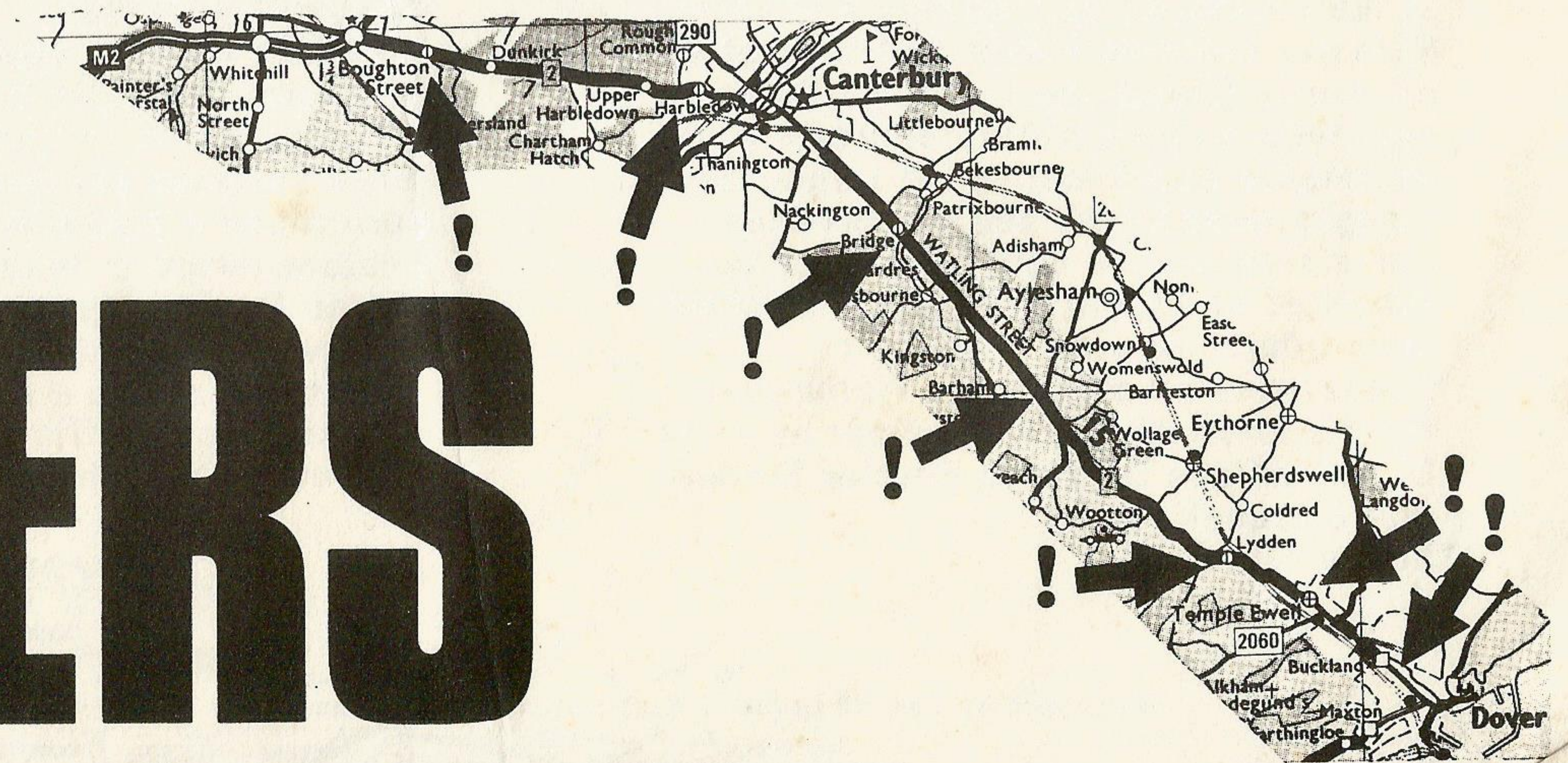
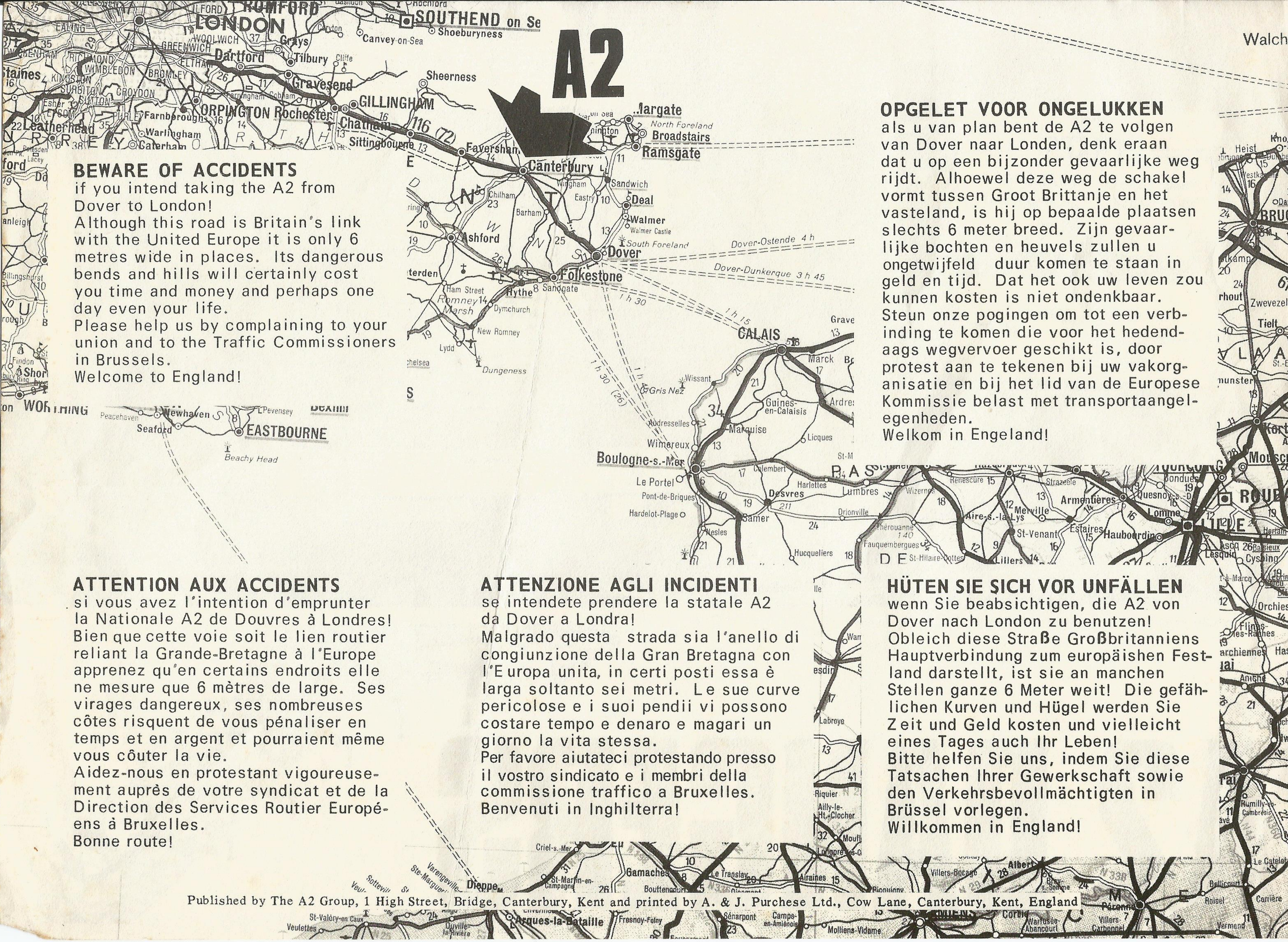




Photographs reproduced by permission of The Sunday Times, London



A2 DANGERS



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

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

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

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

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

Nailbourne Valley. It was feared that an embankment of this height might appear to wall off the valley. To reduce its apparent height, the ground has been built up on each side of the new road so that it now appears to travel across the valley on a shallow embankment. To the west, in the vicinity of Bekesbourne Road the reverse procedure has been adopted. Here the cutting for the new road has been extended out into the valley by building up the ground to mask nearby houses from traffic noise from the bypass.

Before these landscape works could be carried out the existing Topsoil and Subsoil were stripped-off and stacked separately nearby. Surplus chalk and clay from the excavated cuttings along the route were deposited to reshape the land, and the Subsoil and Topsoil were then respread and seeded. This land will soon be returned to grazing. In this way, farming land taken for the bypass has been kept to minimum in the fill areas and this policy has been followed in the cut areas, where side slopes have been kept as steep as possible to keep land acquisition to the minimum.

This results in steeper slopes in the deepest cutting where more stable chalk is penetrated.

Five bridges were necessary to separate through traffic from the local traffic, farm vehicles and pedestrians. All are in concrete with particular attention paid to the surface finishes. These bridges together with the $2\frac{3}{4}$ miles of new bypass dual carriageways and the $1\frac{1}{4}$ miles of new carriageway towards Barham cost £3 $\frac{1}{4}$ million, and took twenty-two months to build.

The historic village of Bridge has suffered increasingly over the years as the traffic along the A2 has built up, together with its associated noise, vibrations and fumes. The inconvenience to the villagers has been shared by drivers who have been hampered by the steep hills which flank the village to the north and the south, and the congested main street with buildings abutting the highway. Now the village will be able to breathe more freely again, and the A2 traffic can travel unchecked and in safety on a new purpose built road.



Kent County Council
Agent Authority for the
Department of the Environment

Opening of

BRIDGE BYPASS

By John Gilbert M.P.
Minister for Transport
on Tuesday 29th June 1976

Bridge Bypass

The opening of Bridge Bypass today marks a further step in the plan to improve the A2 trunk road progressively between the eastern end of the M2 at Brenley Corner and Dover. With the notable exception of a bypass to Canterbury, all stages of the programme are either completed or currently under construction.

The bypass has been designed by the County Council's Highways and Transportation Department under the direction of the County Surveyor (Mr. Allen Smith) acting as agents for the Department of the Environment (Regional Controller Mr. Phillip Bays).

Before detailed design of the scheme could start, extensive investigations were necessary into alternative routes, the geology of the area, the future traffic loads for the road, the divisive effect upon local farms, and the impact of the new road on the local environment. A public exhibition illustrating the proposals was held locally in November 1972, followed by a public enquiry into objections to the new road in May 1973. During



The line of the bypass is becoming apparent as teams of excavators and lorries move chalk in April 1975.

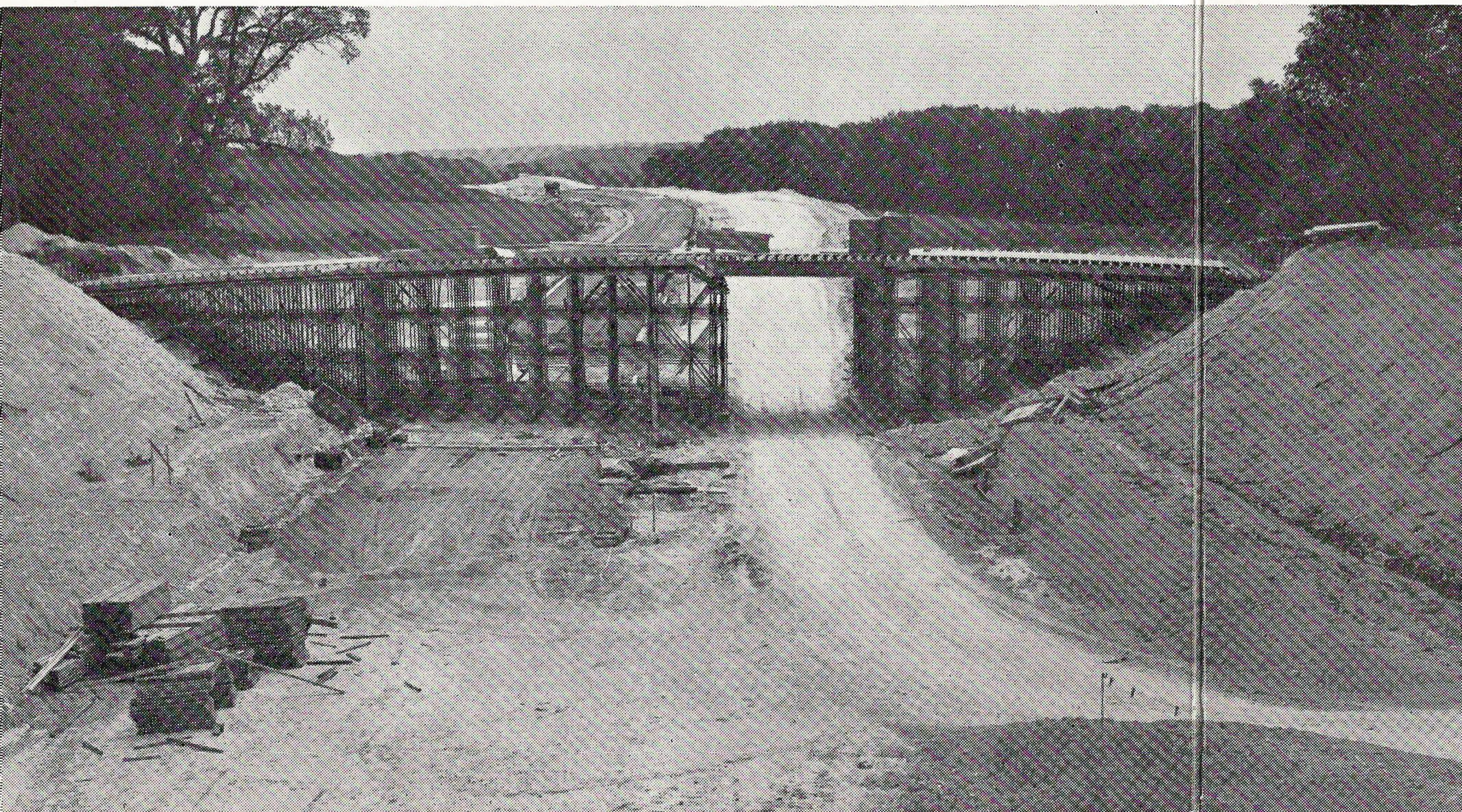
Highland Court Accommodation Bridge is shown in June 1975 taking up the shape of the temporary support scaffold.

this time detailed design was under way for the roads and bridges for the new route. Over 300 drawings were prepared for the contract and competitive tenders were invited in Spring 1974.

Mears Construction Limited, who have been carrying out work for the County Council since the 1930's, won the contract, and construction started in August 1974. As the momentum of the work built up on site, the contractor began to move ahead of the planned programme, in spite of difficulties such as unexploded bombs, and the unpredictable Nailbourne. Between late Autumn 1974 and Spring 1975 twice the normal amount of rain fell, and the Nailbourne began flowing above ground for the first time this decade causing extensive flooding of the works in the valley. It was evident that the valley would be waterlogged for some time to come, and wide ranging revisions to the construction programme were necessary.

In addition to the Bypass to Bridge, the contract included the dualling and improvement of the existing A2 between the Southern end of the bypass at Coldharbour Lane and Barham Cross Roads. Along this length earlier excavations by the Canterbury Archaeological Society located numerous Saxon graves and the Society have kept a watchful eye on the construction work where other relics of the past have been found including a flint arrow and pieces of pottery.

A feature of the project is the landscape treatment in Bifron's Park, where the road is some 35 feet above the



The cost of safety

The A2 Group has campaigned for a safer road for the past eleven years. Now the problem is crucial. To run a campaign to improve this state of affairs costs money. So we appeal to you; if you consider safety, health and a clean environment worth fighting for, send a donation - however small - to the Hon. Treasurer and Secretary at the address below.

And, thank you.

THE A2 GROUP COMMITTEE

Chairman: (Bridge)

John Purchase, "Mill Cottage", Bekesbourne, Canterbury.

Secretary/Treasurer: (Bridge)

Brian A. Lewis, 1 High Street, Bridge, Canterbury, Kent.

Harbledown:

Cllr. A.G.L. Payne, "Woodside", Bigberry Hill, Harbledown, Canterbury, Kent.

Canterbury:

Roy F. Seaborne, 11 Manwood Avenue, Canterbury, Kent
Cllr. Michael F. Fuller, 33 St. Michael's Place, Canterbury, Kent.

Boughton:

Cllr. C.B.W. Stevens, 148 High Street, Boughton, Faversham, Kent.

- I am interested in the campaign. Please keep me fully informed.*
- I would be willing to take an active interest.*
- I enclose £..... for your fighting fund.*

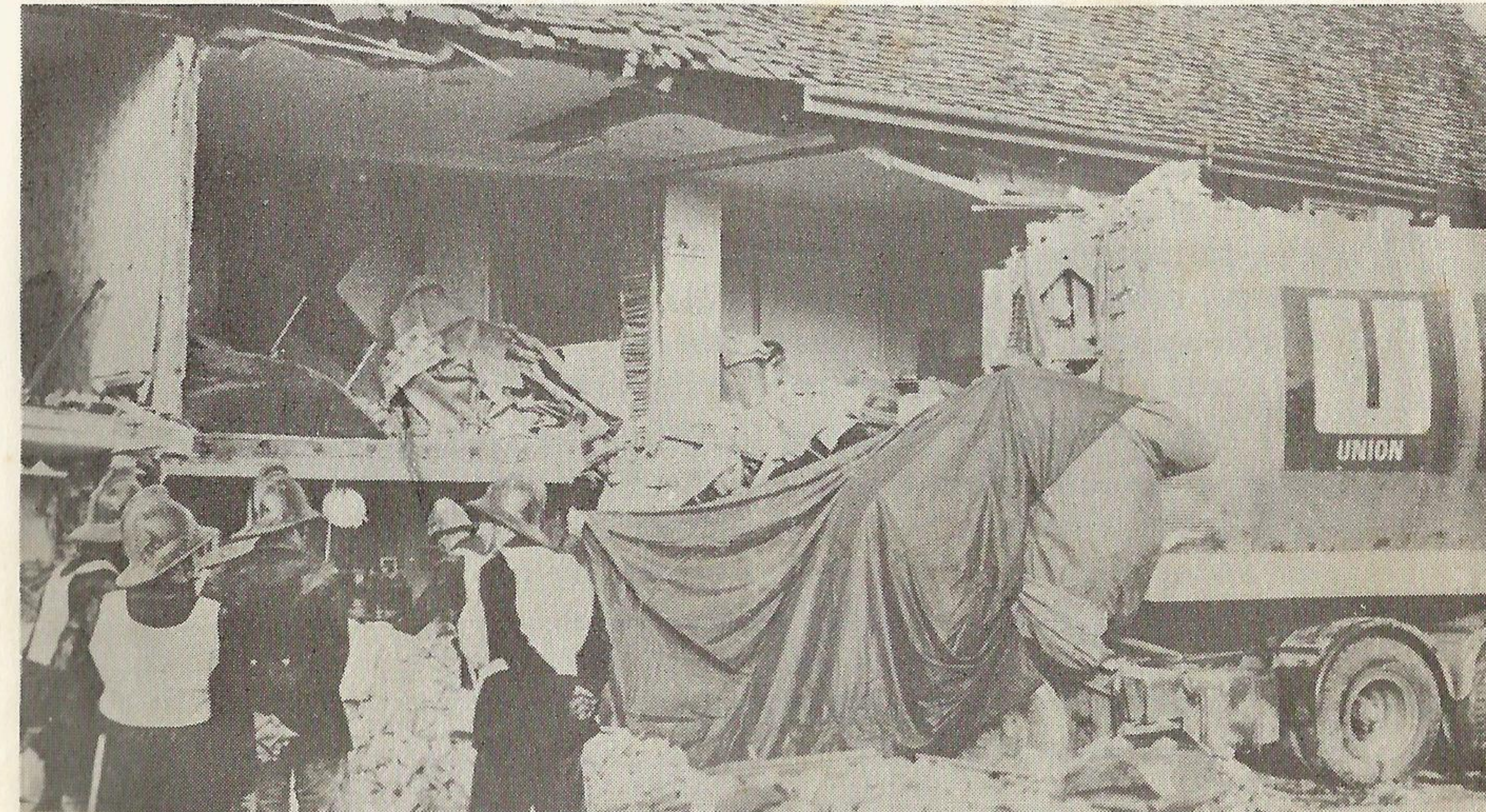
Name:

Address:

Please tick the boxes, cheques should be payable to THE A2 GROUP. Send the slip with your contribution to the Hon. Treasurer/Secretary, BRIAN A. LEWIS, 1 HIGH STREET, BRIDGE, CANTERBURY, KENT.

Printed by A. & J. Purchase Ltd., 25 High Street, Bridge, Canterbury.

The A2, problem road



In considering the present problems of the A2 road from Brenley Corner to Dover it is necessary to look back over the past ten years of road construction in East Kent.

When the M2 was built it was called the Medway Towns by-pass, and since the official view was that the route to Dover from London lay with the A20 through Maidstone this is all it has ever been considered.

The M2 immediately became a very popular road, and traffic flow on the A2 increased sharply as it became the major route to London. The northern end of M2 was extended by improvement to motorway standards first to Dartford, and then to Bexley, moves which at a stroke gave excellent access to the Dartford and Blackwall Tunnels. The fast access to Blackwall and the rolling programme north of the tunnel forming a link with the East Cross route made the northern section of the A2 very efficient.

South of the M2

At the southern end of the M2, from Brenley Corner to Dover - following completion of the Medway Towns by-pass - nothing at all happened. The authorities were waiting to see if Britain would join the Common Market and whether the Channel Tunnel would be built. This complete stagnation of activity was in large part the cause of the present problems of the A2.

When the Ministry could no longer ignore the matter, a programme of improvements to the existing A2 was begun, rather than a continuation of the M2 to Dover, for the official line was still that the M2 was the Medway Towns by-pass, not the route to the Channel ports.

The improvements were desultory and derisory. On the open sections of road at Barham Downs and to the south some two and a half miles of intermittent dualling of the carriageway was intermittently carried out over seven years, resulting only in the creation of a traffic accident black-spot at Barham cross-roads. Again, some hundreds of yards of dualling suddenly appeared south of Boughton.

At the present time the "rolling" programme of improvements schedules a start to the Boughton by-pass in 1973, dualling at Upper Harbledown for a further half-mile is under construction, no Canterbury by-pass is envisaged before the 1980's, Bridge by-pass is due to be started in 1974, and from Lydden to Dover Eastern docks is scheduled an inadequate single-carriageway route that cuts the village of Whitfield in half.

The Traffic

The traffic on the A2 has overtaken this road-building programme. The growth in all traffic is interesting. In 1964 there was a daily throughput of more than 6000 vehicles a day (A2 Group figures), in 1972 the daily traffic was over 16000 (A2 Group figures). The increase in heavy goods vehicles was 344% over the same period.

Unfortunately, all these drivers do not know that the M2 is only the Medway Towns by-pass and they persist in using it to go to London because of the easy links to other roads when using the A2 route.

The 30 ton TIR lorries do not stay on the road. One crashed recently at Bridge into a row of cottage shops, another smashed into a Lydden garden, one has overturned on Church Hill, Harbledown, and numerous incidents have happened up and down the road.

Forty Tonners

Next year we must expect the 40 tonners to appear on the A2, coming from Dover, where the Harbour Board annually report heavy increases in the use of the docks. In April 1972 they reported an increase of 37.93% over April 1971; in May they reported an increase of 42.14% over May 1971; in June, 32.38% over June 1971.

The A2 Group census held day and night from August 24th. to 28th. 1972 showed that in the first 24 hour period there were 20502 pcu., an increase of nearly 25% on the

comparable weekday figures of the KCC in 1970; there were 1699 lorries through in the day, of which 708 were TIR. This meant that one in ten vehicles was a lorry, and TIR came at an average of one every fifty seconds. The road is 18' wide at points, and is rated for only 9000 pcu. a day, and the census was taken over a period so quiet on the roads of Britain that a motoring organisation was quoted as saying "you could have played football in the middle of the road".

The principal risk

The heavy vehicles are the principal risk on the A2, and from Police sources we know that more than nine out of ten TIR use the A2 rather than the A20 to get to London. This increasingly heavy traffic is going through villages where two vehicles can barely pass on roads constructed in the horse and cart era. Hence our slogan: A2 - BRIDLE TRACK TO EUROPE.



The solution

To make life tolerable for those who live along the A2 the twenty miles of road must be treated as a national emergency. The programme of by-passes should be accelerated, and Canterbury by-pass including Harbledown, planned and built as soon as possible. Canterbury must be treated as a heritage city to be passed on intact to our children.

As an interim measure, until the road programme has been completed, all speed limits must be reconsidered and 40mph. slow-down lanes inserted either side of all the villages and other danger points. The operation of TIR vehicles should be closely watched for overloading, speeding and mechanical defects. To aid this, additional weighbridges and control points should be set up. A Government grant should be made to the Kent Police specifically to enable them to obtain the men, cars and equipment needed to patrol the A2 vigilantly.

This could alleviate the situation.