signs, constant manoeuvring round buses and parked cars combine to have them in a fury by the time they reach Dover.

The number of heavy lorries using ferry facilities at Dover have gone up this year by 19½ per cent. An even sharper rise is expected next year. The troubles of the A2 are increasing much faster than Government efforts to ease them.

A2 Euroroute? is open from 10am to 6pm at Canterbury College of Art, New Dover Road, Canterbury from tomorrow until Thursday.

Anthony Holden



The A2 Nature Trail

Is the A2
the road of the future?



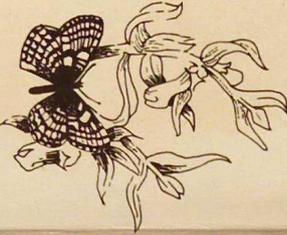
THE A2 ENVIRONMENT

The most important factors influencing the successful growth of plants and animals and insects are soil, water supply, light, climate and the presence of other plants and animals. This is particularly true of many of the rarer plants, which unlike the common varieties need special conditions. For much of its length the A2 runs across chalk downland and in one area through oak woodland on clay. These provide habitats for specialised wildlife including certain rare species.

Although the areas of scientific interest either side of the A2 are not in the direct path of proposed by-passes and road widening schemes, such schemes may alter conditions to such an extent that certain species may be unable to survive. Unless precautions are taken some of the orchids and butterflies could disappear from this area altogether.

BLEAN WOOD AREA

An unusually large area of oak woodland on clay supporting a rich wildlife including a semi-parasitic Cow-wheat, the sole food plant of the extremely rare Heath Frillary butterfly which is found in only two other areas in this country.



DRAINAGE

The A2 runs across mainly chalkland and because chalk is porous there is little surface drainage. The three rivers are the Stour, the Dour and the Nalbourne running through Canterbury, Temple Ewell and Bridge respectively. All support wildlife in and around the water including trout and other fish.



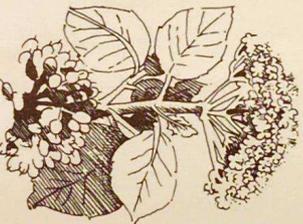
LEDEN WOOD

The chalk soil in this area is suitable for the growth of the rare Red Helleborine orchid.



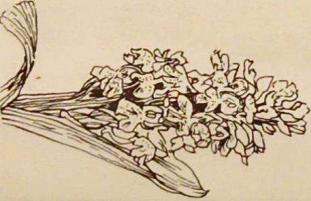
LYDDEN HILL

Before being cleared for the building of the dual-carriageway there was a fine scrub area of Spindle, Wayfaring and Gelder Rose frequented by nightingales.



LYDDEN DOWNS

Chalk grassland with poor dry soil supporting many specialised plants and uncommon butterflies. A good area for orchids especially the small rare Burnt Orchid.



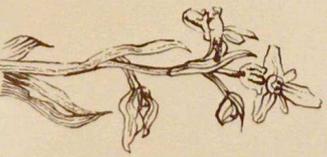
TEMPLE EWELL

Including Woodville Wood, the home of the Stinking Hellebor, the chalk downs supporting up to 258 varieties of butterfly including the Kipper and White, Silver Spotted Skeneely good Chalkhill Blue. An excellent area for orchids as it includes badgers, whilst Waxwings are amongst the unusual birds seen there.



CLIFF AREA

Supporting chalk flora including the rare Early Spider Orchid. An exceptionally good place for butterflies and birds including interesting migratory varieties.



Heath Frillary

Heron

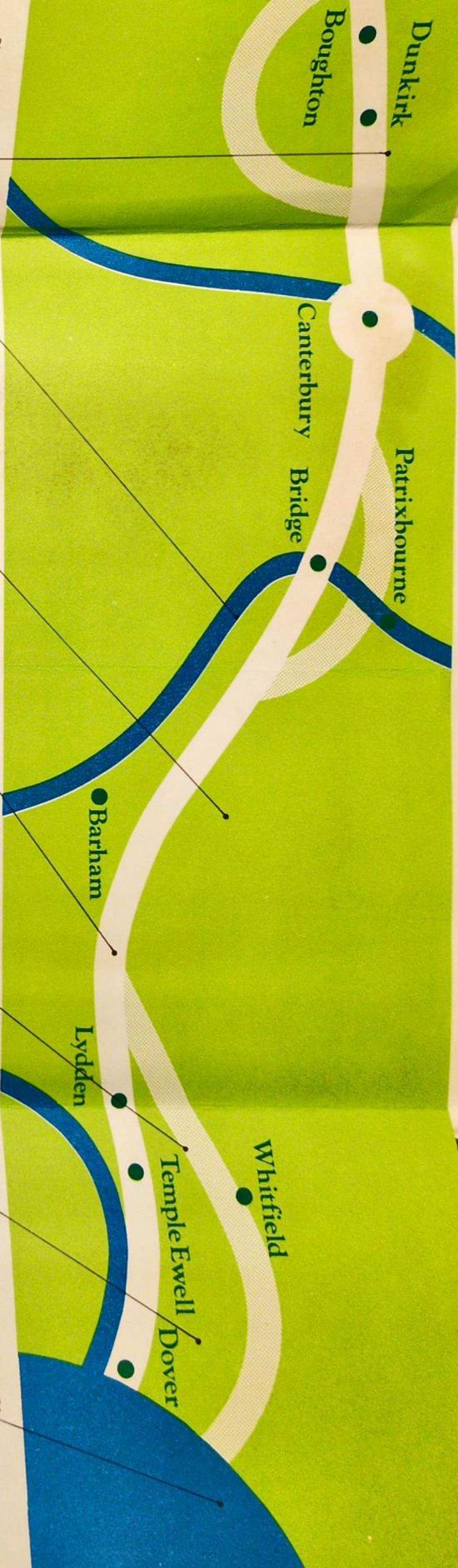
Red Helleborine

Wayfaring

Burnt Orchid

Badger

Early Spider Orchid



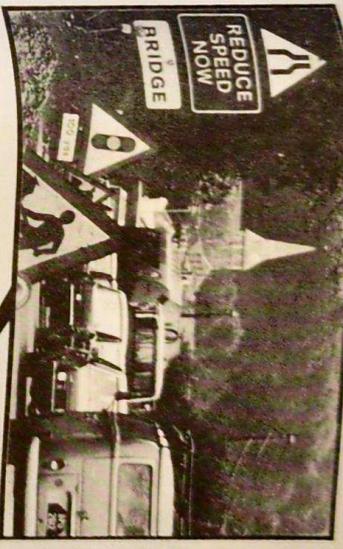
The size of the massive freight lorries contrasts greatly with the small houses and narrow streets of the villages through which they pass.



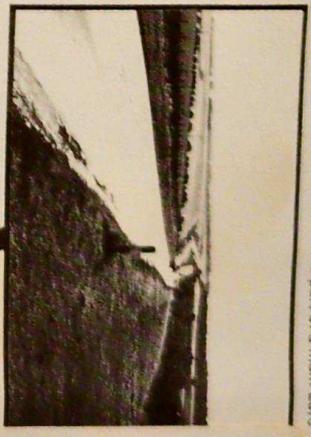
This hazardous bend through Harbledown has been the cause of several accidents.



Roadworks and the narrowness of the road caused a bottleneck at bridge. The by-pass will be completed by early 1976.



Barham Downs can appear very bleak and desolate. At first like this it is difficult to believe it is part of a main Euro



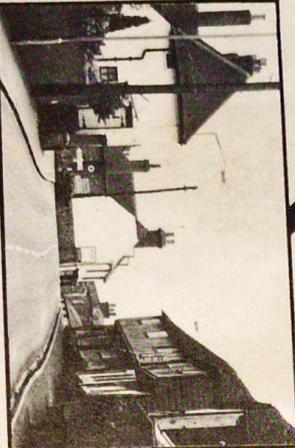
Boughton Street

Dunkirk

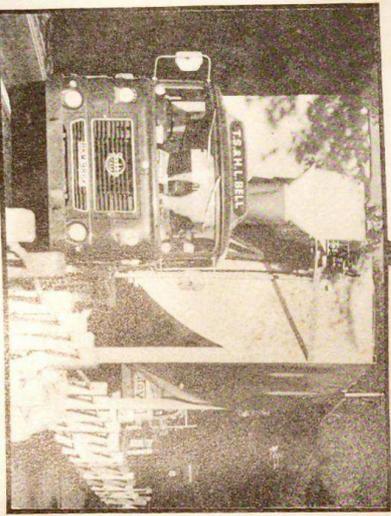
Harbledown

Canterbury

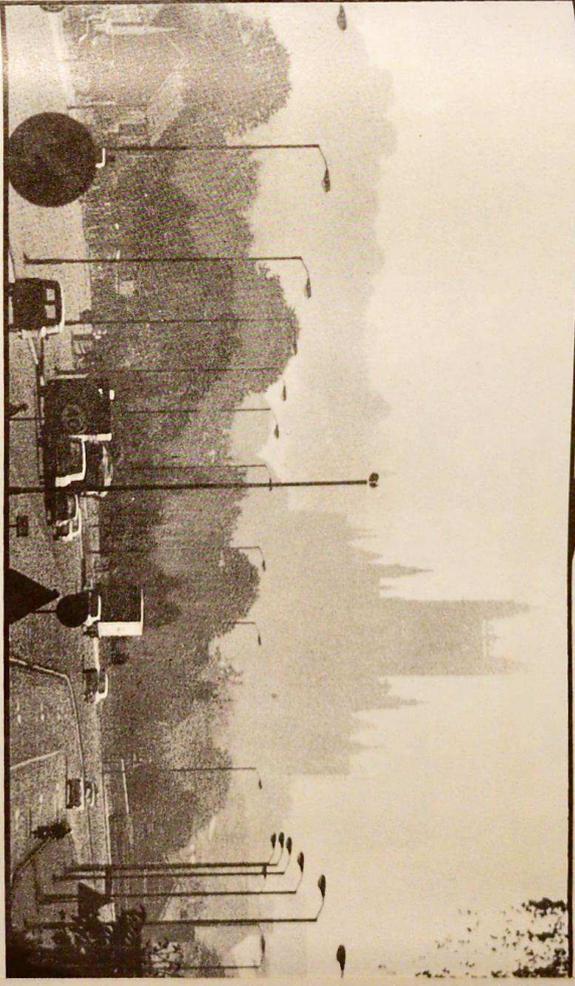
Bridge



A few minutes of peace as Boughton Street resumes the quiet tranquility of a sleepy English village.

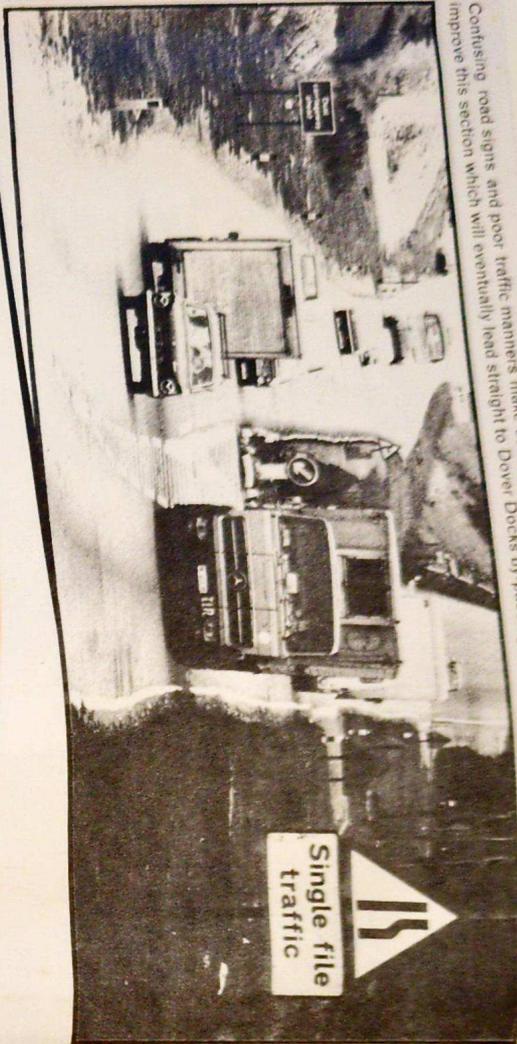


The extraordinary width of this lorry prevents it from safely passing other large vehicles along this narrow stretch.

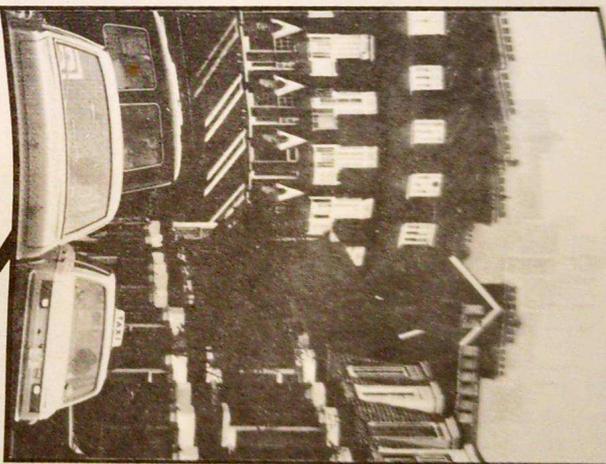


The Cathedral silhouette presents an impressive focal point as one approaches Canterbury. The City Council has recently an attempt to ban lorries over 10 tons from Rheims Way (a vital link in the A2) because of the traffic problems they cause.

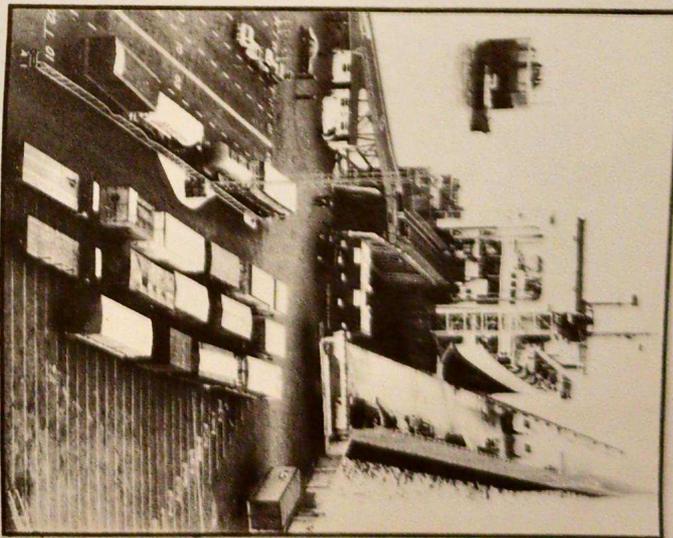
Confusing road signs and poor traffic manners make even the better parts of the A2 hazardous. Work now in progress should improve this section which will eventually lead straight to Dover Docks by-passing Lydden and Dover town centre.



Narrow winding streets and dense local traffic cause major delays to cross channel lorries and cars.



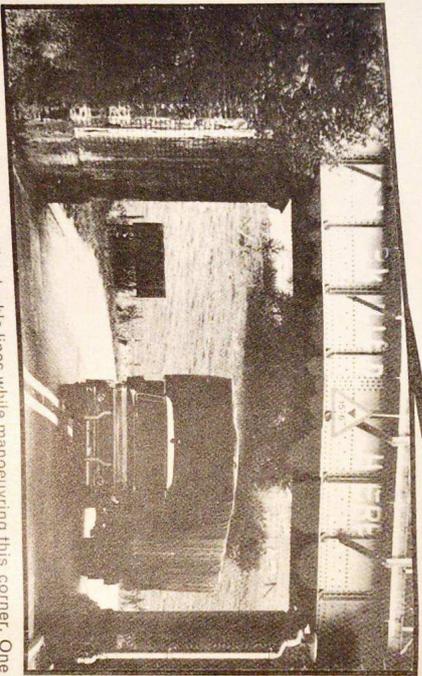
The A2 is the main route between London and the Continent. Here TIP lorries wait before boarding the channel ferry.



Lydden

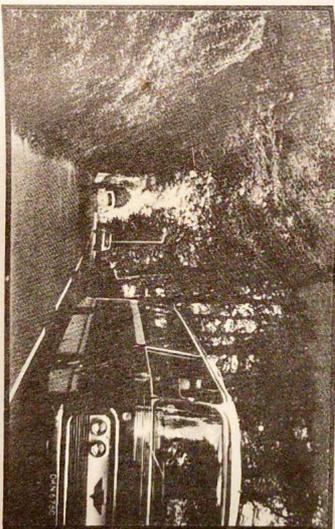


A good view of the surrounding Kentish Downs before descending into Lydden.



Lorries have to swing out over the double lines while manoeuvring this corner. One juggernaut failed to take this bend resulting in the death of three soldiers.

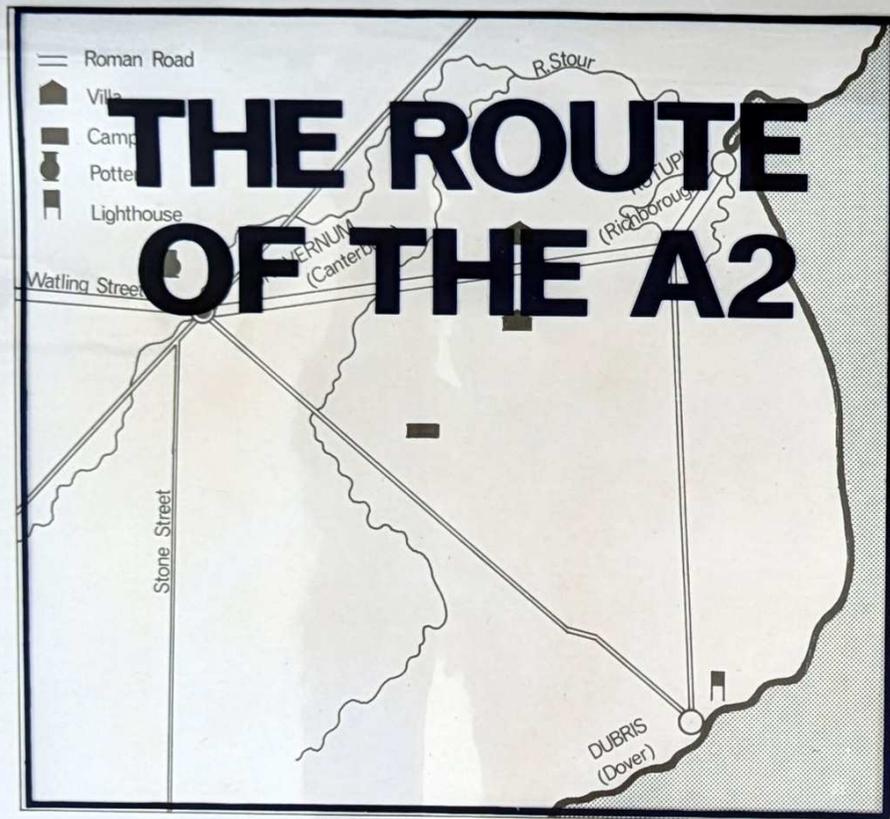
Temple Ewell



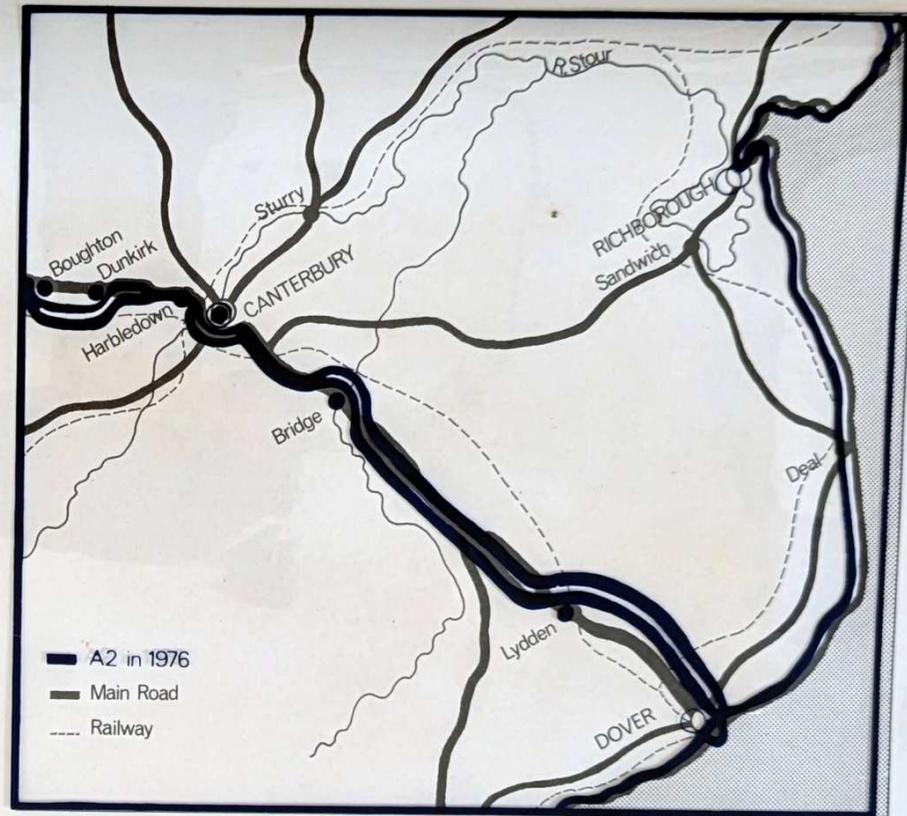
The road passes through a narrow steep cutting with several concealed entrances which makes overtaking dangerous.

Dover





The Roman Road System



The Present Road and Railway System



BRIDGE

DOVER

SUMMER

**Tourist traffic
(many drivers new to English roads)
Hitch-hikers
Glare and dappled sunlight on road
surface**

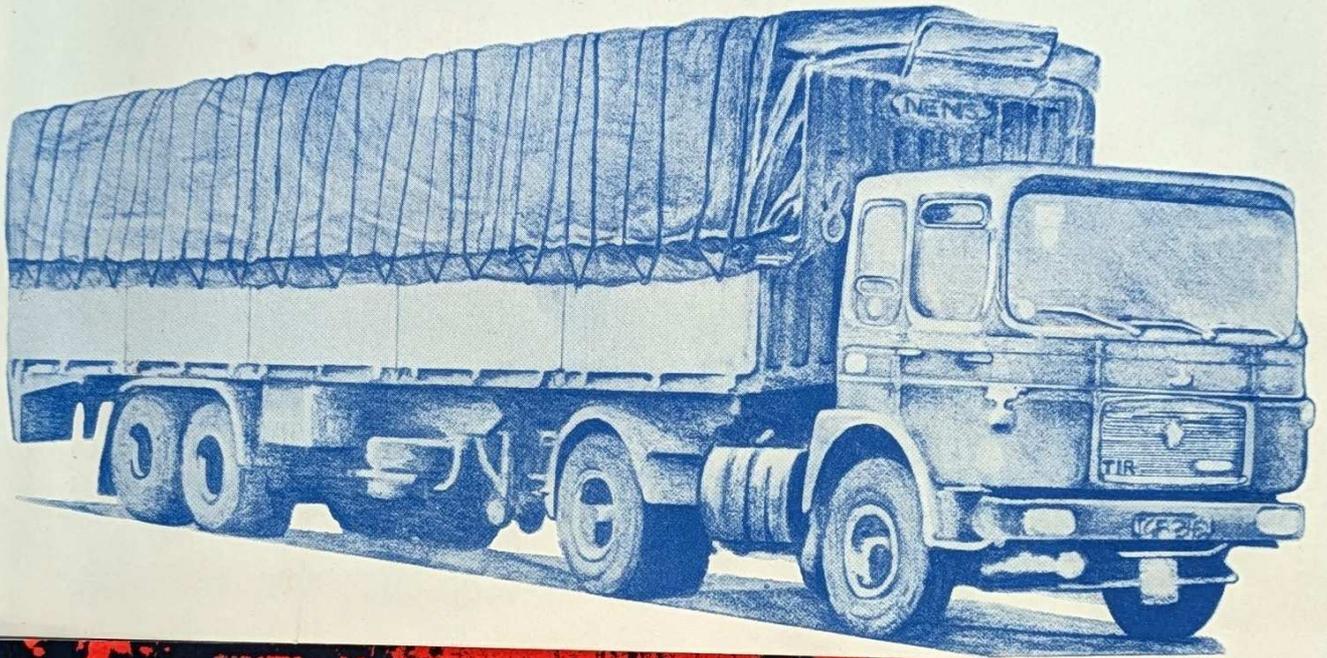
**Extra traffic on the August Bank
Holiday**

AUTUMN

**Fog
Leaves on the road
Low lying mist in the S**

'JUGGERNAUTS'-A2

Dover Docks to Brenley Corner as seen by the Lorrydriver





rotring
MADE IN GERMANY

The Village

The Village stands on the principal trading route from the Capital to the Port. Since ancient times it has been used as a waystation by travellers on the Highway being some twelve miles from the Port and sixty miles from the Capital.

Progress tended to leave the Village unspoiled and older folk retired there.

The Highway, however, had lost none of its importance over the years as a trading route. Nor had it grown any safer.

One day an old Villager was knocked down and killed in the main street by a trade vehicle. This is where our story really begins.



CANTERBURY

The Beginnings

At least two years before the fatality, concern had been expressed at local government level regarding the Highway. It was obvious that a general increase of traffic, in particular vehicles carrying goods, was imminent.

A new road was being built to the North of the Village at the start of the Highway. The New Road, it was feared, would attract to the Highway much of the traffic then using an alternative route to the Port. This was a longer route and already overloaded.

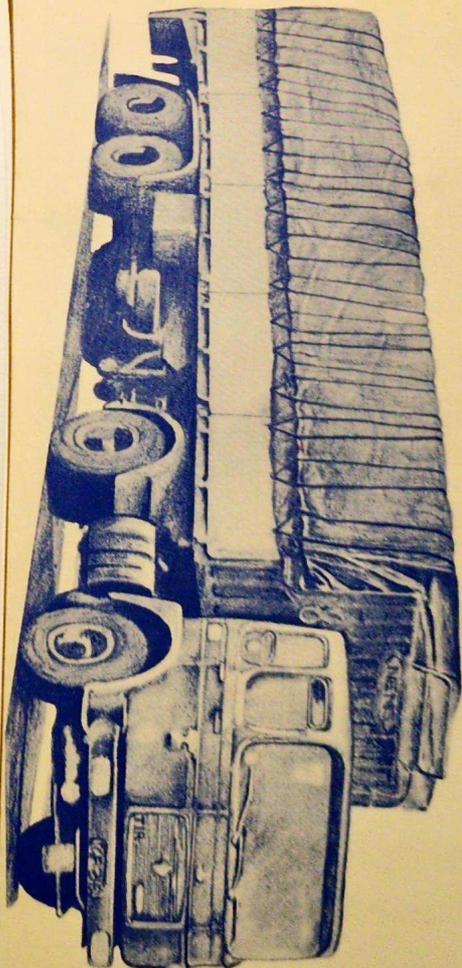
Worried by the prospect of unlimited movement through their narrow streets, two of the Villagers decide to join forces in an effort to forewarn their neighbours of the danger.

Leaflets are printed. At first these are met with apathy and hostility, but when a petition is circulated five months after the death of the old man, it carries an encouragingly high percentage of the Villagers' signatures. The Village is beginning to awaken to the idea that Progress has not passed it by . . .

The petition is simple:

The Villagers do not want the traffic and ask that the Government make a special road taking it past and not through the Village.

Recognising that the petition is a necessary first stage but that it will have little real effect on the Government, the Villagers accept this and plan to make their protest in other ways.



'JUGGERNAUTS'-A2
Dover Docks to Brenley Corner as seen by the Lorrydriver

The Campaign

The next year shows an increase of activities. Failure in the braking system of a trade vehicle on a hill outside the Village, causes a crash. This evokes further opposition to the traffic now tunnelling through from the New Road.

Resistance soon becomes visible. A large notice appears mysteriously overnight in the main street: SLOW — people LIVE here.

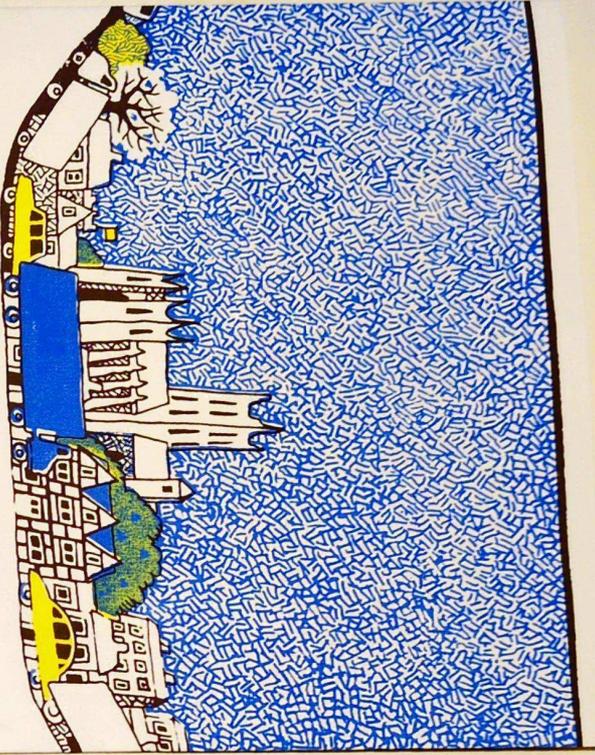
A month later, in October, fifty of the Village Youth organised by the Younger of the Two Villagers march through the streets repeating the request of the petition.

This is the first hint of militancy.

It is to be noted that during the preceding four years eight people have been killed and forty-nine injured on the Highway within the boundaries of the Village.

The next spring one hundred and fifty inhabitants take part in the second public demonstration. They carry coffins.

At the same time periodical reports and leaflets are printed and distributed in the area by the Two Villagers. Caricatures of the Government Department concerned draw attention to the problem but also bring hostility from the Government Representative for the area. This is the year of the General Election.



CANTERBURY

The Campaign Continues

In the May the Villagers tally the through traffic. Their fears are justified. Two months later an effigy of a Government Member abed is carried through the streets. 'Asleep to our need'.

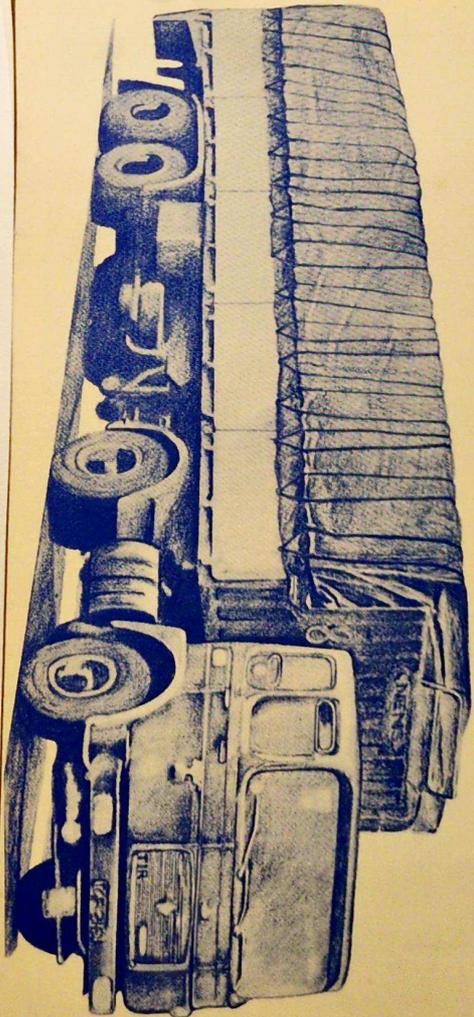
Realising the problem affects all the villages on the Highway an attempt is made to form a joint Highway Committee. This is unsuccessful and the Villagers retire to their immediate problems — the Special Road.

Each of the General Election candidates is approached to divine his attitudes to the Special Road. The existing representative is not returned — he denounces the campaign. One of the other candidates promises to support them, and is duly elected.

The New Road had been built in the knowledge that soon the country would be entering into one or both of two projects involving an increase in trade. One — a major engineering project involving rail-traffic with another country, the other — an alliance with a bloc already engaged in mutual trading. But no firm decisions can as yet be made.

To clarify the issue as far as the future use of the Highway is concerned and the request for the Special Road, are the main aims of the campaign. The increase in traffic aggravates what is already becoming an intolerable situation. The traffic takes priority over the Villagers' needs.

No Special Road is planned. The campaign continues.



'JUGGERNAUTS'-A2

Dover Docks to Brenley Corner as seen by the Lorrydriver

Locally dismay is voiced at the small budget which the Government have now allocated for the piecemeal improvements to the Highway. The New Representative and the Villagers continue to press their demands. Time passes — but nothing is resolved.

Four years later a passive resistance protest is organised. For the first time evidence of outside sympathy is present. The Villagers sit down in the road and stop the traffic. Arrests are made but charges are not preferred. The Village receives publicity from the local press and the regional broadcasting network.

One week later another sit-down protest is held in a village at the beginning of the Highway.

Traffic increases as do the accidents and the Villagers hold public meetings to discuss the dangers.

Matters come to a head when the driver of a giant vehicle dies as his load crashes through a shop on the main street of the Village. The crash occurs before dawn in early summer. The family asleep upstairs escape injury.

Forty-eight hours later the Villagers block the road for one hour. Traffic comes to a standstill. No arrests are made.

Following this a Government Engineer is sent to address a public meeting regarding the traffic on the Highway and the noise and vibrations.

The Highway Committee

Heartened by this show of concern especially as the visit has been widely publicised, the Villagers call a public meeting in the nearby City, which is well attended and so at last the Highway Committee becomes a reality.

The Villagers then paint a bold sign on the shattered shop front. It asks for a ban on the Giants and demands the Special Road. The police and the local government turn a blind eye to the gesture.

The Highway Committee descend on the Port. Visiting the foreign consulates, they lodge petitions requesting support and ask that their nationals write to the Government complaining about the dangers of the Highway.

The Villagers continue the publicity campaign, taking it to the Capital itself. They employ a bugler to blow reveille outside the Government's offices, in an effort to waken them up.

A further census of traffic shows a massive increase especially of large trade vehicles from abroad. The Government agree to further investigation of the Highway's problems and the team sent by them invite the Two Villagers to join them in their journey of inspection down the Highway. A local engineer agrees to guide the party and point out the hazards.

Escorted by police they move down the Highway and are met at every village by demonstrations. The team speak to some of the inhabitants about the dangers.

The Outcome

The Villagers demand now becomes an ultimatum. They threaten to hold a sit-down demonstration involving one thousand people. This threat is ignored and so they decide to carry it out.

Leaflets announcing the decision are delivered through every door in every village along the Highway. Support grows and outside help from the neighbouring villages is promised and given.

One week before the protest the Two Villagers are summoned to the local police station and are warned that as the instigators of the proposed action they could face possible arrest. The Villagers refuse to back down. The reason for the change of attitude towards the protest is worrying.

Half an hour before the protest begins fifty policemen enter the Village where a traffic control centre has been set up. The sit-down takes place but no traffic appears. It has already been diverted by the police through the Alternative Route. The protest is a success. Charges are brought against the Two Villagers and then dropped.

The immediate outcome is that the Village and the Dangers of the Giants become synonymous. In the national assembly the case for the Special Road is brought up by eleven area representatives.

The Villagers get their Road. They are promised that within the next few years plans would be drawn up and the Special Road begun.

Post-script

But is this the end of the story? It shows what can be accomplished when people combine their efforts to fight an injustice. But it only scratches the surface of a problem of which the vehicle is a symptom.

The Villagers attack their immediate problem and it takes them eleven years to obtain their special road. The road merely moves the traffic elsewhere

They are satisfied — but should they be?

By using their tenacity they could have perhaps tackled the real problem.

The real problem is bigger and more difficult to define.

The real problem is with people.

We have allowed ourselves to develop a highly wasteful consumer society. At every level from the corporation to the private individual we contribute to this prodigious waste.

We believe the goods we consume to be essential to our way of life, just as we accept the motor car with its twin symbols of power and prestige.

In chasing production and satisfying our wants we are using up our world. Already our dependence on oil as a fuel source shows signs of being illfounded.

The lorries are only a symptom.

The Village is Bridge. The Highway is the A2.
The Special Road is the Bridge By-pass.

My thanks to John Purchase and Brian Lewis of the A2 Committee, and to Mr. W. B. Waterhouse of the Temple Ewell Ginger Group.

Cover photographs by courtesy of the Kentish Gazette



Department of the Environment

2 Marsham Street London SW1P 3EB

Direct line 01-212 7117

Switchboard 01-212 3434

John Purchase Esq
Chairman A2 Group
Mill Cottage
Bekesbourne
CANTERBURY
Kent

Your reference

Our reference

Date

6 November 1973

Dear Mr Purchase

1. You will be aware that the Department has announced that the public and local authorities in the Canterbury area are to be asked for their views on possible alternative routes for a Southern by-pass of the City. The situation is described in an explanatory booklet which will be available at local Council offices and post offices from Wednesday 7 November. A copy of this publication is attached. We would be very grateful if you could give us any comments you may have on the routes by 4 January; a questionnaire for this purpose is included in the booklet.

2. The alternatives will be shown in more detail at a public exhibition to be held in the Slater Art Gallery at the Beaney Institute from 16-20 November. Staff will be present to discuss the possible routes throughout the exhibition, which will be open at the times given in the booklet. We hope that as many people as possible will be able to attend.

Yours sincerely

M W McD Cairns

M W McD CAIRNS

Enc

FOCUS

ON A2

Editor

Tony Payne

Woodside,
Bigberry Hill,
Harbledown.
Tel Canterbury 63459.

The letter reproduced overleaf has been sent to:

The Regional Controller, (Mr. Oversby-Powell)
(Roads & Transportation, South Eastern)
74 Epsom Road
Guildford,
Surrey.

and a copy sent to the Minister, Mr. John Peyton, c/o the House of Commons.

If you agree with its contents then you should write your own letter, because this may be the only way the Minister will take notice.

No doubt you have seen the green "Consultative Document" issued by the Dept. of the Environment. It is not a particularly informative paper, and if there are any points on which you would like further information, or opinion, you know where to find me to ask!

Don't hesitate, it has been my policy to consult with the village over the solution to problems, and I hope by now you are beginning to feel involved in some way in decisions which affect you. Do not underestimate the effect of public opinion on the Dept. of the Environment; do not be discouraged.

Central Government is supposed to act on our behalf for our own and the National interest, and it uses our money to do it!

Dear Sir,

I hope you remember the conversation we had during the Minister's visit to Canterbury when I drew attention to a contradiction in the stated views concerning the Harbledown by-pass.

I also hope you will remember that I expressed my doubts about the value of writing to you on this subject, but you gave me your assurance that the points I wish to raise would be given every consideration.

The A2 is a principal route in a European network and carries an unusually high proportion of heavy freight and holiday tourist traffic, all of which is by-passable. The estimate of only 50% of traffic flow being by-passable is not accepted by many of us who live along the present A2. An accurate figure can be obtained by holding a proper origin and destination survey in Canterbury. Furthermore, it is known that 80% of T.I.R. traffic passing out of Dover is bound for Belgium and I view the Department's opinion on the reduction of traffic on this route after the opening of the Channel Tunnel with a great deal of scepticism.

I feel sure the citizens of Canterbury and District will resist any attempt by the Dept. of the Environment to pass off a single carriageway by-pass of Canterbury as a solution to their traffic problem, particularly if there is a veiled hope at the Dept. that the Harbledown by-pass, Rheims Way and the residential area of the New Dover Road are to be over-used to relieve an inadequate outer by-pass.

Prior to, and during the Harbledown inquiry, the Department's view was that the proposed new single carriageway at Harbledown would have a useful life as a principal route to the Western side of the City after the opening of the Canterbury by-pass.

At the Harbledown inquiry this was disputed by myself and the Canterbury Society. Evidence was also given, in the form of extracts from the Minutes of the Bridge-Blean Rural District Council and in the statement on behalf of the Canterbury City Council, to the effect that a by-pass of the City of Canterbury would be a preferable method of relieving traffic through Harbledown village, and that the Harbledown proposal should be deferred pending a firm decision on the design and construction of the Canterbury by-pass.

In his report, the Inspector agreed with the objections to the Harbledown by-pass, but recommended its construction because the Dept. had given no evidence of their intention to build a Canterbury by-pass.

On Thursday Mr Peyton stated publically that he has 1976 in mind as a starting date for the Canterbury by-pass, with completion by 1978. This is only two years after the projected opening of a very expensive (nearly half a million pounds) and environmentally destructive single carriageway which creates as many problems as it solves and which has been described by the Dept. as an "Interim Measure".

Now at last in your Consultative Document (para. 8) you have agreed that a route to the City by way of a Wincheap Radial road from the Canterbury by-pass is more satisfactory than through Harbledown!

Even without a Wincheap Radial Road, the removal of through traffic from Harbledown would bring very acceptable relief to the village.

In view of the need to restrain unnecessary public expenditure, preserve agricultural land, and some of the finest countryside within sight of the Cathedral, will you give every consideration to the abandonment of the Harbledown scheme in favour of early completion of the Canterbury by-pass?

A public inquiry into the Canterbury proposal, which will admit evidence on the Harbledown problem, is desperately needed. At the same time, will the Dept. publish its Transportation and Road network policy for East Kent?

I am confident that a Dept. which is keeping its plans and performance under review must re-examine the Harbledown proposal.



KENT COUNTY COUNCIL

Roads Department

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

KENT HOUSE,
LOWER STONE STREET,
MAIDSTONE. ME15 6LA

YOUR REF. H5/55/1 This matter is being dealt with
MY REF. 12.PJK. by Mr.P.J.Kinnersley
S4/BB/2

Maidstone 65400 Ext. 235

10th December, 1973

Dear Mr.Soilleux,
Yellow Bar Markings, A2, Bridge

I apologise for the delay in replying to your letter of the 22nd November.

I personally am not convinced that yellow bar markings are the answer, as those which have been laid down on Bridge Hill made no difference to the speed of traffic. I have suggested to the Regional Controller that a more positive form of speed control should be used and I now await his instructions.

BRIDGE-BLEAN RURAL DISTRICT COUNCIL

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

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

TELEPHONE: CANTERBURY 66411 (4 LINES)

YOUR REF. H5/55/1
MY REF.

19 December 1973

Dear Mr Lewis

A.2 TOWN HILL, BRIDGE

With reference to your letter of the 14 November last, I enclose herewith a copy of one dated 10 December 1973 received from the County Surveyor. I feel we must await the Regional Controller's views

Yours sincerely

Clerk of the Council

B*A Lewis Esq
1 High Street
Bridge
Canterbury CT4 5JY

Enc.

H/LT

I.F. Soilleux
Clerk to Bri
Council Offi
Old Dover Ro
Canterbury,
CT1 3DH.

GRS. Please reply impers

THE CANTERBURY SOCIETY

Hon. Treasurer.
A. Robinson, Esq.

Chairman.
Prof. B. Keith-Lucas,
20 King Street,
Canterbury

Hon. Secretary.
Miss H. Alpin,
26 Orchard Street,
Canterbury.

Dear

Mr Lewis

I have pleasure in enclosing the comments of the Canterbury Society on the proposals for the Canterbury Southern By-pass (A2) set out in the Consultative Document issued by the Department of the Environment last month.

Yours sincerely,

B. Corlett

Assistant Hon. Secretary.

17:12:73:

2 LACK OF BASIC DATA

The basic questions underlying any consideration of a by-pass are, what is the volume and nature of the traffic that would be diverted from the Canterbury Ring Road to the by-pass, both now and in the future? There seems to be no evidence that this question has been asked and answered by the consultants on the basis of recent origin and destination surveys. On the contrary, it seems that they have taken Buchanan's figures and adjusted these in the light of known developments in the last few years. But figures relating to 1968-9 belong to another era - the time before the enormous growth of cross-channel 'juggernaut' traffic - and no amount of adjustment of old figures can properly reflect such a revolutionary change.

Similarly, we doubt whether the effect of the Channel Tunnel on traffic that would use the bypass has been given adequate consideration - certainly there is little evidence of this in the consultative document, which merely makes the vague statement that 'the proposed Channel Tunnel and extension of the M20 to Folkestone should provide a measure of relief to the A2 but the volume of through traffic will still be considerable! Other independent forecasts suggest that only 15% of the cross-channel TIR traffic will use the Tunnel, and that after the building of the Tunnel the volume of A2 traffic bypassing Canterbury in 1984 could be as great as the present traffic on Rheims Way. Whether such forecasts are reliable or not, there is at present no way of judging: no studies from official

CANTERBURY SOUTHERN BY-PASS (A2)

Comments by the Canterbury Society on the Consultative Document (November 1973) issued by the Department of the Environment, and on the related exhibition.

1 PUBLIC PARTICIPATION

We welcome the ~~initiative~~^{initiative} taken by the Department of the Environment in setting up an exhibition to inform the public about the A2 bypass proposals. In most respects this was admirably conceived; a particularly valuable feature was the fact that experts from the consultancy and the Kent County Council were in attendance and were fully prepared to discuss and explain. This exercise in public relations was apparently the first of its kind to be provided by the Department, and we think it must have been gratifying to the organisers that the attendance was so good and interest so keen.

The one serious fault on the public relations side was that the information presented in the 'consultative document' is sketchy, particularly in regard to present and estimated traffic flows and the relationship of the proposed by-pass to the traffic pattern of the Canterbury area as a whole. Could the Consultants report to the Minister not be published in full?

2 LACK OF BASIC DATA

The basic questions underlying any consideration of a by-pass are, what is the volume and nature of the traffic that would be diverted from the Canterbury Ring Road to the by-pass, both now and in the future? There seems to be no evidence that this question has been asked and answered by the consultants on the basis of recent origin and destination surveys. On the contrary, it seems that they have taken Buchanan's figures and adjusted these in the light of known developments in the last few years. But figures relating to 1968-9 belong to another era - the time before the enormous growth of cross-channel 'juggernaut' traffic - and no amount of adjustment of old figures can properly reflect such a revolutionary change.

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sources appear to have been published, and we suspect they have not been made.

Another such question relates to the form that the tunnel will take. The idea of a 'rail only' tunnel has been brusquely dismissed in Parliament and by the Kent County Council as hopelessly uneconomic; but the arguments for this view are contained in a consultant's report which has not been and may not be published. Yet the possibility that the Tunnel might take this form cannot yet be ruled out entirely, especially in view of the deepening oil crisis; and this possibility ought therefore to have been considered as one alternative in any attempted estimate of future traffic flows on the A2.

Where, therefore, there should have been a traffic analysis based on newly-collected statistics and taking properly into account major new developments (eg. the colossal growth of traffic through the port of Dover, and the Tunnel in at least two of its projected forms), we have instead what appears suspiciously like guesswork based on outdated statistics. It is a pity that the case for the bypass, which is a strong one, should have been presented on such a poor foundation.

3 THE ALTERNATIVE ROUTES

The arguments for and against the three suggested routes are well stated in the consultative document. Route B is the solution we favour: a bypass should be a road through open country, not one that marks the outermost boundary of a city's residential areas, as Route A would be in effect before long. But it needs to be conceived, if possible, in such a way as to serve the needs of local as well as through traffic; and it is in this respect that ROUTES A and B are acceptable whereas C is not.

Bearing in mind the fact that whatever route is chosen, it would still need to be planned in detail, we suggest that it might be found possible to diverge southward from the line shown for Route B on the map so as to avoid demolishing Vinescole House and destroying the rural character of Merton Lane

4 SINGLE OR DUAL CARRIAGEWAY ?

The lack of proper enquiry as to the basic facts shows most obviously, we think, in the proposal that the bypass should be single-carriageway. The assumption underlying this argument is that by 1991 the Ring Road might be carrying 22,000 vehicles a day while the bypass would be handling only half this number at most. But no evidence of any substance has been offered in support of this calculation.

Even if this estimate (or guess) were to prove correct, however, we think that to build a single carriageway would be disastrously mistaken, because

(1) Much of the traffic using the bypass, in both directions, would be TIR lorries. On a single carriageway two lines of such traffic, each

each 2ft from the kerb, would have only 2ft minimum clearance between the lines. The dangers to the drivers of the lorries, to other traffic and above all to any cyclists who were so rash as to venture on the road, need no underlining.

- (2) Land would be ^equired, and bridges and flyovers built, to a dual carriageway standard to permit conversion at a later date. Thus the single carriageway would represent only a small saving and that a temporary one - on the cost of a dual carriageway.
- (3) A single carriageway would make it difficult or impossible to link the A28 effectively with the bypass. On the present plan for a single carriageway, there would be an interchange only for A28 (Wincheap) traffic turning south.
- (4) To join two dual carriageways with four to seven miles of single carriageway is a sure recipe for congestion and raising the accident rate.

5 THE A28, WINCHEAP RADIAL AND HARBLEDOWN

Traffic on the A28 shows the highest rate of increase for any major road in the Canterbury area. It is clearly very important that an early decision should be made about the proposed Wincheap Radial in order to relieve Wincheap. But the Wincheap Radial (as the consultative document points out) would also offer the obvious entry route to the city for traffic using the A2; for this reason too, a decision about this radial route is a matter of urgency - it needs to be planned in conjunction with the bypass. It is to be hoped that central and local government will recognise that on this question they have mutual responsibilities and opportunities. Close co-operation between the two is absolutely necessary.

The new sense of urgency concerning the A2 bypass (1978 is now being mentioned as a possible completion date, in contrast to 'the early 1980's' forecast of not long ago) makes the Harbledown bypass appear in an even more dubious light than previously. The Harbledown bypass, on which work is due to start next year, has been justified on the grounds that it will give a few years' relief from through traffic before the A2 bypass is built. But if the period of relief is now to be only two or three years, can this be worth the spending of nearly half a million pounds coupled with irretrievable environmental damage? (The subsidiary argument which has been advanced, that the Harbledown bypass will be needed for local traffic alone once the A2 bypass has siphoned off the through traffic, can only be regarded as an unsubstantiated afterthought; ^{and it is} even less plausible in the light of the Department's point that a Wincheap Radial would be the best entry route to the city from the A2.)

6 CONCLUSIONS

We conclude, therefore, that

- (1) It is unfortunate that the proposals for the A2 bypass have been

prepared on an apparently flimsy basis of investigation.

(2) In particular, the argument about the need for and nature of the bypass has tended to be developed in isolation from major governing factors such as the growth of cross-channel freight traffic and the effect of the Channel Tunnel.

(3) As to the alternative routes proposed, we favour Route B subject to some suggestions which could be investigated at the detailed planning stage.

(4) We see no merit in the idea of a single carriageway.

(5) Decisions about the bypass need to be taken not only in the light of the national factors we have mentioned under (2), but also in the context of traffic needs and trends in the city as a whole. We have especially in mind the need to cope with the growth of A28 traffic, probably by means of a Wincheap Radial Route; and a decision about this would need to be taken in time for it to be planned in conjunction with the A2 by-pass. And we point out that a decision to build the A2 by-pass, particularly if accompanied by the Wincheap Radial, would further undermine the already dubious case for proceeding with the Harbledown by-pass. To abandon the Harbledown plan in order to spend the money on the much more essential Wincheap Radial seems good sense as well as good economics.

17:12:73:

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.

28th December 1973.

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

Dear Miss Alpin,

I acknowledge with thanks receipt of the comments on the proposals for Canterbury by-pass, forwarded to me by your Assistant Secretary.

Whilst congratulating the Society on the comprehensive assessment of the situation, I would comment on paragraph five:

It is stated that 1978 is now being mentioned as a possible completion date. In my view this is extremely optimistic. You will recall that following the opening of the exhibition, Mr. John Peyton stated that he was hopeful for a start by 1976 but added that this would only be achieved providing that a public enquiry is discounted. Clearly we can not discount such an eventuality and must look for at least 1978 for commencement, and even this could be in dispute after the governments recently announced £1200m cut-back in public expenditure.

Harbledown by-pass is, as you rightly state, due to start next year. On the basis that this will be completed by 1976, I think you must agree that the period of relief is more likely to be four or five years rather than two or three as suggested.

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.

31st December 1973.

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

Dear Mr. Oversby-Powell,

I find it necessary to write to you personally as it appears impossible to attain positive action from others.

I refer to my correspondence with both your department and Kent County Council in connection with the provision of yellow bar markings for Town Hill, Bridge.

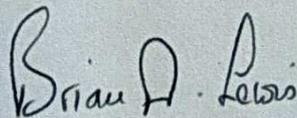
As you know, bars were laid on Bridge Hill on 22nd August as an experiment.

I understand from the Kent County Surveyor that you were to refer the proposal for similar markings on Town Hill to Department of the Environment headquarters for decision at that level, and wish to enquire as to the outcome.

From practical experience, it is evident that the system of bars are successful, but should you be of the opinion that their measure of success is less than desired, I urge you to implement some form of positive speed control in lieu as quickly as possible.

As over four months have passed, and approaching 250,000 lorries have passed through the village since I first raised this matter with your department, I do not consider that I am now being unreasonable in expecting an early reply. Regrettably, events on the A2 continue to outstrip preparedness.

Yours sincerely,



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

The **A2** Group

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

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

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

Please reply to:-

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

31st December 1973.

I.F. Soilleux Esq.,
Clerk of the Council,
Bridge-Blean RDC.,
Council Offices,
41, Old Dover Road,
Canterbury, Kent

Dear Mr. Soilleux,

A2 Town Hill, Bridge

I apologise for the delay in acknowledging receipt of your letter dated 19th December together with a copy of one dated 10th December received from the County Surveyor.

I have now written to the Regional Controller and enclose a copy of my letter of today's date for your information. I will forward a copy of reply as soon as it is to hand.

Yours sincerely,

Brian A. Lewis

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



TA

S3/16
Department of the Environment
2 Marsham Street London SW1P 3EB

Direct line 01-212 8396
Switchboard 01-212 3434

B A Lewis Esq
Secretary
A2 Group
11 High Street
Bridge
Canterbury

Your reference

Our reference

Date

9 January 1974

Dear Mr Lewis,

CANTERBURY SOUTHERN BY-PASS

Thank you for sending us a completed questionnaire recording your group's reactions to the alternative routes we suggested for this road. Your views, together with those of the other people who have written to us, will be considered carefully before the Secretary of State comes to his decision.

Yours sincerely,

G Watson

G WATSON



TA

S3/16
Department of the Environment
2 Marsham Street London SW1P 3EB

Direct line 01-212 8396
Switchboard 01-212 3434

John Purchase Esq
Mill Cottage
Bekesbourne
Canterbury CT4 5HD

Your reference

Our reference

Date

9 January 1974

Dear Mr Purchase,

CANTERBURY SOUTHERN BY-PASS

Thank you for sending us a completed questionnaire recording your reactions to the alternative routes we suggested for this road. Your views, together with the others being put to us, will be considered carefully before the Secretary of State comes to his decision.

Yours sincerely,

G Watson

G WATSON

Too-heavy lorry firm fined £500

A LONDON haulage firm was fined a total of £500, with £25 costs, by Canterbury magistrates on Friday after admitting four charges of having overweight lorries.

The firm, Union Cartage Co Ltd, of 13/16 West Smithfield, London, EC1, had seven previous convictions between February, 1972, and October, 1973, two being dealt with at Canterbury.

Mr Noel Hunter, prosecuting on behalf of the Kent County Council's Weights and Measures Department, said that in one case, on October 9, the lorry was seven tons overweight.

Union Cartage's solicitors wrote that the company did everything in its power to prevent overloading. They pointed out that in each case the lorries were loaded abroad and were checked and passed before arriving at England.

The chairman of the Bench, Mr David Thompson, asked Mr Hunter if there were weighing facilities at Dover and whether they were used.

Mr Hunter replied that there was one at the actual dock and two on the way out. He added, "They are very rarely used, despite the fact that it only takes a few minutes."

Three other companies, who pleaded guilty by letter, were also each fined £50 with £10 costs.

They were Seabourne Shipping Co Ltd, of 1/3 River Road, Barking; Arthur Green (Garages) Ltd, of Station Road, Steeton, Yorks; and Hercocck Continental Ltd, of 154 Welford Road, Leicester.

The following drivers were each fined £50: Frank Mekie, of 42 Harris Road, Dagenham; Ray Rutland, of 272a Romford Road, Forest Gate, London, E7; Charles Wise, of 3 Wells Way, London, SE5; and William Staples, of 46 Philip Lane, Tottenham.

Council's lorry forbidden by M

MINISTER for Transport Industries, Mr John Peyton, has quickly put the brakes on Canterbury City Council's plan to clear its main road of heavy lorries.

The Minister has flung up a barrier to the scheme by prohibiting the Corporation, from making the Order banning big lorries from the A2 trunk road within its boundaries.

Canterbury City Council voted, by eight to seven, a fortnight ago to exclude lorries over ten tons or 36 feet long after March 1.

But within the week Mr. Peyton clamped his own ban on this action.

He announced: "In view of the effects which the Order, if made, would have on local traffic, particularly in villages nearby, an inquiry will be held. Any person interested will be able to appear, or be represented."

There were protests from other Kent councils, haulage firms and associations, bus and coach operators and other bodies and individuals when Canterbury's shock move was advertised.

SANE

But the council still has allies. Mr. Brian Lewis, secretary of the A2 Group, said this week: "We wholeheartedly support the City Council. We take the view that the ban should be put into operation as the strongest possible protest."

"Far from being an irresponsible move, I think it is the sane move in view of the current economic situation. Unless we push for the Canterbury bypass, I don't think the thing is ever going to be built!"

Record village wants to lose

THE juggernaut professors, villagers who belong to the A2 Group near Canterbury, believe they may qualify for some kind of record.

Perhaps it is for endurance. They have been campaigning for safety along their trunk road for 12 years this week.

Or better still, thinks secretary Mr. Brian Lewis, they could be in the Guinness Book of Records for the amount of Press coverage their little village of Bridge has earned.

Mr. Lewis - appropriately, a quantity surveyor - has been assessing how many lines of newspaper space the A2 campaign has warranted.

He has steered through five scrapbooks which the Group has compiled and reports: "The total in local and national newspapers comes to more than 6,000 column inches."

"It is amazing that so much has been written about a single subject without people getting tired of it. Undoubtedly, for a village of this size it must be unprecedented."

Bridge has borne the brunt of hair-raising incidents which have punctuated the A2 campaign. There are 50 houses with no front gardens between them and the main road to the Continent.

Villagers have seen lorries crash, lorries overturn, lorries breakdown. Cars have shunted together in mass collision, houses and shops have crumbled under impact, and regrettably, there have been deaths...

Its main street is just 18ft wide, lorries pass each 46 seconds - but those are records the residents would like to lose!

INTERNATIONAL FREIGHTING WEEKLY 9.1.74

Lorry ban go-ahead

CANTERBURY CITY council intends to go-ahead with its controversial plan to make an order banning heavy lorries from the A2 trunk road within its boundaries.

By eight votes to seven, the council decided to make the order from March 1.

But Mr. John Peyton, Minister for Transport Industries, has already warned the council that if they persisted in making the order he would consider making a direction under the Road Traffic Regulations Act 1967, Section 84a (1) (II), prohibiting the council from bringing it into operation without his consent.

He added that he might need to obtain more information and opinions before deciding whether to give consent and in that case he might hold a local inquiry.

The prohibition would apply to the A2 in Canterbury between St Lawrence Road on the Dover side, and St Peter's roundabout on the approach from London.

K* 29.1.74

Brake pipe burst

An 80-year-old Barham motorist, Arthur Burgess, whose car ran into the back of another at Bridge Hill, Bridge, on October 24, was fined £5 for having defective brakes by St Augustine's magistrates on Wednesday.

Mr Cyril Croft, for Burgess, of 37b The Grove, said he had bought the car in May, when it had just got an MOT test certificate. The next test on the brakes was scheduled for 6,000 miles later and as he had only done 1,600, he did not think they needed to be checked.

Coming down Bridge Hill on October 24, he had to stop twice because of the traffic, and his brakes worked properly on both occasions. The third time he felt a jerk and the brakes failed. He pulled out and avoided two cars, but ran into the third.

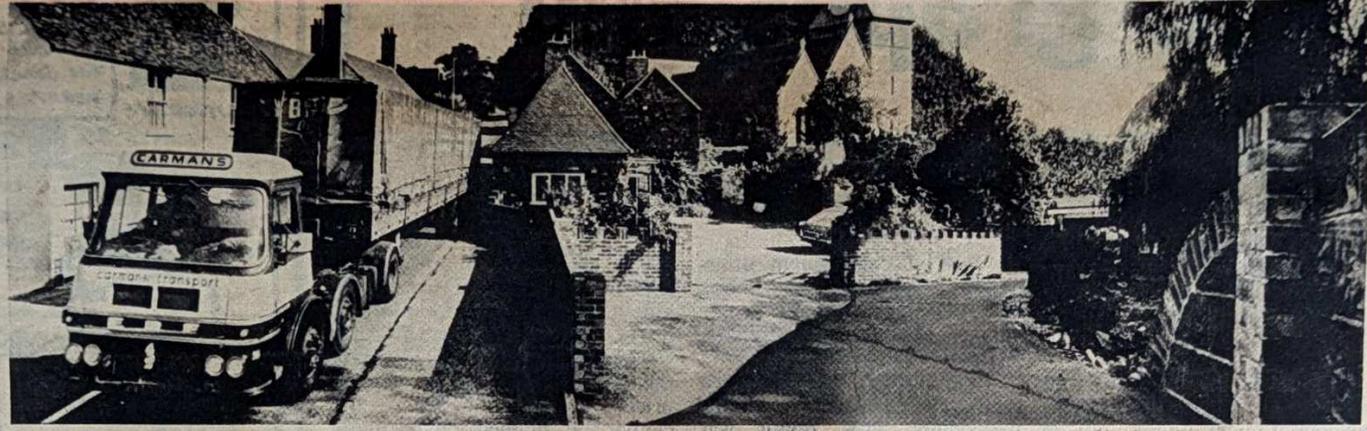
It was later found that the pipe containing the brake fluid had burst. Burgess had denied the charge but, finding it proved, the chairman, Mr John Greenhouse, said: "This is only a nominal fine, as we do not think that you could have known about it."

THE VIEWS OF YOUNG CONSERVATIVES: NOT NECESSARILY AGREED WITH

To: ...
January 1974

THE VIEWS OF YOUNG CONSERVATIVES: NOT NECESSARILY AGREED WITH

A case for the lorry...



BY MICHAEL PHILLIPS, POLITICAL OFFICER, BARRY BOROUGH YCs.

YOUNG LIBERALS fighting the juggernaut lorries, Canterbury Council attempting to ban heavy lorries from its ring road — do heavy vehicles have a long term future?

Arguments have raged over the years as to whether road transport pays its fair share of track costs by comparison with rail. A Ministry of Transport study in 1966 concluded that the taxes paid by road vehicles covered all track costs — roads, police, signalling, etc. — and showed a surplus to the Exchequer of more than £400 million.

The excise licence for a 32-ton articulated lorry costs approximately £500. Add fuel tax of the order of £1,300 (depending upon mileage), and the lorry can pay £1,800 p.a. towards construction and maintenance.

The maximum size of lorry now allowed on British roads is 32 tons gross.

while Common Market countries propose that this should be increased to 40 tons. This would mean heavier lorries but certainly not bigger lorries.

Society today relies to an increasing extent on heavy vehicles to service its everyday needs. It is therefore necessary to build throughout Britain a modern network of roads capable of taking this heavy freight from our narrow streets onto fast open highways. Another argument for this network is the proposed overall increase in vehicles from 16 million today to 22 million by 1983.

To use lighter vehicles for distribution would mean an increase in prices for the housewife, increased congestion on our roads and less competitive exports. Surely double the number of light commercial vehicles is less acceptable environmentally and economically than half the number of juggernauts.

Adequate by-passes and ring roads offer the only hope of making a major impact on the lorry problem and the through-traffic problem generally.

Once these roads are built, lorries which don't have deliveries to make can be kept out of town centres.

Equally, we should restrict the use of country lanes by lorries where possible. However, the needs of farms (particularly the collection of milk), quarries and factories adjacent to such roads have to be met.

Many councils do not have a realistic attitude to overnight lorry parks and also no realistic attitude to traffic problems in general. Local traffic regulations already control the times and places where goods can be delivered and/or collected, they can also control the size of vehicles allowed within town boundaries and on narrow country roads. Many do not use these regulations as they should.

Long-term town planning must now become a reality, with special emphasis on off-street access and traffic-free streets a priority.

It is true that a road accident involving a heavy goods vehicle is usually more serious than one involving a private vehicle, but it is also a fact that road accidents involving commercial vehicles are getting fewer per million miles travelled than any other class of vehicle.

I have purposely ignored railways and canals in this article, for I can see no economic future for these methods of transport. Motor cars and lorries have a long-term future, subject to technological advance.

We can exist with less or without motor cars: I cannot envisage the day when we can ignore or substitute the "economic" lorry.

ry barn Minister

City snubs minister over big lorry ban

By DON PACKHAM

RM
11.1.74

CANTERBURY city council has slammed the foot down — by ordering a ban on heavy lorries from the A2 trunk road within its boundaries.

The decision was made — by eight votes to seven — despite a personal appeal by Transport Minister Mr. John Peyton. He visited Canterbury

to dissuade the councillors... and warned that he would make the final decision anyway.

The city council move came as a surprise. For its public works committee had recommended no further action on the proposal to exclude lorries of more than 10 tons or 36ft. in length.

The man who swung the vote was Deputy Mayor, Councillor Chris Stanley. He said there was strong public opinion in favour of the ban, which would put pressure on the Minister to fix a firm date for the Canterbury by-pass.

Alderman Ernest Kingman rapped the move as "irresponsible." He said Councillor Stanley had suggested no alternative route for lorries, so the movement of traffic would be cut off completely.

Mr. Peyton had already told the city council that if it went ahead with the order banning heavy lorries from the A2 he would consider making a direction under road traffic regulations to prohibit the council from bringing it into operation without his consent.

Canterbury MP, Mr. David Crouch, said this week that the city council's vote to press on with the A2 lorry ban was the wrong decision.

Merely to close Canterbury to those vehicles is to ignore what happens outside Canterbury, he said.

**CANTERBURY SOUTHERN BY-PASS (A2)
ALTERNATIVE ROUTES**

A consultative document

**Department of the Environment
November 1973**

Juggernaut ban in city:

THE BATTLE BEGINS



In brief...

If it is enforced on 1 March, the city council's order will prohibit lorries and other heavy vehicles weighing over 10 tons unladen or longer than 35 feet overall.

They will be banned from the city ring road between St. Peter's and St. George's Place and also from New Dover Road and Old Dover Road.

But vehicles of firms based in Canterbury or those delivering to the city will be allowed to use the route, so will post office traffic.

Exemption is also likely for buses, coaches and breakdown vehicles — but this has not yet been clarified.

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The city council could have made the order and implemented it quickly — even this week. But they are honouring an agreement to notify Transport Minister John Peyton before taking any action.

Mr. Peyton could forbid the city council to put the ban into operation, or he could make no comment at all — leaving the way clear for the heavy traffic shut-out to start on 1 March.

Most likely possibility is the former. It is expected that Mr. Peyton will forbid action on the order and call a public inquiry into the matter.

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The city council could wipe out their decision by laying a notice of reversal before the authority's next meeting and voting on it. This would be unusual and it is unlikely.

If the ban does become operational it would be operated by the police.

If so, the authority could be faced with beat-the-ban dodges like "delivering a newspaper" in the restricted zone, or outside firms taking on a local address to become, on paper, "city based."

IT'S WAR! For Canterbury, the great juggernaut battle is about to begin in earnest.

The city council has fired its threatened salvo at the armies of heavy goods vehicles using the city centre A2 route.

From Friday, 1 March, juggernauts will be outlawed. Heavy traffic — with the probable exception of buses — will find the A2 between New Dover Road and Rhelms Way a no-go area.

By a majority of just one vote, the city authority on Thursday decided to implement the ban. The decision was an astonishing about-face in the light of an apparent

growing desire to take no more action in the matter.

It is also a complete reversal of the recommendation by the council's Public Works Committee — to take the steam out of the situation by allowing the plan to fall, although continuing to press for an early settlement of route and starting date for a Canterbury by-pass.

The city council's declar-

REPORTER: PAUL BLOOMER

ation of outright war on the juggernauts is certain to provoke a showdown with Government Transport Minister John Peyton.

Big question must be — if the ban is enforced, where will the juggernauts go?

One factor which led to a hardening of attitude over the matter at Thursday's full council meeting was the December mini-budget.

Fears were expressed that the starting date for a city by-pass — hoped to be around 1976 — would be pushed far back by the announcement of Government spending cuts.

Clr. John Butler, who had

been in favour of taking the proposed ban no further in view of the results already obtained in the by-pass project, announced that the mini-budget had caused him to change his mind. He now supported bringing in the ban.

PRESSURE

Move to implement the weight and size restrictions order was made by Clr. Chris Stanley.

After he was told by Town Clerk Mr. Christopher Gay

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'All right, Jack'

BID to slam the door of Canterbury on juggernauts in March has brought strong reactions from some quarters.

Local M.P. David Crouch says he understands the city



MR. JOHN PURCHASE, chairman, A2 Group.

council's wish to protect Canterbury — but he firmly opposes closing the city to the juggernauts and saying: "We're all right, Jack!"

Chairman of the A2 Group, Mr. John Purchase, welcomes the ban: "It is the only way now, after 11 years' campaigning, of getting the authorities to do anything about the problem. Put them on the spot."

Mr. E. C. F. Brown, Canterbury Constituency Conservative agent, opposes the move. "They have got nothing to lose. They are a moribund council. They go out of office on the 1st of April," he said on Monday.

"ON SPOT"

Mr. Purchase felt the city council were tackling the Government in the right way.

"This puts them on the spot," he said. "If traffic is banned from the road over a certain

weight, it is going to hit the haulage contractors pretty hard — and the Government has got to do something about it."

He had a word of warning for the council, though: "The Government may seize the road — take it over," he said. Since this had not been done when the Greater London Council brought in a traffic ban, however, he did not think it a very great threat. Mr. Purchase said he knew of no legal ways to hold up the city council's order.

"It's a pity you have to screw a Government's arm behind its back," he commented.

Mr. Purchase warned: "We know if T.I.R.s try to find their way around Canterbury they are going to end up with a lot of T.I.R.s stuck."

And he pointed out that the Department of the Environment had stated that the A20

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BAN... The battle begins...

that it had been agreed to give the Minister of Transport Industries, Mr. Peyton, advance notice, Cllr. Stanley proposed the ban should not start until 1 March to allow Mr. Peyton to be informed.

He said there was "strong public opinion behind banning lorries in Canterbury," and felt that the decision to implement the ban would put pressure on the Minister to give a firm route and starting date for the city by-pass.

It would also stop Mr. Peyton allowing the by-pass project to be delayed by Government spending cuts. Cllr. Arthur Morgan supported Cllr. Stanley's proposal.

Alderman Ernest Kingsman accused Cllr. Stanley of being irresponsible in his proposal - he was asking for movement of lorries to be cut off completely, said the alderman, because there were no suggestions for re-routing the traffic.

"BLACKMAIL"

"Is Canterbury the only city in this country?" he asked. "We are an important city, but we are not the only city in this country. And we have got to work in with the rest of the country."

Cllr. Eric Hanscombe pointed out that the Public Works Committee had proposed re-

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laxing the ban, because, while their motives were just and good, they realized they were not going to get what they wanted.

Cllr. Bill Clarke did not think the proposal was irresponsible. He said there were a number of cities in the country which banned lorries.

The "question of blackmail" over building the by-pass concerned him - it had been said that if the council implemented the ban, this could delay the starting date.



Cllr. Bernard Porter wondered why no alternative routes for the heavy traffic had been suggested. He wanted to see the city council make immediate representations to the Minister that the by-pass programme remained, despite Government cuts.

Cllr. Archie Stokes thought the exercise of proposing the ban to publicise Canterbury's need for a by-pass had been a great success, but had been taken far enough. He now

thought the city council should find some other means of pushing for the project.

Cllr. Morgan disagreed. "This is the only way that we can let the Minister know we mean business," he said.

WARNING

While he had great sympathy with Cllr. Stanley's proposal, Cllr. Mike Fuller pointed out that the main objective was to get the by-pass built as soon as possible.

They had largely achieved what they had set out to do, and to take any further action in pushing the ban would make things worse, he warned.

Cllr. Butler, however, thought the only way to keep up pressure for the by-pass was to proceed with the ban.

Winding up, Cllr. Stanley denied that he was acting irresponsibly in making the proposal. "I was elected to represent people in Canterbury, not necessarily the interests of other people in Kent," he said.

The blame lay with successive governments for not designing a road network able to cope with the traffic.

When Cllr. Stanley's amendment was put, it was carried by eight votes to seven. The city council will make an order to introduce the heavy vehicles ban on 1 March.

...And the reactions

(Lewisham-Ashford-Folkestone-Dover) was the route to Europe.

ROUTES

Mr. Brown said he opposed the city council's ban because it would not work. Alternative routes would have to be provided, but they were not there.

He asked where were the lorry routes which Cllrs. Mrs. Hettie Barber and Alf Walker had said they would establish when they stood for the council?

Traffic could not be diverted on to the A20 "just like that," said Mr. Brown. Lorries from Rochester or from the proposed Channel Tunnel could not be forced on to the A20.

"For all its faults, A2 is preferable to pushing lorries out into the villages."

Mr. Brown thought the A2 Group had "done a very good job in getting Bridge known throughout the country" but he felt they might be in danger of losing goodwill if they came out in strong support of the Canterbury ban.

"We all support the idea that Canterbury should be freed from heavy industrial traffic," he said. Nobody wanted to see the Canterbury or

● FROM PAGE ONE

Bridge by-passes held up, but they might be - one fifth of Government capital expenditure had to be cut, he warned.

Mr. Brown pointed out that the Government had reserve powers with which it could revoke the city council's order. The building of a Canterbury by-pass could be delayed, he said, if a public inquiry were called.



Although he sympathised with the city council's concern for Canterbury residents, said Mr. Crouch, his concern was all the people in his constituency.

He pointed out the problems to residents in rural areas if juggernauts were forced to travel through lanes.

Mr. Crouch said he did hope to raise the question of possible alternative routes with Kent County Council tomorrow (Friday), but commented: "I think the only possible route could be the M20."

He felt sure the Government recognized that Canterbury was a very high priority for a by-pass, and said he would be concerned if there were a delay "of even a month" in constructing this.

But he did not think Canterbury's move to ban juggernauts was sensible since there was no other good road for the heavy traffic.

The Department of the Environment was formulating plans for a city by-pass, said Mr. Crouch - and he thought

it "a very good sign" that the Minister (Mr. Peyton) had visited Canterbury on the matter.

MORE BANS?

Although the city's quarry and transport company, Robert Brett Ltd., would not be affected directly by the ban, transport manager Mr. John Douglas said they were "disappointed" with the city council's decision.

The company operated some 32 ton vehicles, and although these would not be restricted in Canterbury, Mr. Douglas asked what would happen if Dover, Folkestone or Maidstone followed course and banned heavy traffic?

Goods had to be transported to consumers and lorries were the basic means. Until the rail system was reorganised, it would continue to be lorries, he said.

He thought the traffic problem in Canterbury was caused by cars.

DELAYS

Managing Director of Whitstable's Westland Imports Ltd., Mr. G. J. Van der Wurf, was not happy with the city council's decision, either.

"This is going to stop everything," he warned. "It is going to stop food."

He foresaw problems for his company if their lorries were banned from the A2 through Canterbury.

Westlands transport fresh foodstuffs from Europe from Dover by road to their central stores at Whitstable harbour. Rerouting their lorries off the A2 and around Canterbury could mean higher costs as well as delays.

"We cannot have delays over fresh foodstuffs," he insisted.

Lorry was eight tons over

A number of lorries carrying chocolates, bananas, packing cases, timber, baths and Italian wine were stopped and weighed while travelling through Canterbury, the city magistrates heard on Friday, and all were overweight.

Six companies and five drivers were fined by the court.

They were: Cadwallader Continental Transport (Oswestry), of Shropshire, £130 and £20 costs for two lorries which were 1 ton 16 cwt and 4 ton 1 cwt too heavy, and their driver, Norman Dovey, of 6 Berrington Drive, Heath Farm, Shrewsbury, Shropshire, was fined £60; T.F.S. Lee's Transport, of Station Approach, Upminster Bridge Station, Upminster Road, Upminster, Essex, were fined £50 plus £10 costs for being 1 ton 12 cwt overweight.

Radclive Transport, of Park Road, Faringdon, Berks, were fined £50 and £10 costs for being 2 ton 4 cwt too heavy and their driver, Rodney Sadler, of 13 Cuningham Road, Swindon, Wiltshire, was fined £50; Ian Thorne, of 36 Hartlip Hill, Newington, Sittingbourne, was fined £50 and £10 for a lorry 1 ton 15 cwt overweight and his driver, David Slipper, of 109 Glencoe Road, Chatham, was fined £50; Trebwell, of 27 Riverside Works, Hertford Road, Barking, Essex, were fined £50 and £10 costs for being 1 ton 2 cwt too heavy; Triple X Trailer Hire, of Station Road, Hednesford, Staffs, were fined £50 and £10 costs for being 1 ton 15 cwt overweight.

Charles Neal, of 20 Aldriche Way, London, was fined £50 for driving a lorry which was 3 ton 11 cwt overweight; and Christopher Wilson, of Millard House, Grove Street, Deptford, was fined £50 for driving a lorry which was 8 ton 3 cwt too heavy.

All the companies and drivers pleaded guilty.

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Oh no you can't says Minister

THE Minister for Transport Industries, Mr John Peyton, has stepped in to stop Canterbury Council imposing its controversial juggernaut ban on main roads through the city from March 1. Yesterday (Thursday) Mr Peyton issued a directive prohibiting the council from making the order without his consent.

A spokesman for the Department of the Environment told the Kentish Gazette: "In view of the effects which the order, if made, would have on local traffic, particularly in the villages nearby, an inquiry will be held. Any person interested will be able to appear or be represented."

But the Department added that a decision on the route of the Canterbury by-pass would be made soon.

The chairman of the council's Public Works Committee, Cllr Alf Walker, said he was disappointed that the Minister had stepped in.

He feared that the by-pass might be affected by Government cuts in spending, although news that the route might soon be revealed prompted him to say: "It looks as though threatening to implement the ban has got them off their backsides. We were making the ban to try to get a starting date for the by-pass."

The council decision to bring in the ban, made at last Thursday's meeting with a majority of only one vote, was also slammed by Canterbury's MP, Mr David Crouch, who described it as "a great mistake."

Mr Crouch said this week: "I can't understand the council taking such a decision, particularly after Mr Peyton came to Canterbury personally to present the plans for the by-pass and to discuss with the council the plans for the city."

"The Government has given the by-pass a top priority rating and this decision is, to put it mildly, discourteous and politically very foolish."

"It may have the effect of irritating at least the Minister's advisers. They may say Canterbury is not being very co-operative, although I don't think it will have such an effect on the Minister."

IN THE PAST

Mr Crouch agreed that the Government had been slow in the past to give the city a by-pass: "But what we should be working at now is to make sure it goes forward."

Mr Crouch plans to try to see Mr Peyton next week to make sure that the by-pass is not cut back by economy measures. He thought there were other road programmes in the country with lower priorities which would be cut first.

"The council's decision to go ahead with this ban is misguided. The councillors are concerned with the citizens of Canterbury but I represent people outside the city as well. To ban these lorries and send them through the villages and narrow lanes is just jumping out of the frying pan into the fire."

The best thing to do, Mr Crouch added, as an interim measure before the by-pass was built, was to impose stricter safety measures such as speed limits and road signs to minimise the danger lorries presented.

"Just to use this ban device is completely irresponsible."

Mr Crouch said he found himself in complete agreement with Labour councillor Mike Fuller (who voted against the ban): "We all sympathise with the problem but we have to take the larger view."

"I hope the City Council will not go ahead with this plan. It's only putting the problem on to people outside the city."

A WELCOME

But the ban has been welcomed by the A2 Group, which has campaigned for years to speed up improvements to the trunk road.

Its chairman, Mr John Purchase, said: "Anything that will twist the Government's arm to move on the Canterbury by-pass is welcome. And I can promise you that the

A2 Group will be furious if the Bridge by-pass scheme is affected by spending cuts."

How can the ban be implemented? "Simple," said Mr Purchase. "Just put up large signs outside Dover docks sending the lorries up the A2—the road which the Government has insisted for a decade is the main road between Dover and London."

At last Thursday's meeting the council threw out a recommendation from the Public Works Committee to drop the juggernaut ban—which would stop all lorries over 10 tons entering Canterbury on the A2, Old Dover Road and other roads.

The committee had urged that the proposed ban should be shelved in the light of the number and nature of objections received.

But Cllr Chris Stanley said the ban should go ahead—if only as a means of keeping pressure on the Government for a starting date and route of the Canterbury by-pass.

The vote and debate split the Labour members, with Cllr Mike Fuller, a hard-line supporter of the ban at the outset, siding with Liberal and Tory members who called for caution.

Cllr Stanley explained his reasons for wanting the ban to come into force: "I know it has been said that if we went any further we would upset the Minister and he would delay the by-pass."

"But I don't agree with this. There is strong public opinion behind this move and it will keep up the pressure on the Minister."

Canterbury had not asked for the lorries, he said, and the blame should be put on successive Governments.

"Although we have had a visit from the Minister there's no firm date for the by-pass and I feel that with the recent cuts announced by the Government it is even more important to keep the pressure on the Minister."

"With pressing for this order we might at least get a firm date for the by-pass."

The Town Clerk, Mr Christopher Gay, said Mr Peyton had asked for notice from the council if it was going ahead with the ban. He suggested that March 1 would be a date well enough into the future for any comments and talks with the Ministry.

Ald Ernest Kingsman said he had never heard anything more irresponsible than what Cllr Stanley was suggesting: "Does he not realise that, not only does he have a duty to Canterbury, but Canterbury is a part of this country and he is suggesting that the movement of these lorries should be cut off completely."

No alternative routes had been suggested, said Ald Kingsman. "What Cllr Stanley is suggesting is that we dislocate the communications of this country and upset the Ministry who are trying to help us."

"If he could show us another route it would be OK, but he hasn't got a clue. What he is saying is that they shouldn't come into Canterbury. Is Canterbury the only city in the country? Of course it isn't, and we have to work in with the rest of the country."

Cllr Eric Hanscomb said he fully understood the frustration "caused by these monsters. But the committee decided that, while our objectives were fair and good, we could not get away with what we wanted to do."

There were other factors to be considered as well, said

Cllr Hanscomb. First was the cut back in spending on the roads, and second the possibility that "the Sheikhs of Araby might stop these monsters from moving anyway."

What worried Cllr Bill Clarke was the threat of blackmail over the by-pass if the council decided to make the order.

With the cut back in public spending it could still be a number of years before work on the by-pass started: "What I'm anxious about is that if this move is passed it will at least give the Ministry an opportunity to make some more comments."

"I don't think we can sit back and say we can continue to let these lorries pass through the city. And if we can do anything to save lives where these lorries are concerned we should do it," he said.

Cllr Bernard Porter was sorry that the move by Cllr Stanley did not suggest an alternative to the council's original order or another route. He was sympathetic with the need to get rid of the heavy traffic: "But it is absurd to put forward an order that they know will be shot down."

An assurance

He wanted the council to get an assurance from the Minister that the by-pass would not be cut.

While sharing Cllr Stanley's feelings, Cllr Archie Stoakes said he could not agree with the way he was trying to get things done.

The suggestion of the ban had achieved the aim of bringing to the attention of Mr Peyton the problems of the city: "When you have a success you don't play about with it," he said, "you come up with another idea. Let's think of another way of bringing this to the Minister's attention."

Cllr Fuller said he had "considerable sympathy" with what Cllr Stanley had said: "But it seems the right way is to insure that the by-pass is built as soon as possible."

He said it should be remembered that when the ban was first proposed, the plans for the A2 had not been published, there had been no chance for public talks on the proposed route and the Minister had not made any decision.

"As a result of the lorry ban proposal," said Cllr Fuller, "and the very effective way it publicised Canterbury's need for a by-pass, we were able to get the plans for the by-pass published, had discussions with the Minister and get his assurance that his hope would be for a start in 1976."

"That is a very substantial victory in terms of the improvement of the situation when the ban was proposed."

"To take the ban further would make the situation worse, rather than better. The right thing to do is ask the Minister for an early settlement of the route and early completion of the by-pass."

Cllr John Butler said the threat of the ban was the only way the council had kept up its pressure on the Minister for a starting date on the by-pass: "I fail to see what else we have in the armoury to produce the same sort of effect. We must not let the pressure on us tighten as hard as possible."

The council agreed, by eight votes to seven, to put an order banning lorries over 10 tons from the city from March 1, provided the Minister had given to the M

More bars wanted at Bridge

The Department of the Environment is being pressed by the A2 Group to introduce speed-reducing yellow bars on the trunk road at Town Hill, Bridge, or to provide a speed limit instead.

The bars were painted on Bridge Hill on the Doyer side of the village in August as an experiment. The nearer the village the closer together they become, causing an illusion of speed. As a result, drivers think they are going faster than they really are and slow up.

Similar markings were proposed for Town Hill, the part of the A2 on the Canterbury side of Bridge, but these are still awaiting ratification by the Department of the Environment.

Mr Brian Lewis, secretary of the A2 Group, has written to the department's regional controller at Guildford, urging him to take action over reducing the speed of traffic on Town Hill.

Mr Lewis said that from practical experience it seemed that the system of bars was successful. But, he added, if the department thought otherwise he urged it to implement some form of positive speed control as quickly as possible.

Said Mr Lewis: "As over four months have passed and approaching 250,000 lorries have passed through the village since I first raised this matter with your department, I do not consider that I am now being unreasonable in expecting an early reply. Regrettably, events on the A2 continue to outstrip preparedness."

Lorry driver in A2 Bridge crash was not careless

THE DRIVER of a 20-ton lorry which smashed into a line of stationary cars, throwing two of them and a caravan off the road at Bridge Hill in August, was cleared of driving carelessly by St Augustine's magistrates on Thursday.

Roger Sedgewick, aged 28, of 16 Beaufoy Road, Dover, had pleaded not guilty.

Mr Colin Dunster, prosecuting, said Sedgewick was driving an articulated goods lorry and trailer down Bridge Hill on August 30.

The line of cars in front of him stopped at a set of lights at the bottom of the hill, but Sedgewick failed to do so, and crashed into the two rear cars, causing a "dramatic accident."

Mr Keith Hatton, of The Dell, Bridge, told the court that all the cars on the A2 in front of him had stopped. "I looked in my mirror and noticed a lorry coming over the brow of the hill.

"When he was about 30 yards away from me it was obvious that he was not going to stop in time. I turned quickly to my left to avoid being hit too hard, and ended up on the verge."

Mr Dennis Atterbury, a police constable from Derby, who was driving the car towing a caravan, told the court: "I felt as though I was being pushed from behind by something going into the back of my caravan. I realised that I was going to be pushed into the car in front of me, so I turned to the left and ended up on the embankment, about 6ft from a 20ft drop.



Flashback to August and the crash chaos on Bridge Hill.

"By this time the caravan was completely detached from the car. Both my vehicles were write-offs. I spoke to the driver of the lorry, and he told me that he was applying his brakes but they did not hold him."

In court, Sedgewick said: "I was going from Dover to London and before I reached Bridge I had been down a number of hills and on all these occasions my brakes had been all right."

"When I came to the top of Bridge Hill I was travelling at about 30 mph and I went into fourth gear, which should have acted as a brake."

"As soon as I was over the hill I started to brake, but

the brakes would not hold. I could not avoid the collision. I did not use my emergency brake because that would have made my lorry jack-knife."

For Sedgewick, Mr Wilfred Mowll said: "The reason for this accident is that his brakes would not hold him, and that is what it is all about. Up until then the brakes were working all right. There is no evidence that my client did not act prudently—he was driving as any reasonable driver would."

The chairman of the Bench, Mr John Greenhouse, told Sedgewick that there was a sufficient element of doubt as to the efficiency of the brakes.

BAN BID HOLD-UP

MOVE to ban juggernauts from the A2 in Canterbury in March has run into a hold-up.

As predicted in the Kentish Observer last week, Transport Minister John Peyton has forbidden the city council making the restriction order and there will be an inquiry into the matter.

In issuing the Government's veto, Mr Peyton stated: "In view of the effects which the local traffic — particularly in villages nearby — an inquiry will be held."

He points out that anybody interested may appear or be represented.

BLOCKED

The Minister's ban came via the Secretary of State for the Environment last week. The city council received a directive prohibiting it, without his consent, making the planned order shutting out heavy traffic from the A2 through Canterbury.

When the prospect of the order was in early stages Mr. Peyton wrote to Cllr. Alf Walk-

er, Chairman of the Council's Public Works Committee, in October.

"The order would, if made, sever the route of the A2 through the city for heavy lorries and force them to use other much less suitable routes," said the Transport Minister.

He explained: "The city's heavy lorry problem will be eased with the construction of a Canterbury by-pass."

A public exhibition of possible alternative routes for the by-pass was held in November and the period allowed for public comment ended on 4 January.

A decision on the route to be selected for detailed planning and design will soon be made.

The city council's order has been blocked by a section of the 1967 Road Traffic Act. After holding a local inquiry, in which he will get further information and take account of local opinion, the Secretary of State will decide whether or not to give his consent to the order being made.

A RECORD?



BRIDGE by-pass campaigner Brian Lewis is hoping that his efforts over the past 12 years have produced... a record breaker!

Mr. Lewis discovered last week that over 6,000 column inches have been written about the village's problem in the local and National Press — and he thinks it might be a world record.

Mr. Lewis and his fellow campaigners are hoping that they might qualify for a place in the famous Guinness Book of Records.

The cuttings, which cover 12 years of struggles involving the small village are all kept together in five massive cutting books.

Mr. Lewis said that a great proportion of the cuttings are from the Kentish Observer.

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A2 VILLAGE JOINS TIR FIGHT



KD 24.1.74

DUNKIRK URGES POLICE TRAP STEP-UP

Blitz the speeding juggernauts call

MORE POLICE radar traps on the A2 at Dunkirk are to be urged by the parish council, as a result of a discussion at the January meeting. Reason is the speed of huge container lorries through the village

The council is to express to the police their serious concern, and their view that radar traps are too infrequent to deter speeding drivers.

Heavy lorries, it was recalled, had smashed through the railings at the foot of Boughton Hill, and the county acting divisional surveyor, Mr. G. R. Head, is to be asked when the unsightly temporary fencing will be removed and the damaged railings replaced.

Mr. Head is also to be asked to fence off a levelled plot of land

halfway down Boughton Hill, on the south side, to prevent gipsies and caravanners parking there overnight.

A letter from Mr. Head said that Dunkirk's complaint about rubbish-dumping off Dawes Road had been passed to Swale Rural Council.

He regretted that the county council could not provide "No

rubbish" notices within the highway boundary as these were not official road signs, and they could suggest only that the owner of the land should be approached.

Dunkirk, like other areas, is anxious to save electricity during the present crisis, and is to ask Seaboard to switch off six lights — in Fernley Close, Highview Close, Stoney Road, Dunkirk Road, Courtenay Road, and The Crescent.

SHELTER

A letter from County Surveyor Mr. A. D. W. Smith suggested that the most suitable kind of bus shelter at the foot of Boughton Hill was the enclosed rustic type which would blend with the rural surroundings.

A letter from the County Librarian, in reply to the council's request for the mobile library to call at Courtenay Road, stated that this had been passed to the Herne Bay library, which was responsible for the service.

Dover's lorry record

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The call for a speed-up in the building of by-passes along the A2 has received a boost with the news that over 20 per cent more lorries passed through Dover last year than in 1972.

Figures released by the Harbour Board show that commercial freight vehicles using the port in the first 11 months of 1973, totalled 173,336.

This represents a 20.1 per cent increase over the same period in 1972. November saw a total of 18,857 freight vehicles passing through the port, an increase of 25.36 per cent over the same month in 1972.

The number of passengers using the port has also continued to rise with the figure for November standing at 158,434, an increase of 25.2 per cent. A 4.57 per cent increase in the number of passengers passing through the port during the first 11 months of 1973 is shown, the total figure being 5,542,365.

Accompanied cars travelling to and from the Continent have also continued to rise with a total 28,738 passing through in November, a 16.47 per cent increase. The figure for the first 11 months of 1973 was 978,856, a 1.2 per cent increase.

Juggernaut ban

KG
18.1.74

Sir,

When the people of Britain demanded a referendum on whether or not we should join the Common Market the Government was quick to point out that as the democratically-elected body to rule the country, its decision should not be questioned.

However, when the democratically-elected Canterbury City Council decides to ban juggernauts on main roads through the city, a representative of Big Brother overrides the council's decision.

It would seem a waste of time to vote in local elections if things like this can happen.

Even our local MP is a source of great disappointment to me. He gave lip-service to supporting the people of Bridge in their protest. But when a sit-down in the road was planned and a confrontation with the police was imminent, he crept off to a nearby park until the action was over.

Now he supports Mr John Peyton's dictatorial ban on the Canterbury City Council's actions. What do the people of Bridge think of David Crouch now?

PETER I. WEBB.

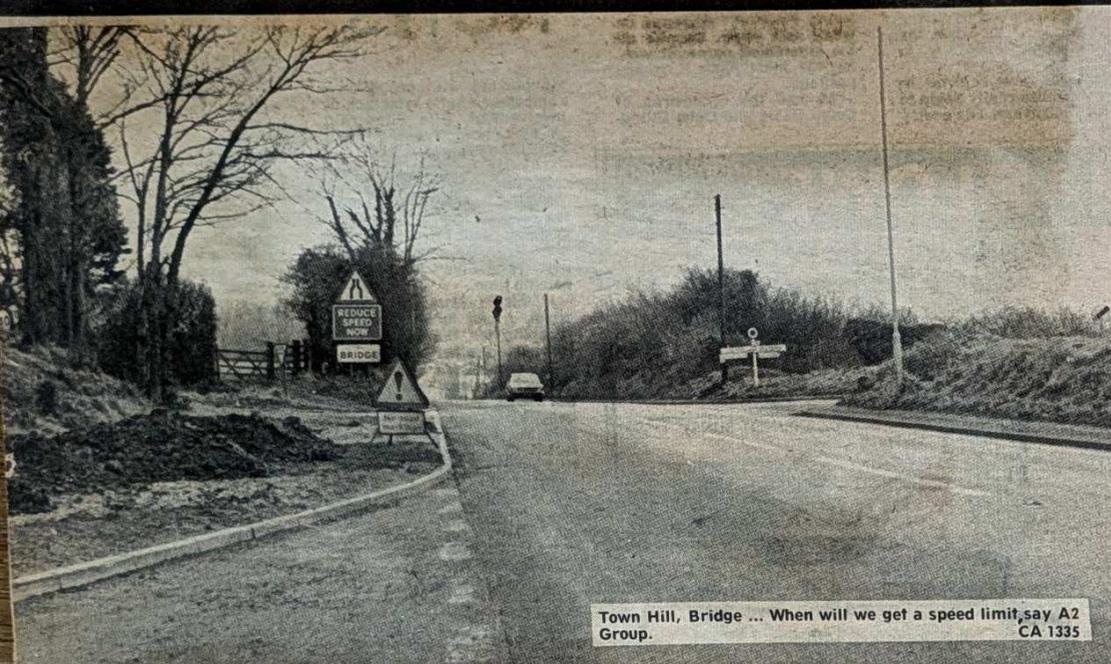
7 Glenside Avenue,

Bridge complts over lighti

18.1.74

Residage have objectedng out of certain ts during the povbut after considprlaints at its meerish Council deciaio action.

A2 GROUP 'SICK AND TIRED'



Town Hill, Bridge ... When will we get a speed limit, say A2 Group. CA 1335

WHEN will a lower speed limit be brought in on the A2 at Town Hill, Bridge? That is the sharp New Year question from the A2 Group.

The group's secretary, Mr. Brian Lewis, told the Kentish Observer this week that he is

sick and tired of the Department of Environment's refusal to limit the speed of traffic on the hill.

Town Hill leads into the village from the Canterbury direction, and Mr. Lewis

wants to see the same yellow bar markings painted on the road, as were painted on Bridge Hill, the opposite side of the village in August.

Now Mr. Lewis has written to the Regional Controller for

the Department of the Environment at Guildford, and says that if he does not receive a satisfactory reply, he will write to the Minister, through David Crouch, Canterbury's M.P.

Ko 4-174

by WARWICK ELVY



CHRISTMAS is over and the New Year already here.

What will 1974 hold in store for us? As an incurable optimist, I am sure all will be well and that we shall settle down to a period of domestic and industrial peace.

One of the problems that will have to be resolved is the route for the proposed by-pass to the city.

I am glad that at last the Canterbury Society has come out with its comments on the Consultative Document issued in November by the Department of the Environment.

It consists of three and a half foolscap pages of apparent criticism of lack of basic data supplied by the consultants. It suggests that the traffic figures have been lifted from the Buchanan report and reassessed without taking present conditions into account.

It says that in 1968/9 there

were no juggernauts and it implies that little consideration has been given to traffic of the future.

It goes on to comment at some length on the Channel Tunnel and finishes up by recommending Route B and stating that the Harbledown By-pass is not now required.

No doubts these comments from a responsible body like the Canterbury Society will carry some weight when it is considered by the Department of the Environment early in the new year.

In contrast to the recommendation of the Society, Canterbury City Council has come out in favour of Route C.

is further away from the city centre and leaves room for development.

At a recent meeting of the A2 Action Group, the voting showed twenty one people in favour of Route B and ten in favour of Route C.

The subject was discussed at some length by members of the Canterbury & District Chamber of Trade. The traders were emphatic that they would like to see Route C adopted.

I agree that Route C is the best for the city. For years we have been campaigning for a by-pass to Canterbury.

It seems to me that the very name indicates a route that will allow traffic that has no business in the city to go past as quickly and as far away as possible.

At the Chamber of Trade meeting, local business men were of the opinion that the huge TIR lorries would continue to use the A2 and not the A(M)20, as it is the route to the Medway towns and to the North.

The farther we can keep them from the city the better.

What everyone seems agreed upon, is the necessity for a dual carriageway, with dual carriageways at each end of the bypass.

It seems essential, if congestion and accidents are to be avoided, that a road with

Ko 4-174

avoided.

For the first time the Department of the Environment has asked for public participation in the selection of the best route and in the past week or so many citizens have been giving their recommendations.

People are always complaining that they have no say in major decisions which affect their lives and I do hope that as many residents as possible will have taken this opportunity to have their say.

The Christmas Gift Fund donations are still coming in.

Barrows stores £3.00, Canterbury Young Conservatives £4.23, D.R.B. Enterprises £44.00.

Mr & Mrs S.T. Hughes £1.00, Mr & Mrs J. B. Harris £2.00, Mr & Mrs E. W. Roberts £1.05, Professor & Mrs P. Stirling £2.50.

W. S. Bean £2.00, Beauherne Infants School Carols £2.00, Carol Singing at Marlowe Car Park £105.25, sale of chestnuts £11.00.

Revd. Canon C. H. de Laubenque £3.00, Councillor M. F. Fuller £2.00, Stanley H. Jennings, O.B.E., J.P. £1.00, Mortier Organ (2nd day) £298.00.

Nasons "Pennies in the Pot" £10.00, Star Bingo £7.50, Major General and Mrs. D. E. B. Talbot £1.00, Miss G. Wright £1.00.

KENTISH OBSERVER, 24 JAN., 1974 17

Crouch concerned about by-pass

DAVID Crouch, Canterbury's M.P. has personally intervened over possible cut-backs in the city by-pass.

In an interview last week with Mr. Geoffrey Rippon, Environment Secretary, Mr.

Crouch told him of the great concern felt by Canterbury people that the by-pass might be deferred owing to the Government's cut backs in public expenditure.

The minister heard from

Mr. Crouch that it would be a very serious mistake not to carry on with the by-pass as planned, in view of the alarming build up of traffic on the A2 month by month.

Said Mr. Crouch: "I told Mr.

Rippon that Canterbury must be given the highest priority for a by-pass as things could not go on as they are.

Mr. Rippon told Mr. Crouch he could not at that point give a

definite assurance about the by-pass, but added that he had given a ruling that in his policy of cutting the roads programme, wherever possible new routes to protect historic cities, should not be sacrificed.

Project's
disastrous
effect on
county

Ko 4-174

The Channel Tunnel and its associated developments would have a disastrous effect on the county, Mr Hector Wilks, chairman of the Kent Trust for Nature Conservation, told a meeting of Canterbury Young Conservators.

Detailing the effects of the "rolling motorway" proposed for the tunnel, Mr Wilks said that official estimates were suggesting that cross-Channel traffic would at least triple by 1990, with 4,000 cars per hour using the tunnel at peak times.

At present, 25 per cent of all cross-Channel traffic travelled at five summer weekends and any tunnel stoppage, such as a strike or train failure, was bound to occur at a busy time, when 80,000 cars per day might be heading for the Cheriton terminal.

Only 16,000 of these could be accommodated at Cheriton and other planned points, so that a tunnel stoppage could cause 64,000 cars to be stopped on the A20 during one day. The result would be a solid traffic jam stretching back at least as far as London. The sanitation and other problems would be "appalling".

Once the motorist reached the tunnel terminal he would be faced with the prospect of riding in a "32-mile long coffin", each carriage holding 40 cars and people would have to remain in their cars for the whole journey. They would be helpless in the event of a fire or other emergency.

Much damage

Much damage would be done to Kent by the tunnel attracting a lot of traffic away from 16 east and south coast ports. Already Kent County Council were planning three new motorways, including a Thames crossing at Gravesend linked to a motorway crossing the Cliffe Marshes and the Medway to Sheerness, swinging south to Sittingbourne, and then, according to a County Council spokesman, "making its own way across the Downs to Folkestone". Eventually there would be five motorways squeezing through the 20-mile gap between Hythe and Whitstable.

The result, Mr Wilks explained, would be "a sea of concrete, with roads, servicing facilities, warehouses, and export/import facilities". The County Council was already searching for huge sites for three import/export complexes.

All this would have a disastrous effect on the features which reflected Kent's unique position. At present the county had more natural reserves, protected areas and buildings, and conservation areas than any other, and the tunnel and its associated developments were a threat to many of these.

This contrasted with the situation in the Pas de Calais, where the tunnel would emerge in France. This was a depressed area which needed industry and lacked amenity value.

Mr Wilks added that the tunnel, as presently planned, would be an "absolute disaster" for Kent, and if a tunnel was needed, then it had to be rail-only. He was speaking on behalf of the Channel Tunnel Opposition Association.

Not even Ashford's largest available hall was big enough to take everyone who travelled to hear Transport Industries Minister Mr John Peyton present the case for the Channel Tunnel project on Friday.

Hundreds of people, many of whom wished to quiz the minister on the existing Tunnel plans, were turned away from the main hall at the Highworth School in Maidstone Road.

But those who found a place in the hall heard bespectacled Mr Peyton promise close liaison between the Department of the Environment and local authorities.

The Minister added that his department would "look most carefully" at the possibilities of guarding Kent from traffic problems and ancillary developments arising from the scheme.

The meeting was arranged by The Weald of Kent Preservation Society, which has joined with the Defenders of Kent in pressing for a "rail only" tunnel a tunnel system that would exclude immediate access for motorists from the Cheriton terminal to the Kent roads system and vice versa.

Lord Brabourne felt further dangers lay in the threat of future ancillary developments.

Hamstreet parish councillor Sheila Stevens asked the Government to "let the trains take the strain" and not Kent roads.

Third guest speaker was County Councillor Martin Jackson, the Labour Party's prospective parliamentary candidate for Ashford. He wanted the Department of the Environment to back local planning authorities in resisting "the inevitable applications for commercial development" that will follow the Tunnel development into Kent. The county could become a huge warehouse and lorry park, he warned.

Flanked to his right by Department officials and Ashford's MP Mr William Deedes, Mr Peyton criticised those who advocated the postponing or the scrapping of the Channel project.

The Minister said: "If you dismiss the present project, you will have to find alternative ways of dealing with the problem". On the subject of the energy crisis, he added, "I have no crystal ball which reveals accurately what will happen in this most complex field. I suggest that recent developments have tilted the balance in favour of rail, and through traffic".

He went on to tell of the four main reasons behind the Government's decision to go ahead with the Channel Tunnel.

Firstly, the need to deal

of passengers and cars were using Dover and Folkestone as a route to and from the continent.

"To continue this expansion", the Minister said "would need an expansion of the port facilities".

He said it would be better if traffic were concentrated on roads designed to take it; the M20 motorway would have to be built in any event.

Why would the railway industry benefit from the Channel Tunnel? "Railways never had the advantage of a long haul that is profitable. At a distance of 350 miles, rail freight carriage becomes competitive with roads".

Freight could be transported from the industrial towns of the midlands and north, to Europe's major cities.

Mr Peyton told the meeting that British Rail felt they could cut down the number of lorry journeys abroad if the Tunnel project were to be carried through.

If these figures are correct, a quarter of a million lorry journeys through the Channel and East Anglian sea ports could be saved by 1981. This figure could be increased to half a million by 1990.

In fact the Minister said BR considered these figures to be an understatement rather than an overstatement.

SPEED-LINE

Why shouldn't there be a rail-only tunnel?

Firstly, the Minister told the meeting, British Rail had not asked for one. In any case, such a tunnel wouldn't pay its way in the first 10 years. And it would not solve the problem of ferry traffic.

What about the high-speed rail link through the Tunnel to White City in London? The detailed route had not been finalised, Mr Peyton said, but British Railways Board would be soon publishing a consultative document elaborating upon the speed-link plans.

The Minister was confident that existing bodies could counter unwanted development in the County. "Central Government and the Kent Planning Authority have all the power they need to stop undesirable development; we can stop everything that can be called undesirable development".

Mr Peyton dismissed sabotage argument. "I don't think it would be sensible if we were to conclude that if some development is vulnerable to sabotage, we should refrain from it".

Members of the Weald of Kent Preservation Society, as are many other protection organisations

Council seeks inquiry into A2 lorry ban

DESPITE a warning from an official that it was unlikely to win, Canterbury Council has called for a public inquiry into its controversial plan to ban heavy lorries from the A2 within the city.

By just one vote the council made the request on Wednesday, adding that it wanted the hearing before the end of the council's life on March 31.

The move came from Cllr Tony Fisher, who said he was "absolutely appalled" at a recommendation of the Public Works Committee to drop the ban. At the last council meeting, he said, it had been decided to push ahead with the order banning the lorries.

He understood that decision had instructed the Public Works Committee to make all necessary preparations for an inquiry. But at the committee meeting on January 22, there had been councillors who had laughed it off and just let it go by the board. It really is cowardly and obstructive to take this attitude," he said.

He was surprised at members who said the council should drop the idea and accept the assurance of Transport Industries Minister Mr John Peyton over the city's by-pass.

"I have in my possession," said Cllr Fisher, "a letter from the Department of the Environment, dated December 14, which is about two weeks after the Minister came down and gave us some very promising speeches over a 1976 start date for the by-pass."

A LETTER

"The contents say that they do not envisage starting the by-pass until the early 1980s. That's two weeks after the Minister came down and said 1976. This emphasises my point at the time that it was a whitewash exercise."

Cllr Chris Stanley said that at the meeting of the Public Works Committee it was felt that the reason why the decision had gone back to it was because the technical officers were not able to speak at the council meeting.

The council agreed that the officers should be asked to comment and the City Engineer, Mr John Rhodes, said the evidence at any inquiry

would have to include accident statistics involving heavy or large vehicles in the city.

"The position really is that on these statistics I'm pretty certain that the number of accidents we would find will not be particularly heavy," said Mr Rhodes.

Damage had been caused to fences on roundabouts in the city, he said, but in many cases it was not known what caused the damage. To say it was definitely heavy lorries could be something easily turned against the council.

A traffic census would be needed and this would need time for analysis. It could be a lengthy and expensive business, he warned. Other matters such as causes of traffic congestion and alternative routes would form part of the council's case.

"In general," said Mr Rhodes "from a technical point of view, there is a definite likelihood that the evidence is much more likely to disprove the council's case than prove it."

Asked the financial implications of an inquiry, Mr Christopher Gay, the Town Clerk, said there was the possibility of costs being awarded against the council if it lost.

"The legal costs could be very considerable, and in any event there would be a considerable cost to the ratepayers in the preparation of the case by your officers," he added.

Cllr Eric Hanscomb said most of the objections to the ban had come from "interested parties." The council had dropped the idea when the Minister gave the assurance of a 1976 start date for the by-pass, "but now that's pie in the sky."

LONG AND HARD

To say that those who were against the ban were "cowardly and obstructive" was denied by Cllr Archie Stoakes. He had thought long and hard about the ban, as he was sure had others against it, and had come to that conclusion as the best solution.

Cllr Mrs Rita Kilvert questioned if the committee could stop a decision of the full council. Answering Mr Rhodes' points about the time involved in preparing a case, Cllr Mrs Kilvert said she was sure the local newspapers would be able to supply details of accidents. Mr Peyton himself had said that the A20 was an alternative route for heavy lorries: "We want this recognised," said Cllr Mrs Kilvert, "and want to stop them coming through our small town."

"We are told that the Canterbury ratepayers could end up paying quite a lot of money if we lost the case. But we know that in a lot of cases we don't spend money until it is too late and people are dead."

Cllr Fred Whitmore said that he had always supported the ban in the past, not because he thought it would ever come into force,

77 St Stephens Road
Canterbury
Telephone 64226

plus GREEN
SHIELD STAMPS

but in order to draw attention to the city's case.

"But we have now got to the stage where this tactic is exhausted," he said. It had been successful, and no one in the council had any doubt about that. "We should now put as much pressure on the Government as possible to get the by-pass as quickly as possible."

"We are told very clearly by the officers that the case we might make will not hold; therefore, to continue with this will be to continue with a useless and very expensive toy."

Cllr Stanley did not think the case made for the council by the officers would be shot down in flames. He thought the case could be fought on the effect of the lorries on the environment, rather than statistics.

"We should not take a stand and say we don't want the lorries in Canterbury. The inquiry will highlight the problems and help the national campaign which says we don't want these lorries."

Ald Ernest Kingsman said Cllr Stanley had said the same thing at the previous council meeting. "Neither then nor here has he given one constructive view on how these juggernauts are going to get round Canterbury."

"He is making some wild sort of vague suggestions that if Canterbury holds an inquiry a magic wand will be waved, emanating from this city, and these juggernauts will stop coming."

"The thing is fantastic. Cllr Stanley ought to be very well aware of the large rate increase that the Canterbury people are going to be faced with, yet despite that he still says, 'Right, let's waste some more of the ratepayers' money and spend it on a large piece of bluff.'"

The council would never get the minister to agree to a block being put on the road from Dover, said the alderman, and added: "I can say definitely that when people engage in a game of bluff, it's a dangerous thing to do."

Cllr Fisher said that at no time had he regarded the proposed ban as a bluff. "This was never my idea, I have always been sincere. It was never done as a publicity stunt."

He urged councillors to "search their consciences about this and vote the way they feel they must vote."

The council agreed to instruct its officers to prepare fully all the details that will be required for a public inquiry. The Department of the Environment will be asked to hold the inquiry before April 1 and counsel is to be instructed on behalf of the City Council.

The threat of five motorways

The proposed development of the Channel Tunnel project, says a planning expert, may eventually result in there being five motorways in a 20-mile wide strip of South East Kent.

This forecast is made by Mr Hector Wilks, a senior partner in a London firm of chartered surveyors. Mr Wilks is one of the witnesses whose evidence on the Channel Tunnel proposals will be put forward in support of a petition to be presented to the House of Commons on behalf of the Defenders of Kent.

Tunnel would bring a sea of concrete

THE implications of the Channel Tunnel in Kent were "absolutely frightening," the chairman of the Kent Trust for Nature Conservation, Mr Hector Wilks, told a meeting of Canterbury Young Conservatives.

Detailing the effects of the "rolling motorway" proposed for the tunnel, Mr Wilks said that official estimates were suggesting that cross-Channel traffic would at least treble by 1990, with 4,000 cars per hour using the tunnel at peak times.

At present, 25 per cent of all cross-Channel traffic travelled at five summer weekends, and any tunnel stoppage, such as a strike or train failure, was bound to occur at a busy time, when 80,000 cars per day might be heading for the Cheriton terminal.

Only 16,000 of these could be accommodated at Cheriton and other planned points, so that a tunnel stoppage could cause 64,000 cars to be

stopped on the M20 during one day. The result would be a solid traffic jam stretching back at least as far as London. The sanitation and other problems would be "appalling."

Once the motorist reached the tunnel terminal, he would be faced with the prospect of riding in a "32-mile long coffin"; each carriage would hold 40 cars and people would have to remain in their cars for the whole journey. They would be helpless in the event of a fire or other emergency.

Much damage would be done to Kent by the tunnel attracting a lot of traffic away from 16 east and south coast ports. Already Kent County Council were planning three new motorways, including a Thames crossing at Gravesend linked to a motorway crossing the Cliffe Marshes and the Medway to Sheerness, swinging south to Sittingbourne, and then, according to a County Council spokesman, "making its own way across the Downs to Folkestone." Eventually there would be five motorways squeezing through the 20-mile gap between Hythe and Whitstable.

HUGE SITES

The result, Mr Wilks explained, would be "a sea of concrete, with roads, servicing facilities, warehousing, and export/import facilities." The County Council was already searching for huge sites for three import/export complexes.

All this would have a disastrous effect on the features which reflected Kent's unique position. At present the county had more nature reserves, protected areas and buildings, and conservation areas than any other, and the tunnel and its associated developments were a threat to many of these.

This contrasted with the situation in the Pas de Calais, where the tunnel would emerge in France. This was a depressed area which needed industry and lacked amenity value.

Mr Wilks added that the tunnel, as presently planned, would be an "absolute disaster" for Kent, and if a tunnel was needed, then it had to be rail-only. He was speaking on behalf of the Channel Tunnel Opposition Association.

A2 Group

Sir,
During the course of a year, A2 Group receive a tremendous number of letters from all over the country. Most are either from students seeking information for their studies, or from people forwarding suggestions to assist with the campaign.

By coincidence, on the same day last week I received two letters, one from London and the other from York. The one from London was addressed to "The Secretary of the A2 Campaign, Canterbury, Kent" and the other "Brian Lewis Esq, Chairman A2 Action Group, Bridge, Canterbury, Kent." In the top left-hand corner was written "If address unknown, please deliver c/o Kentish Gazette, New Dover Road, Canterbury."

I would express my thanks to our local postmen for their efficiency in these days of turmoil.

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

61 Bridge Down,
Bridge.

A2 bars at Bridge a failure

The yellow bars painted on the A2 at Bridge Hill, Bridge designed to slow down juggernauts as they enter the village — have been a failure, the Department of the Environment's regional controller at Guildford has told the A2 Group.

The bars, which get closer together as they descend the hill, are supposed to give drivers the feeling that they are travelling faster than their actual speed, causing them to slow up.

They were painted on the hill as an experiment last year and the A2 Group has been pressing for them to be introduced on the A2 at Town Hill, on the Canterbury side of the village.

Mr Brian Lewis, secretary-treasurer, told the Kentish Gazette this week that he had now heard from the regional controller that the experiment was not a success.

Turning down the group's request for bars on Town Hill, the controller said in a letter: "The bars were provided on an experimental basis and, therefore, it is necessary to carefully examine the effect which they have had on traffic speeds."

"Speeds have been kept under observation since the marks were laid and the results of these observations and speed measurement tests clearly show that the markings have had little or no effect on the speed of traffic on the trunk road."

"In these circumstances it is not proposed to provide similar markings on Town Hill."

Quite adequate

The controller pointed out that many additional road safety measures had already been provided at Bridge, including further warning signs and buffer speed limits.

"In our opinion these are quite adequate to warn motorists of conditions in the village." He added that it was up to the police to make sure that the speed limits were adhered to.

The only real answer to the problem, the controller said, was the construction of a by-pass which, provided it was not affected by the Government's economy cuts, was expected to start in the early summer.

Mr Lewis told the Kentish Gazette that he was disappointed that bars would not be introduced on Town Hill, particularly as it was the general opinion in the village that they had been successful, especially at night.

Referring to the dilly-dallying over the start of the by-pass, Mr Lewis said that three months ago the department said a start would be made in May or early June.

"There is every indication that it will go ahead, but we are not sure. If it is affected by any cuts I am sure people will support the A2 Group in a further display of public disapproval."



Department of the Environment
Regional Controller Roads and Transportation
South Eastern
74 Epsom Road Guildford Surrey GU1 2BL

Telex 85335

Telephone 0483 (Guildford) 71101 ext 274

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

Your reference

Our reference
DSE 200/09/TR 34/036

Date

25 January 1974

Dear Mr Lewis

1. I refer to your letter of 31 December about traffic conditions at Bridge.
2. I am sorry that it has not been possible to let you have an earlier reply to your letter of 10 October about the possible provision of transverse yellow bar markings on Town Hill. As you say, these markings were provided on Bridge Hill on an experimental basis and it has therefore been necessary to carefully examine the effect which they have had on traffic speeds before further markings are laid in similar circumstances. Traffic speeds on Bridge Hill have therefore been kept under observation since the markings were laid and the results of these observations and of speed measurement tests which have been taken have now been evaluated. These clearly show that the markings have had little or no effect on the speed of traffic on the trunk road and in these circumstances, it is not proposed to provide similar markings on Town Hill as you have suggested.
3. I am afraid that I am not at all clear as to what you mean by "some form of positive speed control". Many additional road safety measures have already been provided at Bridge, including further warning signs and 'buffer' speed limits and I am of the opinion that these are quite adequate to warn motorists of conditions in the village. It is now really a matter for the police to ensure that the safety measures now in force are adhered to. I certainly do not think that the provision of any more road safety measures would be of any real use as this would only result in such a proliferation of road signs and markings on the approaches to the village that they would only confuse drivers and would reduce the effectiveness of the measures now in force. The only real solution to the problems is, of course, the construction of the by-pass. Providing that this is not affected by the recently announced economies in public expenditure, it is still expected that work will begin in the early summer.

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:-

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

29th January 1974.

K.M.J. Finbow Esq.,
Department of the Environment,
74, Epsom Road,
Guildford,
Surrey.

Dear Mr. Finbow,

Thank you for your letter dated 25th January 1974.

My writing to you today is perhaps significant since another TIR accident occurred in Bridge high street this morning.

I am disappointed with your decision concerning yellow bar markings, and understand from our chairman, John Purchase, that your experiments on Bridge Hill were conducted during the daytime and not at night, the very time that they are proving most effective. It must be realised that foreign drivers are not conversant with the markings, and therefore take added care when confronted with them. In the light of these two facts, I urge you to reconsider your decision.

Concerning paragraph 3, I am sorry that you have not understood my "some form of positive speed control". I was referring to either the introduction of additional bars, or some other form of speed control equally as effective as the bars now operating on Bridge Hill. The decision as to what form this would take is naturally yours.

I agree of course that the only solution to the Bridge traffic problem is the early construction of the by-pass, and trust that the preparatory work is still progressing as planned.

Yours sincerely,

Brian A. Lewis

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

P.S. Would you be good enough to let me know when the minister is expected to announce his decision on the cut-back in public spending- with special reference to Bridge by-pass?

CANTERBURY SOUTHERN BY-PASS

INTRODUCTION

1. The Department of the Environment is considering proposals for a new route for the A2 around the south of Canterbury. This proposed route would join the by-passes to be constructed shortly at Harbledown to the west of Canterbury and Bridge to the east. Following the decision by the Secretary of State for the Environment to introduce extended arrangements for public participation at the early stage of the planning of road schemes, this publication sets out the alternative routes for a new A2 route south of Canterbury. The Department invites comments from the public and local authorities on these alternatives so that their views can be taken into account by the Secretary of State in coming to a decision. The questionnaire in the back of this publication may be used to register views and comments.

BACKGROUND

2. The A2 is one of the two trunk roads serving the Channel port of Dover. It has been improved to near motorway standards from the outer suburbs of London to just west of Rochester, where it connects to the M2 which continues east to Brenley Corner some 7 miles west of Canterbury. At this point traffic bound for Thanet leaves the A2. The likely future traffic levels do not warrant the continuation of the M2 or a new high standard all purpose road on a completely new alignment between Brenley Corner and Dover. The Department has however been concerned to improve the route from Brenley Corner and schemes which are programmed to start next year will provide a road of dual carriageway standard to Harbledown on the western outskirts of the city. To the east of Canterbury, work will start next year on a dual carriageway by-pass to Bridge and an improved road is planned to be completed from there to the ferry terminal at Dover by the end of 1976.

3. Within the City of Canterbury, Rheims Way and the Ring Road are dual carriageways but there is some congestion at the junctions. The New Dover Road approach from the east passes through a predominantly residential area, where heavy lorries travelling to and from the cross Channel ferries cause considerable disturbance. The proposed Channel Tunnel and extension of the M20 to Folkestone should provide a measure of relief to the A2 but the volume of through traffic will still be considerable.

4. In September 1971 the Secretary of State appointed Consulting Engineers (Brian Colquhoun & Partners) to investigate an alignment for a new trunk route to the south of Canterbury in sufficient detail for such a route to be protected from development under the Planning Acts. A by-pass to the north of the City has not been considered in detail because of the significantly greater length of any northern route and the relatively difficult nature of the ground.

5. Three main alternative routes for a possible southern by-pass of Canterbury have been developed as a result of the work of the Department's Consultants and these are described below.

TRAFFIC

6. In 1969, the Canterbury Ring Road carried about 21,000 vehicles per day. It is forecast that this could rise to 30,000 vehicles by 1978 after the completion of the M20 to Folkestone and 33,000 vehicles by 1991 even after completion of the Channel Tunnel. If a by-pass was built, it is forecast that it would carry between 8,000 vehicles and 11,000 vehicles a day by 1991, whilst the remaining traffic on the Ring Road should not exceed 22,000 vehicles a day. These forecasts for 1991 do not take account of the additional

14. ROUTE C would also leave the Upper Harbledown By-pass near China Farm. It would then curve in deep cutting in a south easterly direction to pass under the London-Dover railway and rise on embankment and viaduct over the Ashford-Margate railway and the River Stour. With its greater height and length of viaduct, ROUTE C would probably be more intrusive than the other routes as it crossed the Stour Valley. The route would pass to the south of the development along the A28 at Thanington and then continue in a south-easterly direction avoiding the ribbon development in Newhouse Lane and Nackington Road. It would bridge Cockering Road, Newhouse Lane and a lowered Iffin Lane and pass under Nackington Road, the level of which would have to be raised. Then following the general contours of the land, it would meet route B to join the western end of the Bridge By-pass. A junction between ROUTE C and the A28 Thanington Road or a possible Wincheap Radial would not be worthwhile as this would mean a long detour and would therefore be unattractive to traffic. In addition any such junctions would be large and unsightly because of the steep rising ground.

15. The following table sets out comparative costs and route distances and the relative merits of the three routes as seen in the light of information available at present. In economic terms ROUTES A AND B give better value for money because of their shorter length and greater benefit for traffic.

STANDARDS

16. Presently predicted traffic levels are unlikely to justify the construction of more than a single carriageway by-pass except at the western end of ROUTES A OR B where, if a junction were provided to a possible Wincheap Radial, dual carriageways might be required. However, should a scheme be included in the Trunk Road Preparation Pool, further design and planning work will be needed and this will cover the standards to which a by-pass should be built. Footpaths and tracks would be diverted where necessary to existing road crossings but the Pilgrims Way would be carried over a by-pass on a bridge.

LAND COMPENSATION ACT

17. If a road is constructed on any of the routes compensation would be payable to those who qualify under the 1973 Land Compensation Act. Notes on the provisions of this Act are available at the places where this publication is on deposit.

PUBLIC PARTICIPATION

18. Copies of this publication have been deposited at the offices of Kent County Council (County Hall, Maidstone), Canterbury City Council and Bridge Blean Rural District Council, as well as at the post offices in the Canterbury area.

19. The Department of the Environment has arranged for an exhibition of plans, drawings, photographs and a model of the 3 alternative routes to be held in the Slater Art Gallery (Beaney Institute) in the High Street, Canterbury on the following days:—

Friday 16 November	10 am – 8 pm
Saturday 17 November	10 am – 4 pm
Monday 19 November	10 am – 8 pm
Tuesday 20 November	10 am – 4 pm

Admission is free and you are invited to attend.

20. You are requested to complete the attached questionnaire and return it by Friday 4 January 1974 to the Department of the Environment, GPH Division, Room P3/102, 2 Marsham Street, London SW1P 3EB. The views of the local authorities, other statutory authorities and local voluntary organisations are being invited on the alternatives. Comments received will be considered and reported to the Secretary of State for the Environment.

21. Should a decision be taken to prepare detailed designs on a preferred route for a new A2 by-pass of Canterbury, there will be further opportunities for the views of the public to be expressed when draft Orders under the Highways Acts are published. These will be open to objection and if necessary a Public Inquiry can be held into the draft Orders.

QUESTIONNAIRE ON CHOICE OF ALTERNATIVE ROUTES CANTERBURY SOUTHERN BY-PASS (A2)

Department of the Environment (1)
Room P3/102
2 Marsham Street, London SW1P 3EB

The Consultative Document and the exhibition at Canterbury explain the possible alternative routes and their likely effects. We would now like to know which factors you consider most important in deciding between alternatives, and which route you prefer.

PLEASE ANSWER THE QUESTIONS BELOW BY PUTTING TICKS IN THE APPROPRIATE BOXES; THEN SEND THE COMPLETED FORM TO THE ABOVE ADDRESS BY 4 JANUARY 1974 OR HAND IT IN AT THE EXHIBITION OR AT THE COUNCIL OFFICES, OR MAIN POST OFFICE, HIGH STREET, CANTERBURY.

What you say will be carefully considered before any decision is taken.

Which 3 of the factors listed below in alphabetical order do you consider most important in choosing a route?

- a. Agricultural interests
- b. Amenity and recreation
- c. Cost
- d. Demolition of property
- e. Effect on property close to, but not physically affected by the proposed road
- f. Noise and pollution
- g. Traffic needs
- h. Any other factor (please write here)

.....
.....

(2)

Which of the possible routes shown on the plan would be your first choice?

(3)

A	B	C

Which of the possible routes shown on the plan would be your second choice?

(4)

A	B	C

If you think your home or other property owned or occupied by you would be adversely affected by any of the routes please indicate which one(s)

(5)

A	B	C

Please give your name and address

.....
.....
.....
.....

If you wish to contribute more please do so in the space below.

Incessant trucking 'destroying' tiny U.K. village

By FRANK JONES
Star staff writer

BRIDGE, England — Britain's entry into the Common Market has brought nothing but danger and discomfort to this little Kent village where the Europe-bound trucks start thundering through at two in the morning.

"At that time of night they travel at between 50 and 60 miles an hour," said school teacher Gordon Lewis, whose bedroom window is only four feet from the passing monsters. "The whole house vibrates."

Picturesque Bridge is unlucky enough to straddle the main Dover-to-London road and is contending with a 20 per cent increase in heavy truck traffic to and from the continent in the last six months.

A hell on earth

The 32-ton tractor-trailers, roaring through every 50 seconds, have turned the lives of the villagers into a hell on earth. Britain's Consumers Association, after tests, have judged it one of the six noisiest places in Britain—noisier even than central London.

And worse may be in store: Transport ministers from the nine Common Market countries are expected to meet in October to settle a long-standing dispute over maximum truck sizes on European roads. It's expected that Britain will have to bow to its partners and agree to an increase to 40 tons from the present British maximum of 32 tons.

Even without that happening Bridge is a village of fear where everyone says almost unconsciously "mind the traffic" to visitors, and painters refuse to repaint the deteriorating houses on the main street because of the danger of being hit on sidewalks which are only 18 inches wide in places.

Last week a giant tanker went out of control on the hill leading down to Bridge and shoved a dozen cars into each other concertina-fashion. Luckily there was no loss of life.

Three weeks ago a big meat truck trying to squeeze through a narrow gap on Bridge's main street, side-swiped another truck which ran right into Cyril Prickett's fresh produce store, demolishing the front.

The village clown speaks

"Well, that's progress," said Prickett, who is known as the village clown.

Last year a 32-ton tractor-trailer went out of control in the village, destroyed a grocery store which has never reopened, killed the driver, and came within inches of killing a girl sleeping in a bedroom over the store.

And two weeks ago on the highway south of Bridge three young soldiers were killed when a big continental tractor-trailer missed a bend and fell on top of their car.

"We seem to be leading a charmed life," said John Purchase, who started a traffic protest group in Bridge 10 years ago after an elderly man was knocked down and killed just outside Purchase's house on the main street.

"No one from the village has been killed in recent years. But statistically speaking there's bound to be an appalling accident soon."

The clerk of the local rural district council, Ivor Soilleux, has warned Britain's department of the environment, which is responsible for the road. "We are going to have another Aberfan (when 116 children were killed in a Welsh landslide accident in 1966). We live at crisis point every day."

But for years the villagers got nowhere with their battle to have a

bypass built around the village. A thousand people staged a sit-down protest in the main street and brought traffic to a halt after last year's grocery store crash, and Purchase's protest group sent letters to the cabinet minister responsible every month reminding him how many days were left before Britain joined the Common Market and the truck traffic increased even more.

The central government has finally agreed to build bypasses around Bridge and a string of other villages on the tortuous stretch of highway, but it will be at least two years before they are completed.

In the meantime Bridge residents will continue to experience in extreme degree the horrifying fate which has overtaken thousands of ancient, slumbering British villages in the last two or three years.

With the arrival of Britain's expressways, trucking companies switched to the big tractor-trailer units familiar to North Americans. But once they're off the expressways the "juggernauts" as they are called in Britain are back on winding, narrow roads that often haven't changed since horse and cart days.

Pounded to pieces

Old villages with narrow streets are being pounded to pieces, with trucks regularly knocking corners off houses and intimidating pedestrians on single-file sidewalks.

Many British trucks are hopelessly underpowered, belching out clouds of black smoke at the slightest hill, and the police seem helpless to enforce pollution standards.

Bridge, which is approached downhill at both ends and has a comparatively straight main street, invites disaster as truck drivers roar through at well above the 30-mile-an-hour limit to get a start on the hill the other end of the village.

"Our place is being knocked to bits," said Sid Hogben, 71. "Pictures fall off the wall, things fall off shelves, and our ceilings have fallen down several times."

"We dare not have a handle on the front door," said Lewis, who has three children. "We'd be afraid the children would open it and run out on the street."

The road surface in Bridge is breaking up under the pressure and every time an empty car transporter passes it sounds like a steel mill falling down as the trailer bounces over the pot holes. Truck drivers from the Ford Motor Co. felt so badly about what was happening they even sent a donation to the Bridge protest group.

20 m.p.h. limit asked

The group has now demanded a 20-mile-an-hour limit for the village, more radar traps, stricter enforcement of safety regulations and loading limits on trucks going on and off ships at Dover.

Last weekend protesters crossed the Channel to Calais to hand out leaflets to foreign truck drivers warning them of dangers on the Dover-to-London road—mainly as a gesture to embarrass the British government.

But with the bypasses promised, the government seems unwilling to do anything more. The council at Canterbury where the Dover-to-London road goes through part of the town, has ordered a bylaw banning trucks on its portion. But the department of the environment says it will merely issue an order setting aside the bylaw.

"We're on Britain's doorstep to Europe," said Purchase wryly. "It's a pretty muddy doorstep."

JUGGERNAUT ROAD WIDENING PLAN

Further improvements to the A2, the road linking London with Dover, heavily used by cross-Channel juggernaut lorries, were announced by the Environment Department yesterday.

Kent county council has been authorised to accept a £655,981 contract which will help eliminate overtaking dangers by widening a three-and-three-quarter-mile stretch of the road between Out Elmstead Lane, Barham, and Oak Pollard, south east of Canterbury. Work is expected to take about 12 months.

Daily Telegraph
Aug. 15/9/73

KG 28.9.73 Now they're motorised mastodons

EAST KENT'S juggernaut battle is echoing round the world. This week we received a letter from Canada, enclosing a newspaper cutting about "motorised mastodons" thundering through Bridge.

Miss D. Cole, of 14 Osborne Street, Ottawa, sent us a copy of the article which appeared in the Ottawa Citizen under the banner headline: Lovely English villages yielding to onslaught of the Juggernaut.

Said Miss Cole: "As a former resident of the Canterbury area, this article caught my attention at once. I used to travel regularly through Bridge on my way to Folkestone.

"I can still envisage these juggernauts thundering along the A2 like a herd of stampeding buffalo. Since however, herds of stampeding buffalo have become quite rare, one could pray that man may eventually accord the same status to thundering juggernauts. A sentiment many of us may share!"

Bridge by-pass

KG
21.9.73

Sir,

In the Kentish Gazette, Cllr Lawrence Shirley was reported as congratulating Bridge-Blean RDC members, its officers and the local Press for their efforts in making Bridge by-pass possible.

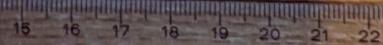
While agreeing that such congratulations are due, I was surprised at the omission of the leading campaigners.

Having rarely seen Cllr Shirley's name in print with regard to the much-needed road, I would have thought that the persistent A2 Group were at least worth a mention.

I am convinced that were it not for A2 Group working closely with our MP, Mr David Crouch, the by-pass would still be years away.

PETER T. SKELTON.

The Cottage,
41 Shalloak Road,
Broad Oak.



tring
IN GERMANY

BRAKES SLAM ON CITY JUGGERNAUT BAN?

K0
31-1-74

SOME city councillors want to slam on the brakes over Canterbury's planned juggernaut ban.

Three of them are urging the full council to throttle back and drop the whole thing. Their recommendation goes to the authority in a minute from the Public Works Committee.

The city council, at its last meeting, reversed an earlier committee proposal to do just this — and plumped for pressing on to make the order effective on 1 March.

Purpose of the order was to stop juggernauts and other heavy traffic using the A2 through the city from that date.

But the decision has led to a confrontation with Transport Minister Mr. John Peyton. The Department of the Environment has issued a directive forbidding the council putting the ban into effect until after a public inquiry had been held on the matter — when the Secretary of State for the Environment, Mr. Geoffrey Rippon, would make a decision one way or the other.

Public Works Committee will ask that buses, public service vehicles and breakdown lorries be exempted from the ban.

While the city council's decision is awaited, Town Clerk Mr. Christopher Gay has been instructed to collect evidence to be presented at any possible public inquiry.

Mr. Gay has also been asked to seek an undertaking from Mr. Peyton that a Canterbury bypass will not be held up under Government cuts in public expenditure.

Chairman of the Public Works Committee, Cllr. Alf Walker, told the Kentish Observer on Monday that they had been

assured by local M.P. David Crouch that the city by-pass would not be cut back.

However, Cllr. Walker added that he understood Mr. Rippon had said he would be looking at the matter again. If there was a cut back, it would lead to a row in Canterbury, said Cllr. Walker.

He said his committee had felt it would not be possible for the city council to implement the juggernaut ban, and a public inquiry would not be held for some time.

"By then, it would be out of our hands anyway," he added.

The new Canterbury District Council takes over on 1 April.

ELECTION FEAR FOR A2 GROUP

K0
14-2-74

THE FORTHCOMING General Election is causing concern with the A2 Group, who fear a Government shake-up could affect the schedule for building A2 by-passes.

Mr. Brian Lewis, secretary of the A2 Group, has written to Canterbury's M.P., Mr. David Crouch, and the Labour and Liberal parliamentary candi-

dates, underlining the importance of the A2 issue.

He said in the letter that an announcement was still awaited on the cut-backs in public spending.

"I fully appreciate that the coming General Election may play a major part in this decision, and I am extremely concerned for the planned scheme of A2 by-passes.

"I urge you, therefore, to use the A2 issue as being the prime objective in your constituency mandate."

Mr. Lewis concluded that the problem was no longer a local issue, but a national concern.

SECRET

Three men behind the Public Works Committee's new move to have the ban squashed are unknown. The matter was debated in camera — despite objection from Cllr. Bernard Porter — at the last meeting of the committee.

Recommendation urging the city council to kill the ban was carried by three votes to two.

If the authority refuses to let the order fall, however, a second recommendation from the

Juggernaut traffic soars

K0
1-2-74

Despite economic problems and shortages of fuel the flow of heavy lorry traffic through Dover increased by 20 per cent last year.

Compared to the 1972 figure of 156,581 lorries, last year's total soared to 188,042. During December alone, 14,706 heavy vehicles passed through the port, 2,453 more than in 1972.

For the second year running, the harbour handled more than one million holiday cars. The total of 1,008,052 represents a 0.46 per cent increase.

There was a 4.20 per cent rise in the number of passengers using Dover, bringing the total to a record 5,707,088.

Tonnage of cargo, both export and import, through Dover rose during the year from 2,629,809 to 2,827,722, a 7.53 per cent increase.

A Gallop Poll on bridle path to Europe

K0
22-2-74

IT was a sort of Gallup Poll when Liberal candidate Mrs. Sarah Goulden took to horseback to rein in a few more votes.

Her canter through Canterbury on Sunday had a political point. The A2, with its juggernauts crunching the pavements, choking the air, shattering the peace and, sometimes, killing people, is a frequent talking point when candidates get round to local issues.

The road has been called "the bridle track to Europe" because its country-lane nature seems out of place between the M2 and the autobahns of the Continent.

MEETING

Mrs. Goulden decided to test the "bridle track" theory, and proved that you can take a white horse almost anywhere — and pull in a crowd.

From Harbledown she trotted Neptune, a 17 hands grey, down the A2 round Canterbury and on to Bridge for a village green meeting with voters.

Tunnel trouble

K0
22-2-74

A big question mark now hung over the Channel Tunnel Project, Mr Rees, Dover's Conservative candidate, told a Press conference on Monday.

Mr Rees said the world fuel crisis put a different light on Channel Tunnel traffic forecasts. These, he said, must be reviewed. Shipping companies had no intention of pulling out, he emphasised.

"We shouldn't be too pessimistic about the future of Dover," Mr Rees stressed, and he added: "Anything which takes pressure off the east Kent roads system must be a plus."

Councillor appalled by move to drop city A2 lorry ban

KH 19.2.74

Foreign lorrymen warned

THOUSANDS of leaflets have been printed by the Dover Harbour Board in 11 languages drawing the attention of juggernaut lorry drivers to the dangers of the A2 Dover-London road.

The leaflets state that while progress in technology in both road transport and cross channel ferries has bought an incredible expansion of trade through the South East ports, its road network has not kept pace. Drivers are urged to comply with speed restrictions and drive with extreme care.

The leaflet points out that suction produced by a large lorry at over 30 mph can draw a small child into the road.

On Tuesday the A2 group said that while it welcomed the leaflets, it seemed to be "poetic justice" as last year the Board had prevented the group distributing its own similar leaflets in the Dover docks.

It was greatly regretted that drivers entered the country by a 1974 port but on "a medieval road."

K.H. 22.2.74

CANTERBURY Council has called for a public inquiry into its controversial plan to ban heavy lorries from the A2 within the city, despite a warning from an official that it was unlikely to win.

By just one vote the council made the request on Wednesday, adding that it wanted the hearing before the end of the council's life on March 31.

The move came from Cllr Tony Fisher, who said he was "absolutely appalled" at a recommendation of the Public Works Committee to drop the ban. At the last council meeting, he said, it had been decided to push ahead with the order banning the lorries.

He understood that decision had instructed the Public Works Committee to make all necessary preparations for an inquiry. But at the committee meeting on January 22, there had been councillors who had "laughed it off and just let it go by the board. It really is cowardly and obstructive to take this attitude," he said.

SHOULD DROP

He was surprised at members who said the council should drop the idea and accept the assurance of Transport Industries Minister Mr John Peyton over the city's by-pass.

"I have in my possession," said Cllr Fisher, "a letter from the Department of the Environment, dated December 14, which is about two weeks after the Minister came down and gave us some very promising speeches over a 1976 start date for the by-pass."

"The contents say that they do not envisage starting the by-pass until the early 1980s. That's two weeks after the Minister came down and said 1976. This emphasises my point at the time that it was a whitewash exercise."

Cllr Chris Stanley said that at the meeting of the Public Works Committee it was felt that the reason why the decision had gone back was because

By-pass not to be cut

Plans for the Bridge by-pass are going ahead, the Transport Minister, Mr John Peyton, has assured Canterbury's MP, Mr David Crouch.

"I saw Mr Peyton before the House of Commons broke for the election and he said the by-pass was definitely going through," Mr Crouch said last week.

"I have also made strong representation to the Government that the Canterbury by-pass is not deferred at all," he added.

A traffic census would be needed and this would need time for analysis. It could be a lengthy and expensive business, he warned. Other matters such as causes of traffic congestion and alternative routes would form part of the council's case. "In general," said Mr Rhodes, "from a technical point of view, there is a

definite likelihood that the evidence is much more likely to disprove the council's case than prove it."

Asked the financial implications of an inquiry, Mr Christopher Gay, the Town Clerk, said there was the possibility of costs being awarded against the council if it lost.

"The legal costs could be very considerable, and in any event there would be a considerable cost to the ratepayers in the preparation of the case by your officers," he added.

Cllr Eric Hanscomb said most of the objections to the ban had come from "interested parties." The council had dropped the idea when the Minister gave the assurance of a 1976 start date for the by-pass, "but now that's pie in the sky."

To say that those who were against the ban were "cowardly and obstructive" was denied by Cllr Archie Stoakes. He had thought long and hard about the ban, as he was sure had others against it, and had come to that conclusion as the best solution.

Cllr Mrs Rita Kilvert questioned if the committee could stop a decision of the full council. Answering Mr Rhodes' points about the time involved in preparing a case, Cllr Mrs Kilvert said she was sure the local newspapers would be able to supply details of accidents. Mr Peyton himself had said that the A20 was an alternative route for heavy lorries: "We want this recognised," said Cllr Mrs Kilvert, "and want to stop them coming through our small town."

TOO LATE

"We are told that the Canterbury ratepayers could end up paying quite a lot of money if we lost the case. But we know that in a lot of cases we don't spend money until it is too late and people are dead."

Cllr Fred Whitmore said that he had always supported the ban in the past, not because he thought it would ever come into force, but in order to draw attention to the city's case.

"But we have now got to the stage where this tactic is exhausted," he said. It had not been successful, and no one in the council had any doubt that "We should now have as much pressure on the Government as possible to get the by-pass as quickly as possible."

"We are told very clearly by the officers that the case might make will not hold; more, to continue with it will be to continue with loss and very expensive

Stanley did not think a case made for the council officers would be shot in flames. He thought a case could be fought on the subject of the lorries on the environment, rather than statistics.

"We should not take a stand and say we don't want the lorries in Canterbury. The inquiry will highlight the problems and help the national campaign which says we don't want these lorries."

Ald Ernest Kingsman said Cllr Stanley had said the same thing at the previous council meeting. "Neither then nor here has he given

one constructive view on how these juggernauts are going to get round Canterbury.

"He is making some wild sort of vague suggestions that if Canterbury holds an inquiry a magic wand will be waved, emanating from this city, and these juggernauts will stop coming."

"The thing is fantastic. Cllr Stanley ought to be very well aware of the large rate increase that the Canterbury people are going to be faced with, yet despite that he still says, 'Right, let's waste some more of the ratepayers' money and spend it on a large piece of bluff.'"

The council would never get the minister to agree to a block being put on the road from Dover, said the alderman, and added: "I can say definitely that when people engage in a game of bluff, it's a dangerous thing to do."

Cllr Fisher said that at no time had he regarded the proposed ban as a bluff. "This was never my idea, I have always been sincere. It was never done as a publicity stunt."

He urged councillors to "search their consciences about this and vote the way they feel they must vote."

The council agreed to instruct its officers to prepare fully all the details that will be required for a public inquiry. The Department of the Environment will be asked to hold the inquiry before April 1 and counsel is to be instructed on behalf of the City Council.

Mrs. Goulden's horsepower!

KO 21.2.74



ELECTIONEERING horseride through Harbledown on Sunday by Liberal parliamentary candidate Mrs. Sarah Goulden was "a gimmick with a serious purpose."

She joked: "This is Canterbury not Coventry" — a reference to the famous ride of Lady Godiva. More seriously, she declared: "The A2 is possibly more important in the face of Government cuts."

"No doubt the Channel Tunnel will be delayed and we hope eventually new decisions will be made, making it a rail-only tunnel. "It is also doubtful whether

the proposed M20 extension will be built in the near future. So the A2 will remain the lifeline to Europe, and no doubt traffic will increase."

Mrs. Goulden stressed that the by-passes must not be axed, particularly Canterbury's, because of Harbledown's position. They had to be started as soon as possible.

"Mr. Peyton answered Mr. Crouch that the Bridge by-pass will be started as promised — Mr. Peyton can't possibly know whether he will still have authority to make this decision," she stated.

CA1484.



Growing invasion by transport trucks is alarming villagers of Bridge, England.

Now U.K. village must pay the Common Market piper

*Local paper: Hampshire Hot Springs
Vancouver Province*

By PETER CALAMAI
Southam News Service

BRIDGE, England — Before the "juggernauts", this was a lovely English village.

Nestled alongside the Little Stour River, the red brick cottages and flintstone parish church possessed the character of a tourist board poster.

They still do, except that 'For Sale' signs are sprouting on cottages along the main street and the church's stained-glass windows are cracking.

There's nothing lovely about a village when 450 tractor-trailers roar daily down its narrow main street, from 4 a.m. until after midnight.

This juggernaut onslaught — and that's what the villagers actually call it — is part of the price some ordinary Englishmen are paying so their country can become part of the new Europe.

While Prime Minister Edward Heath extols new airports, the Channel Tunnel and the Concorde SST, small towns on the highways connecting London with the ports of Dover and Folkestone are quivering to their foundations.

"It's foreigners that are causing all the bother," says a gas station attendant, shouting directly into a visitor's ear to make himself heard over the thunder of a motorized mastodon rumbling past carrying Danish bacon to London stores. The load could just as easily have been from France, Belgium, Spain or Germany.

Since 1971, the number of heavy trucks passing through the port of Dover from the continent has doubled, with some officials predicting 200,000 this year.

Yet this seemingly endless stream of tractor-transport is being funnelled along narrow Kent roads which — like the main street of Bridge — haven't been widened since the Romans built them centuries ago.

The toll has been more than just a few battered store fronts when truck brakes failed. In June, three soldiers were crushed to death by tiles spilled from a Belgian juggernaut near Dover.

But some country gentry have only themselves to blame for the current predicament. They form the back-

bone of Britain's anti-roads lobby, which has blocked hundreds of planning schemes to bypass such narrow-streeted villages with costly new highways.

Now they are hoisted on their own petard. To continue to oppose such bypasses means the bucolic village charm they admire will be ground to pieces beneath juggernaut wheels.

Yet a rear-guard defence has been mounted against this second Norman invasion. While the British may have to put up with more foreigners' trucks, they don't want to put up with even bigger foreigners' trucks. The British and Irish are aligned against the rest of the European Economic Community (EEC) in a battle over the maximum tractor-trailer size to be allowed by 1980. The continental EEC members want 40 ton juggernauts allowed throughout the community. The two island nations are battling to hold the line at the current 32-ton maximum.

That extra eight tons could be a life- and -death decision for villages such as Bridge.

KG 24-7-73

More work on the A2

Work has started on the long-awaited improvements to the A2 between Barham and Lydden, following the go-ahead given earlier this week by the Minister for Transport Industries, Mr John Peyton.

Costing £656,000, the work will remove the dangerous Z-bend at Barham Crossroads, which has turned the junction into a notorious accident black-spot.

It will link the existing dual carriageway, which ends at the crossroads, to the new one leading into Lydden.

Apart from this, old sections of the A2 which were used in earlier dual carriageway improvements, between Lydden and Out Elmstead Lane, will be straightened and widened.

Announcing Mr Peyton's decision, the Department of the Environment admitted that the existing single carriageway road, scene of several fatal accidents, was narrow and that its inadequate visibility made overtaking dangerous.

The improvements will mean both sections of the dual carriageway will be 24ft wide, and junctions will be made safer by building traffic islands and deceleration lanes.

Mr Peyton has authorised Kent County Council, whose Surveyor, Mr A. D. W. Smith, designed the scheme, to accept the tender from Mears Construction Ltd. The work should be completed within a year.

20/9/73 D. Tel.

JUGGERNAUT INCREASE 'ALARMING'

By ROBERT BEDLOW
Transport Correspondent

MR RICHARD MARSH, chairman of British Rail said yesterday that "this heavily populated and small island cannot possibly cope with the growth of heavy road vehicles."

He told the Freight Transport Association's conference at Eastbourne that recent studies showed the 187,000 vehicles over five tons in 1970 will increase to 490,000 in 2010, and those over eight tons from 55,000 to 365,000.

An even more alarming forecast made by the Road Research Laboratory suggests that the number of lorries over eight tons will reach 500,000 by 2010 — an increase of over 900 p.c.

Public opinion

But, said Mr Marsh, "I do not believe it will happen because public opinion will force governments to prevent it."

But Mr L. E. CASTLETON, president of the association, accused the railways of turning away freight traffic. It could be, he said, because freight did not fit into the operational strategy which the railways have defined for themselves.

Mr Keith Speed, Under Secretary of State, Department of Environment, said that the lorry needed to be more acceptable, and its operations controlled in a way that paid more attention than had been given to the feelings of the public.

The higher standards involved would mean additional cost, but he believed the public was prepared to pay the price.