

BRIDGE VILLAGE APPRAISAL

1995/96



FOREWORD



In September 1995 a Public Meeting was held in the Village Hall to discuss proposals by Bridge Parish Council in partnership with Cantley Estates Limited to develop land between Bridge Recreation Ground and the A2 By-Pass. In view of the strength of feeling expressed at this Meeting it was proposed that a Village Appraisal Sub-Committee be set up under the auspices of the Parish Council to consider general matters affecting the Village, and this subject in particular. An appeal was made by the Chairman of the Parish Council for volunteers and a Sub-Committee was formed.

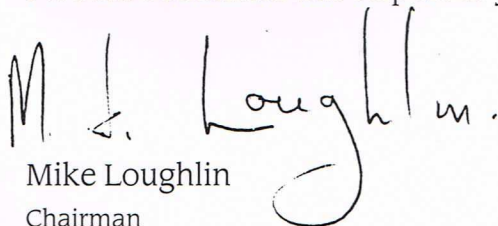
As its first task a considerable amount of work was carried out in the preparation of a Questionnaire which was delivered to every household in the Village. Over 50% were completed and returned, this response was particularly gratifying as it compared favourably with a return of 30.9% from the last Village Appraisal carried out in 1988/89.

After processing the replies the Committee made a number of recommendations, which are included in this Report, which have been submitted to the Bridge Parish Council, and will also be referred to Canterbury City Council and Kent County Council.

I would like to express my personal thanks to all members of the Committee for the dedication and hard work expended in the production of this important project, and in particular Raj Dasan for his invaluable work in co-ordinating the input and statistical analysis of the Questionnaire.

It is the view of the Committee that the Parish response showed considerable concern and interest in the future of Bridge and there would appear to be no great feeling for LARGE scale development or indeed any material change in the Village way of life.

I would commend this Report to you.



Mike Loughlin
Chairman

Bridge Village Appraisal Sub-Committee

The Bridge Village Appraisal Sub-Committee consisted of the following members:

Mr. M. Loughlin - Chairman	Mr. M. Gulvin
Mrs. V. Argent- Secretary	Mr. P. Langley
Ms. A. Beed	Mrs. P. Possee
Mr. R. Dasan	Mrs. E. Shirley
Mr. R. Franklin	Mr. J. Sullivan

INTRODUCTION

Sustainability is the key to the survival of Bridge as a village in the future. At present we compare favourably with our neighbouring villages as we have a good selection of shops, post office, surgery, dentist, regular bus services and a nearby railway station. We also have a thriving school, scouts and girl guides, WI, book clubs, etc... sports organisations and all the activities connected to the church. Despite this positive picture Bridge has seen a steady decline of its services over the last few decades. It is the growth of private car ownership which has created this massive deterioration of village services; the increased personal mobility has allowed people to travel further afield for shopping, work and schooling. This has not only undermined the viability of local services but also of public transport. If this trend is allowed to continue Bridge will not remain a village but become a suburb of Canterbury.

All is not gloomy, however, for the Governments Rural White Paper recognises this problem and to some degree so does the Kent Structure Plan and the Canterbury District Plan. Sustainability of transport, development and farming practices are all stressed in these documents. There is a realisation creeping in that fresh air, clean water and open countryside are finite resources and must be safeguarded for the future generations. We will have to change our ways and take responsibility for our actions. i.e. use public transport, cycle and walk more, shop locally asking for local produce, recycle, conserve energy and so on.

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1. GEOGRAPHICAL LOCATION

Bridge village is situated in the Nailbourne Valley in an attractive rural setting on the old Roman Watling Street, formerly the main road between London and Dover. The village is the main settlement in the Parish of Bridge and lies 2.5 miles south east of Canterbury and 12 miles from Dover.

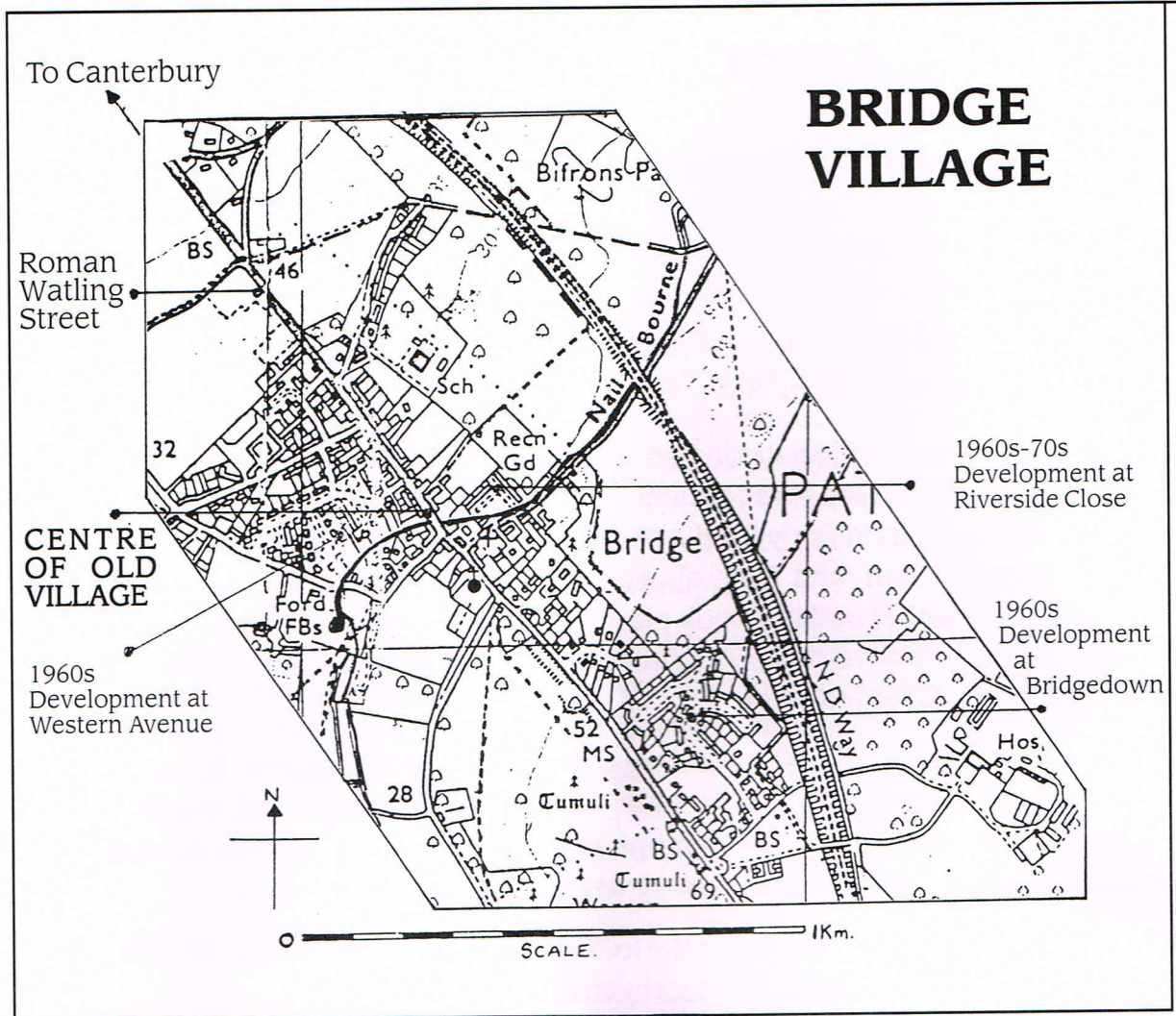
It is likely that the parish took its name from "Bregge" a bridge which crossed the Little Stour, a tributary of the Stour itself.

The village is linear in form having grown northwards and eastwards along Watling Street and away from the River Nailbourne which floods periodically. The older part of the village is built on fairly level alluvial and head deposits, the height of the land varying between 25m. and 50m. above sea level. In the early 1960's a significant amount of residential building took place to the south of the centre of the village at Bridge Down. This development is situated on north west facing chalkland between 50m. and 75m. above sea level.

As a result of the 1986 parish boundary changes Bridge village now lies slightly off-centre in a parish reduced in size. Although land to the north west, north east and south east was gained from Patricbourne and Bishopsbourne, more to the south west was lost to Lower Hardres, Upper Hardres and Bishopsbourne.

Bridge, like other similar villages in the locality is a popular residential area for people working in Canterbury and other nearby towns.





2. A SHORT HISTORY

The village of Bridge, straddling the main road from Dover to Canterbury has been an important village since the Roman occupation of England.

There was probably a Roman bridge across the river (Cf. Bruges which has a similar site and name). The village is situated on the old coaching route from Dover to London, known as Watling Street. In the parish records there are detailed many marriages between passing travellers and local villagers.

Near by on the Barham Downs the armies used to assemble for campaigns abroad such as "The Field of the Cloth of Gold", the Seven Years War and also India in the mid 19th Century.

The church in characteristic Kentish flint was restored with money given by Mrs. Gregory in 1852. It is a feature of the village as you come down the hill from Canterbury and is even more exposed since the great storm in October, 1987.

A characteristic of Bridge are the large manor houses near the village:

- Bridge Place was the home of the Braemes family (Sir Arnold Braemes was the first manager of the Dover Harbour Board),
- Higham House, now known as Highland Court was one of the largest country houses in East Kent in the 17th Century, Count Zebrovsky of Chitty, Chitty Chitty Bang Bang fame lived in the house earlier this century.
- Bridge Hill House was the former home of the grandson of the French philosopher Montesquieu,
- East Bridge House,

to mention but a few. A little further away is Bourne Park where Mozart stayed once to attend the horse races on the Barham Downs!

There are three pubs of great antiquity. In The White Horse a famous brawl took place which is recorded in the Church Archives of Christopher Applegate, a contemporary of Marlowe.

The Post Office is a great centre of the village and was used by Field Marshal Lord Kitchener, then living at Broome Park, to send his first despatch in 1914.

One of the first work houses in Kent was built in 1837 in Union Road and the Record Book gives the names of many inmates who, often forced by poverty, took up residence there.

There are not many villages that can boast such varied architecture from Tudor to Victorian. The centre of village is a Designated Conservation Area but constant vigilance is needed to see that a high standard is maintained.

Bridge which has survived two wars mercifully undamaged, has grown since the war and with this growth has come social change and mobility. The population of Bridge was 1,297 at the 1981 Census. New houses have been built at Bridge Down and Western Avenue in the 1950's and 1960's. Riverside Close was developed in the 1970's and 1980's and the most recent addition is Mansfield Court.

One of the surgeons returning from the Battle of Waterloo, Dr. James wrote that "he was much impressed by the happiness and jollity of the inhabitants" of Bridge!

3. HIGHWAYS, TRAFFIC AND TRANSPORT ROADS

The village has evolved on either side of the old Roman Road which until 1976 formed the main route(A2) between London and Dover. However, opening of the by-pass removed about 90% of the through traffic. The High Street through the village is now a C class road.

Traffic flows on the by-pass now exceeds 9,150 vehicles per day (1994 survey by the Kent County Council) compared to about 14,000 vehicles per day through Bridge before the by-pass was opened bearing in mind the growth in motor vehicles in the last 10 years.

Generally, the roads in and around Bridge are in a good serviceable condition and adequate for the foreseeable future. Some side roads and footways have been resurfaced in recent years such as Union Road, Bridge Down etc. Some roads with the junction of the High Street are below the Highway Standards.

There are no new highway schemes, environmental improvement or traffic management planned for Bridge or its environs.

TRAFFIC

Based on the traffic count carried out in May 1996, approximately 3000 vehicles per day pass through the High Street of which about 10% account for heavy goods vehicles. Some heavy goods vehicles service the cold storage depot at the Highland Court Farm and others are delivery lorries.

PARKING

The construction of the by-pass allowed on-street parking to return to much of the High Street. This causes narrowing of the carriageway in places. The growth in the number of motor vehicles in Bridge and shoppers from neighbouring villages visiting Bridge has caused an increase in demand for parking places. Therefore, most of the

on-street parking is fully used; especially on Saturdays on the High Street. Parking is also a problem by the Post Office and in Conyngham Lane and New Close during school term time in the mornings and afternoons.

There are no plans for additional parking facilities as there is no suitable space available in the parish.

PEDESTRIAN

Compared to many other villages, Bridge is well provided with footways. In the village centre, most roads have footways on both sides. However, there are no footways in parts of Union Road, Brewery Lane Bekesbourne Road and Bourne Park Road.

There are no zebra or pelican crossings in the village. However, there is a need for some form of controlled crossing especially near the junction of High Street with Conyngham Lane due to:-

- (a) Increased vehicular movement at peak time as most parents bring their children by car.
- (b) Careless parking.
- (c) Speeding vehicles due to cars parked on one side thus allowing uninterrupted through traffic.

The above poses a danger to school children and elderly whose numbers have increased in recent years.



TRANSPORT

Bridge is relatively well served by a bus service with three routes passing through the village. Route 15 provides hourly service between Canterbury and Dover while route 16 and 17 each provide additional hourly service from Canterbury to Folkestone. Hence there is a choice of three buses at peak time between 0800 - 0900am. and 1600-1700pm. with large number of school children competing with local residents commuting to Canterbury. After 0900am the number of buses are reduced to two per hour. There is a need to extend the peak time to 0930 am.

Since the deregulation of public transport in 1985, at present all the bus services are run on a commercial basis by Stagecoach Limited. The main complaint about the bus service is its increased cost and the time table.

Train services are available at Canterbury East (approximately 3 miles) and Bekesbourne (approximately 1.5 miles) from Bridge. The number of train services to London and the South East have been reduced since privatisation in early 1996 and fewer trains stops at Bekesbourne.

CYCLE TRACK

Cycling is increasing in popularity as an environmentally friendly sustainable transport.

6 percent of the traffic surveyed were cyclists. The main cycle route to Canterbury, which has recently been signposted, runs through the North Downs way, through the orchard, but there are no signs from Bridge to that effect. There will be a further route from Canterbury to Folkestone which will run through Bridge via Brewery Lane and Mill Lane, this will be signposted by the end of the year.



4. GENERAL PLANNING & COUNTRYSIDE POLICIES

Bridge is a village with a population of less than 3000 which gives it some protection from large scale development. But due to its proximity to Canterbury, the A2 and the Channel Tunnel, Bridge could be seen as a developers dream. Our present government is demanding that 4.4 million houses be built in England by 2016, 116,000 are to be built in Kent! A terrifying prospect as this figure will take up land larger than Greater London. Hardly a sustainable future.

Kent County Council has opposed these high housing figures and there is growing concern within the County that unless something is done to halt this trend of development, Kent will become a wasteland of suburbanised concrete, traffic and pollution. Traffic is set to treble on our rural roads in the next 30 years!

The majority of villagers would be horrified to see this happen to Bridge and surrounding areas.

One large plan is The Park and Ride which is planned to go on an orchard next to the Gate Inn. This would encroach on part of the Green Belt between Bridge and Canterbury and increase traffic on all surrounding rural roads.



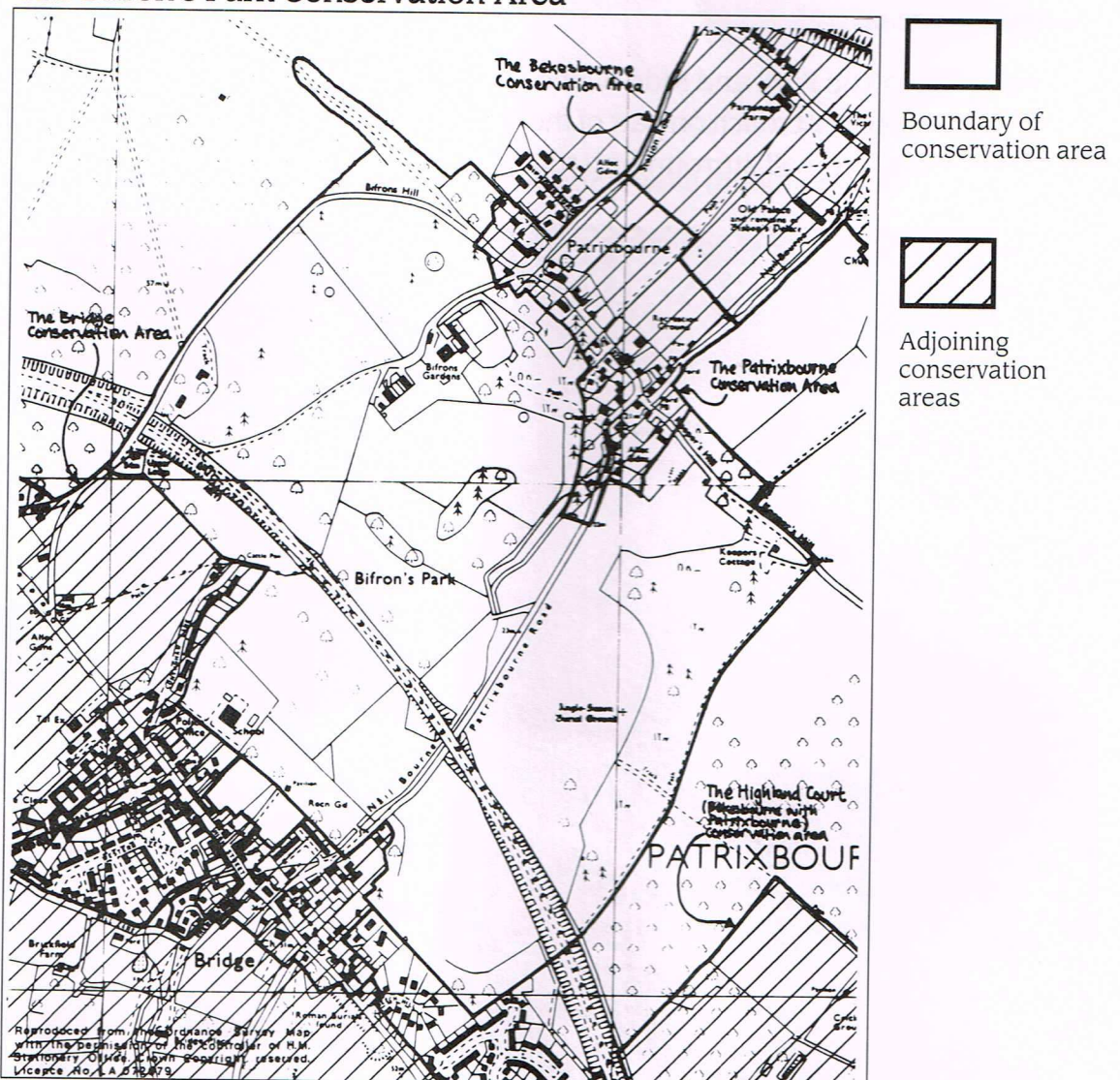
The important green wedge between Canterbury and Bridge (Little Barton Farm) is constantly under threat from development, though a planning application for 46 houses has just been turned down, a healthy precedent.

There are a number of Conservation Areas in Bridge. (See Maps). These conservation areas help to ensure that the character of these individual areas are preserved

The present Local and National Countryside Policies aim to preserve good farmland, attractive countryside and important wildlife habitats. Generally, high grade farmland surrounds Bridge, especially north of the Nailhourne and east of Bridge Down.

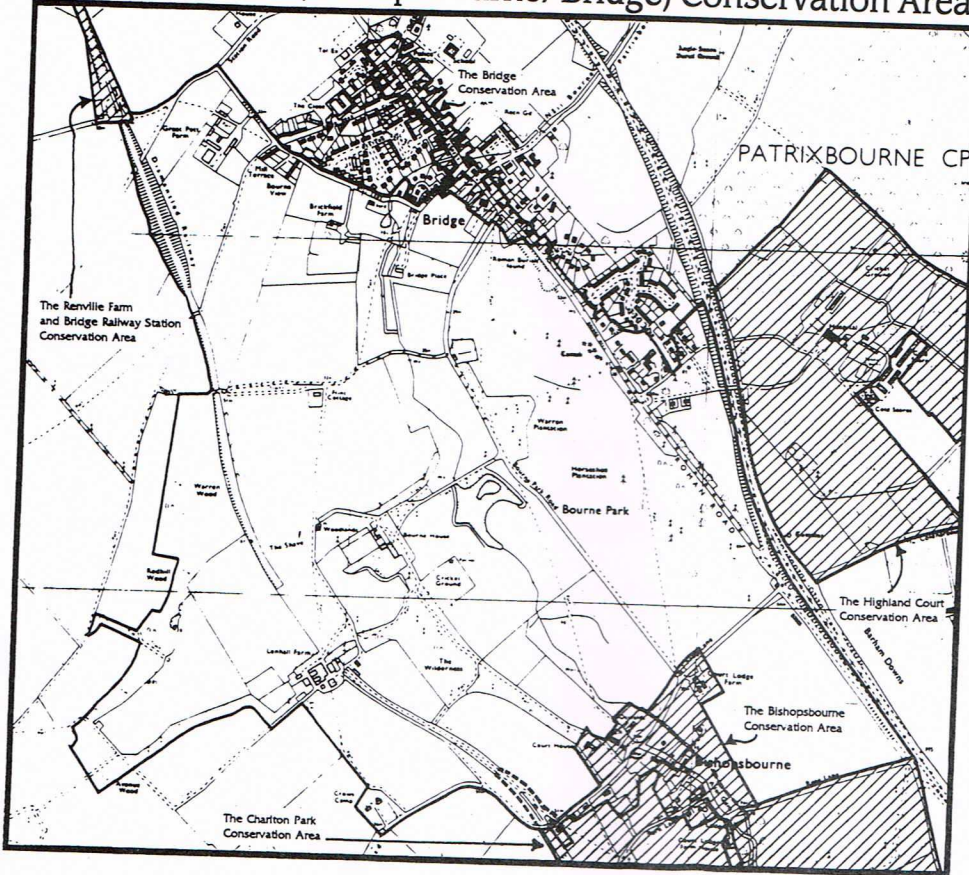
Part of the parish, north of Whitehill Road and Bifrons, is within an Area of Special Significance for Agriculture, which implies special protection for farmland. Most of the parish is within the North Downs Special Landscape Area and also some is in an Area of Outstanding Natural Beauty. Both these designations protect this land within the Parish more strongly from developments.


The Bifrons Park Conservation Area



Due to availability of conservation maps we can only show sections. Full copies can be viewed at Canterbury City Council offices.

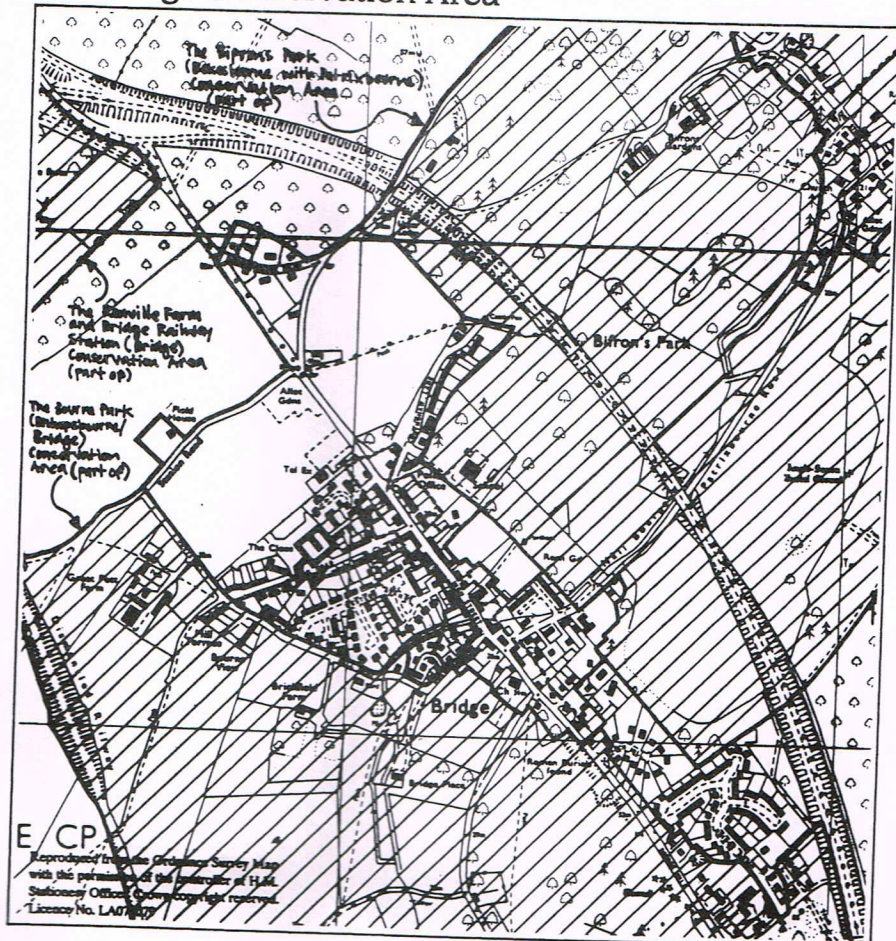
The Bourne Park (Bishopsbourne/Bridge) Conservation Area



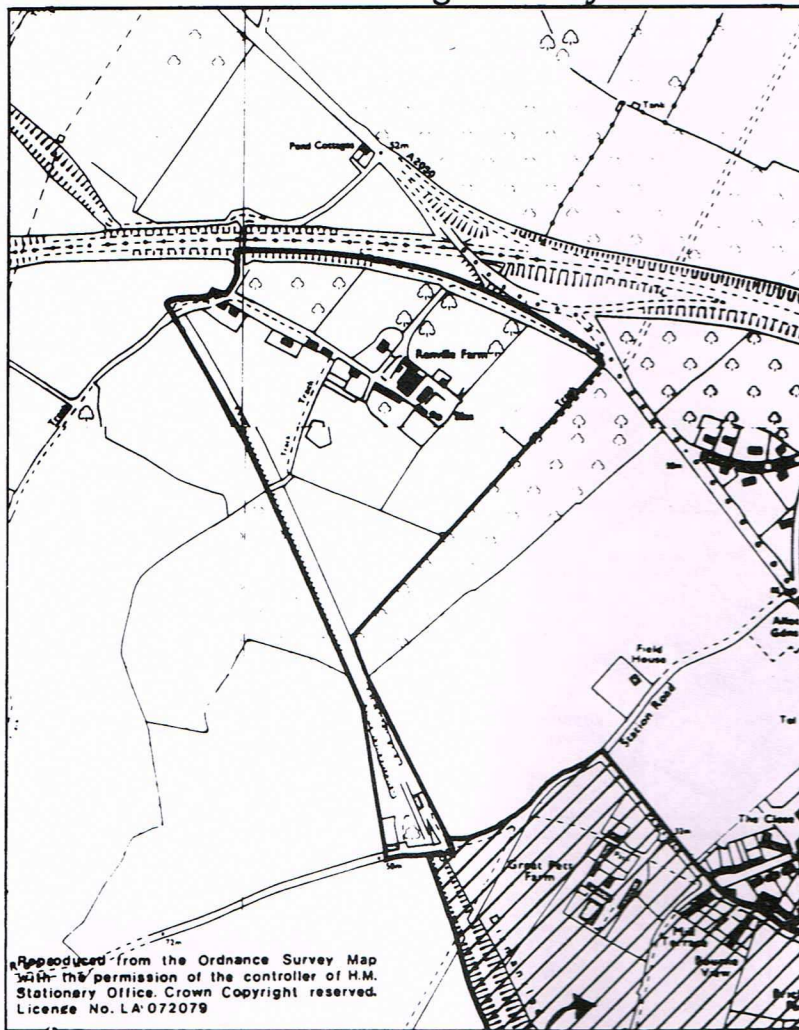
 Boundary of conservation area


 Adjoining conservation areas

The Bridge Conservation Area



The Renville Farm and Bridge Railway Station Conservation Area




Boundary of
conservation area


Adjoining
conservation
areas



5. SURVEY RESULTS

Part 1 - HOUSEHOLD

1. Population distribution by age and sex:

Age	0 -4	5 - 10	11 - 16	17 - 21	22 -39	40 -59	60 -64	65 - 74	75+
Male	17	29	31	17	81	93	40	58	43
Female	21	24	22	20	76	108	37	79	62

2. Sex (Number of people who answered question 444)

Male 280 (63%) Female 164 (37%)

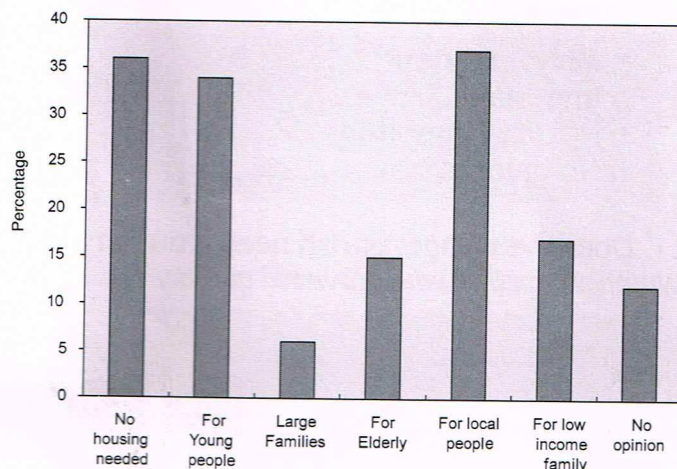
3. What age group you belong to? (Number of people who answered question 396)

11 - 16	1%
17 - 21	1%
22 - 39	18%
40 - 59	26%
60 - 64	10%
65 - 74	24%
75+	19%

Part 2 - HOUSING

4. What kind of housing do you think the village/parish needs? (Number of people who answered question 450)

1) No housing is needed.....	36%
2) Housing for young people	34%
3) Large family housing	6%
4) Housing for the elderly	15%
5) Housing for local people	37%
6) Housing for low income family	17%
7) No opinion	12%



5. Do you think more new housing will spoil the village/parish?

Yes 60% No 31% No Opinion 9%

6. Do you feel that apart from the normal planning applications, any further planned development is required in the village/parish? (Number of household who answered question 366)

Yes 25% No 75%

7. Would you wish to see the development to take place on the land between the recreation ground and the A2 By-pass? (Number of household who answered question 365)

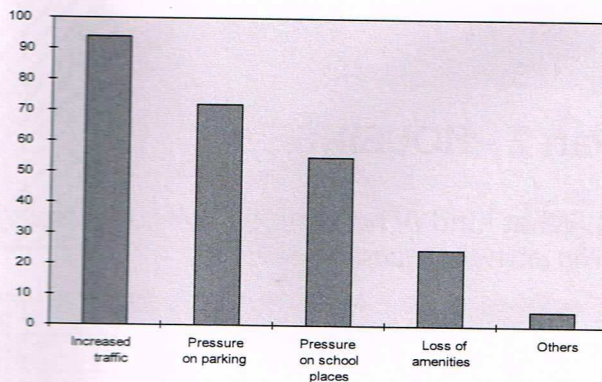
Yes 13% No 87%

8. Do you feel that development of any type will create problem within the village/parish? (Number of household who answered question 371)

Yes 76% No 24%

9. If YES what do you feel will be the major problem? (Number of people who answered question 28)

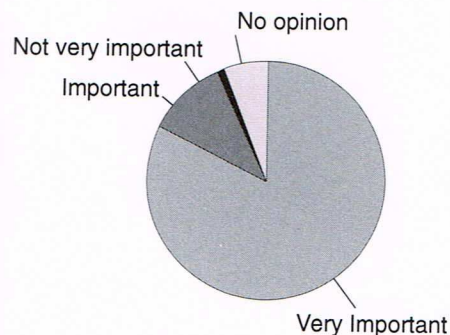
- 1) Increased traffic 94%
- 2) Pressure on parking 72%
- 3) Pressure on school places . 55%
- 4) Loss of amenities 25%
- 5) Others 5%



Part 3 - EDUCATION

10. How important is the school to the community? (Number of people who answered question 379)

- 1) Very important 83%
- 2) Important 11%
- 3) Not very important 1%
- 4) No opinion 6%



11. Does the village/parish need a nursery school? (Number of people who answered question 483)

- 1) Yes 62%
- 2) No 8%
- 3) No opinion 29%

Part 4 - LOCAL COUNTRYSIDE AND ENVIRONMENT

12. How often do you use the public footpaths and bridleways of the parish?
(Number of people who answered question 385)

1) Daily	28%
2) Weekly	36%
3) Monthly	21%
4) About twice a year	7%
5) About once a year	3%
6) Never	6%

13. Do you think there should be special nature reserves in the village/parish for wild flowers and animals? (Number of people who answered question 377)

1) Yes	62%
2) No	19%
3) No opinion	19%

Part 5 - EMERGENCY, ENVIRONMENT AND OTHER SERVICES

14. Do you regard the police coverage of this village/parish to be: (Number of people who answered question 375)

1) Good	5%
2) Reasonable	35%
3) Poor	49%
4) No opinion	11%

15. What is your opinion of the following services in the village/parish?

	<i>Good</i>	<i>Reasonable</i>	<i>Poor</i>	<i>No opinion</i>
1) Road maintenance	24%	58%	17%	1%
2) Road cleaning	37%	50%	11%	1%
3) Verge maintenance	19%	56%	22%	3%
4) Refuse collection	79%	19%	2%	0%
5) Street lighting	27%	45%	27%	1%
6) The provision of litter bins	25%	47%	24%	5%
7) Telephone kiosks reliability	19%	22%	7%	52%

Part 6 - RETAIL SERVICES AND OTHER FACILITIES

16. Do you shop in the village/parish?
(Number of people who answered question 477)

1) Daily	49%
2) Weekly	41%
3) Monthly	3%
4) Less frequently	6%
5) Never	0%

17. What are your views on the quality of shopping in the village/parish?
(Number of people who answered question 465)

1) Good	68%
2) Reasonable	29%
3) Poor	2%
4) No opinion	1%

18. How many times a month do you use the counter service at the local Post Office?
(Number of people who answered question 465)

1) More than 10	18%
2) Between 5 and 10	40%
3) Less than 5	37%
4) Never	5%

19. Are there any other services you would like to see in the village/parish?
(Number of people who answered question 289)

Yes (154) 53% No (135) 47%

If YES what services are desired

Bank/Building Society/Cash Machine (83)	54%
Public convenience (10)	6.5%
Petrol station	4.5%
Fast food/Take away	4.5%
Tea room/Coffee shop	3.2%
Youth Club	3.9%
Fish and chips shop	3.2%
Green Grocer	1.9%
Zebra/Pedestrian crossing near the Post Office ...	2.6%
Launderette/Dry cleaners	2.6%
More buses at night	2.6%
Police	1.9%
Library	1.3%

Part 7 - SPORTS, SOCIAL AND ENTERTAINMENT

20. Are the following facilities in the village/parish ?

	<i>Good</i>	<i>Reasonable</i>	<i>Poor</i>	<i>No opinion</i>
1) Scouts	31%	9%	1%	60%
2) Girl Guides	23%	12%	1%	64%
3) Beavers	21%	7%	1%	70%
4) Tennis	50%	13%	2%	35%
5) Badminton	17%	14%	6%	64%
6) Football	27%	20%	3%	49%
7) Keep fit	15%	16%	9%	59%
8) Cricket	22%	20%	6%	52%
9) Cycling	16%	17%	19%	48%
10) Walking	50%	25%	4%	21%

21. Do you think the village hall is adequate for the needs of the village/parish?
(Number of people who answered question 357)

Yes 54%
No 33%
No opinion 13%

Part 8 - HIGHWAYS AND TRANSPORT

22. Are you a driver who has daytime access to a vehicle?
(Number of people who answered question 378).

Yes 82% No 18%

23. If YES, what do you use it for?

1) Business journeys 37%
2) Transport to work 48%
3) Transporting children to school/College 17%
4) Leisure 90%
5) Shopping 89%

24. If responsible for the vehicle, when not in use where do you usually park it?

1) In a garage 54%
2) Off the road 33%
3) On the road 13%

25. Is the street parking a road hazard in the village/parish?
(Number of people who answered question 352).

Yes 67% No 27% No Opinion 6%

Locations identified as hazardous are:-

High Street 53%
Western Avenue near super market 21%
Union Road 8%
Brewery Lane 6%
Conyngam Lane 3%
Green Court 2%
Patricbourne Road 2%
Bus stops 2%
Double yellow line 2%
Dering Close 1%
Bridge Down 0.5%

26. How many times a month do you use the bus service?

(Number of people who answered question 470)

- 1) More than 20 8%
- 2) Between 11 and 20 6%
- 3) Between 5 and 10 11%
- 4) Less than 5 34%
- 5) Never 41%

27. How do you rate the bus service for:

	Good	Reasonable	Poor	No opinion
1) Its route	55%	21%	3%	21%
2) Time table	38%	33%	10%	20%
3) Reliability	34%	38%	6%	22%
4) Cost	11%	23%	42%	24%

28. Would you like to see further traffic restrictions introduced in the village/parish?

(Number of people who answered question 351)

- Yes 54%
- No 32%
- No opinion 13%

29. Are facilities for cyclists in the village/parish

(Number of people who answered question 358)

- 1) Good 9%
- 2) Reasonable 28%
- 3) Poor 32%
- 4) No opinion 31%

30. Are facilities for pedestrians in the village/parish

(Number of people who answered question 371)

- 1) Good 28%
- 2) Reasonable 59%
- 3) Poor 9%
- 4) No opinion 4%

31. If there was a safe cycle route in to Canterbury, would you use it?

(Number of people who answered question 344)

- Yes 42%
- No 58%

32. How many times a month do you use the trains?

(Number of people who answered question 86)

- Yes 60%
- No 40%

- From Bekesbourne 23%
- From Canterbury 77%

Part 9 - INFORMATION AND COMMUNICATION

- 33. Do you think the amount of information available about what's going on in the village/parish is:

(Number of people who answered question 377)

1) Good	16%
2) Reasonable	55%
3) Poor	24%
4) No opinion	4%

Part 10 - RELIGION

- 34. Is the village/parish church important to you?

1) For Sunday worship	42%
2) For baptisms, weddings and funerals ...	53%
3) As an historic building	51%
4) Every village/parish should have one ..	49%
5) Other	7%

Part 11 - LOCAL GOVERNMENT

- 35. The parish council is empowered to raise money on the Council Tax. Are you satisfied with the way this money is spent?

(Number of people who answered question 378)

1) Totally satisfied	5%
2) Quite satisfied	39%
3) Dissatisfied	10%
4) Don't know how it is spent	38%
5) No opinion	7%

- 36. How well does the parish council publicize its decision and activities?

(Number of people who answered question 374)

1) Good	14%
2) Reasonable	43%
3) Poor	34%
4) No opinion	9%

- 37. Do you think sufficient publicity is given to planning applications which affect the village/parish?

(Number of people who answered question 378)

Yes 38% No 49% No Opinion 12%

Part 12 - GENERAL

38. What is most important to you about this village/parish?

(Number of people who answered question 378)

1) The community	48%
2) The environment	56%
3) Not sure	3%
4) Other	4%

39. How did you come to live in this village/parish?

(Number of people who answered question 378)

1) Born in parish	6%
2) Work in area	45%
3) Relatives nearby	19%
4) Love of village life	41%
5) Love of country life	47%
6) Availability of housing	20%
7) Retired to parish	15%
8) Marriage	7%
9) Came with family	11%
10) Other	2%

40. Do you believe that the village should mark the Millennium? If so how?

(Number of people who answered 152)

Street party	66%
Fireworks	7%
Community activity	9%
Plaque	2%
Tree planting	3%
New village hall	10%
Millennium garden	2%
Close all shops	0.6%
Special village sign	1%

6. RECOMMENDATIONS

RECOMMENDATIONS OF BRIDGE VILLAGE APPRAISAL SUB-COMMITTEE RESULTING FROM THE COMPLETED QUESTIONNAIRES

The following recommendations were submitted to a Meeting of the Bridge Parish Council on Thursday 11th July 1996.

HOUSING

Q4 - Canterbury City Council should be made aware that we need to maintain as far as possible that preference for Council Housing be given to local and low income families.

Q's 5, 6, and 9 - 75% of those who replied did not feel any further development was required. That therefore is the recommendation of the Committee.

Q7 - The response to this question indicates a large majority against any development on this land and the committee's recommendation is that the Parish Council takes due note.

Q8 - In light of the rejection of further major developments, the specific problems from such developments do not arise, but nevertheless the answer to the question shows that considerable concern is felt and is highlighted in response to this Question. The Committee recommends that problems relating to Traffic, Parking and School places should be kept on the agenda for the future.

EDUCATION

Q11 - The recommendation of the Committee is that a Nursery School is to be actively encouraged.

LOCAL COUNTRYSIDE AND ENVIRONMENT

Q12 - Due to the positive response to the use of Public Footpaths we suggest that the Parish Council encourage an Annual Walk round the various footpaths.

Q13 - We recommend that the Parish Council look at providing a Nature Reserve.

SECURITY, ENVIRONMENT AND OTHER SERVICES

Q14 - We recommend that the Parish Council continue to press the Police Authorities to improve their physical presence in the Village.

Q15 - Villagers generally seem happy with the services provided.

Q's 16,17 and 18 - The Committee felt it was encouraging to note the large support enjoyed by the Village Shops.

Q19 - The Committee offer no recommendation. Although 83 of those who did reply felt there was some need for a form of Cash and Banking facility.

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Andrew Hill

01227 830281

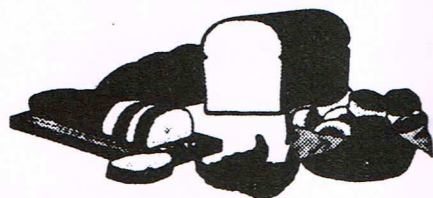
Penny Cavill

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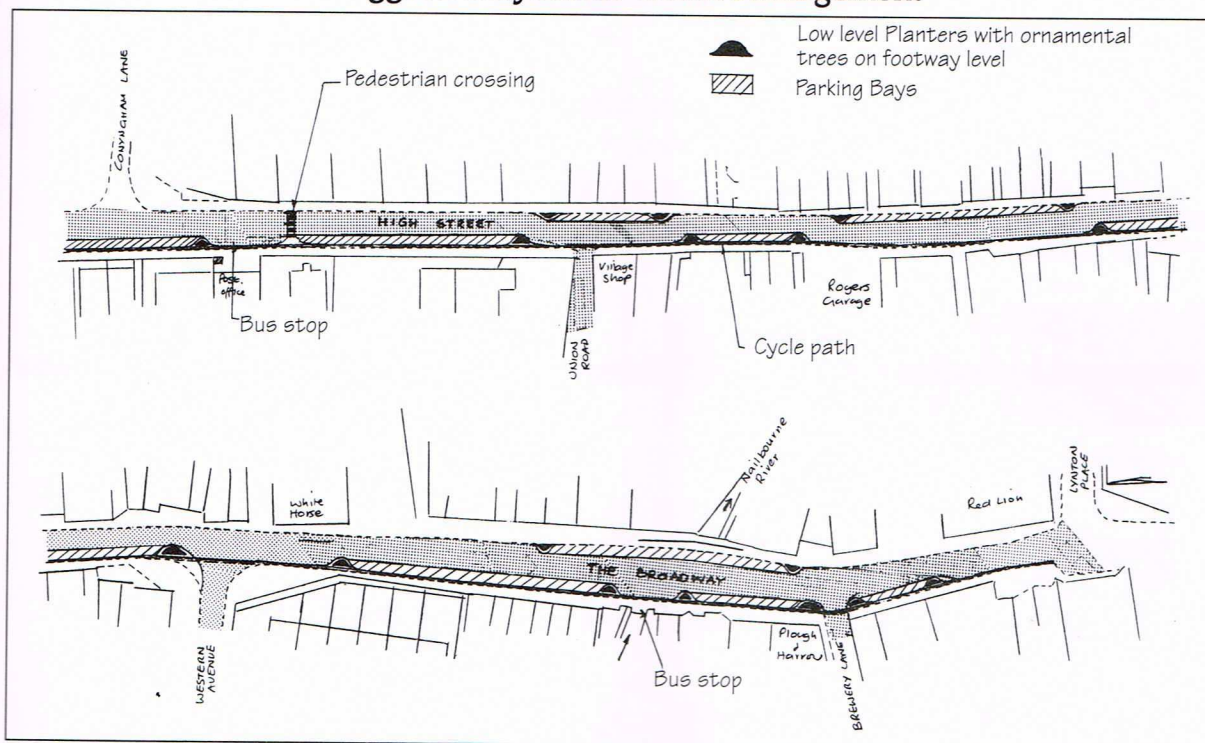
Q20 - Of the 357 who replied the majority felt that facilities were either good or reasonable.

Q21 - The majority of those who replied felt that the Village Hall was adequate for the needs of the Village - no recommendation is made.

HIGHWAYS AND TRANSPORT

Q25 - In view of the high percentage of replies to this question the Committee recommend that the implementation of TRAFFIC CALMING MEASURES PLUS THE PRESENCE OF A TRAFFIC WARDEN should be undertaken as a matter of some urgency.

A suggested layout for Traffic Management



Q's 26 and 27 - For those who use the Service, although small in number, it is imperative that the Parish Council continue to ensure the continuation, if not extension of this Service.

Q29 - Of the people who answered this Question there seems to be a need for facilities for cyclists, for example cycle stands to be situated in the Village and continued pressure to Canterbury City Council for a cycle route to Canterbury.

INFORMATION AND COMMUNICATION

Q's 33 and 37 - The Committee recommend that the Parish Council consider ways to provide greater publicity for its discussions and decisions in respect of Planning matters and that they explore ways to raise public awareness.

GENERAL

Q40 - Of those who answered this question the majority (73%) would like a Village Party Celebration.

IN CONCLUSION

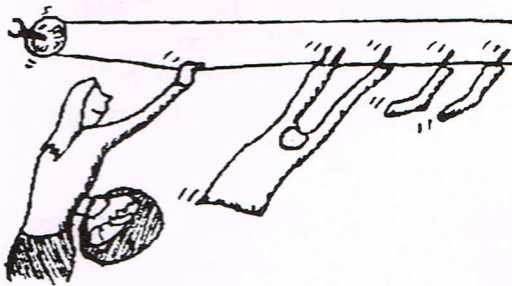
Most people who replied to the Village Appraisal are happy with the way the village is at the present. Many people are employed or employ others in the village. Our village school is well attended. We have a wide range of social clubs and groups, a reasonable bus service and a wide variety of homes available, for rent and sale.

It is hoped that Bridge will be much the same in 30 years time. It must be remembered that Bridge had trebled in size in the last 30 years and it would be a terrible thing if we allowed our village to die and become merely a linked suburb to Canterbury.

The Canterbury District Plan, the Kent Structure Plan and the Rural White Paper can all be seen at Canterbury Library. All planning applications affecting this area can be seen at Canterbury District Council and all plans affecting the Parish can be seen by contacting the Parish Clerk.

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