



Kent County Council
Agent Authority for the
Department of the Environment

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.

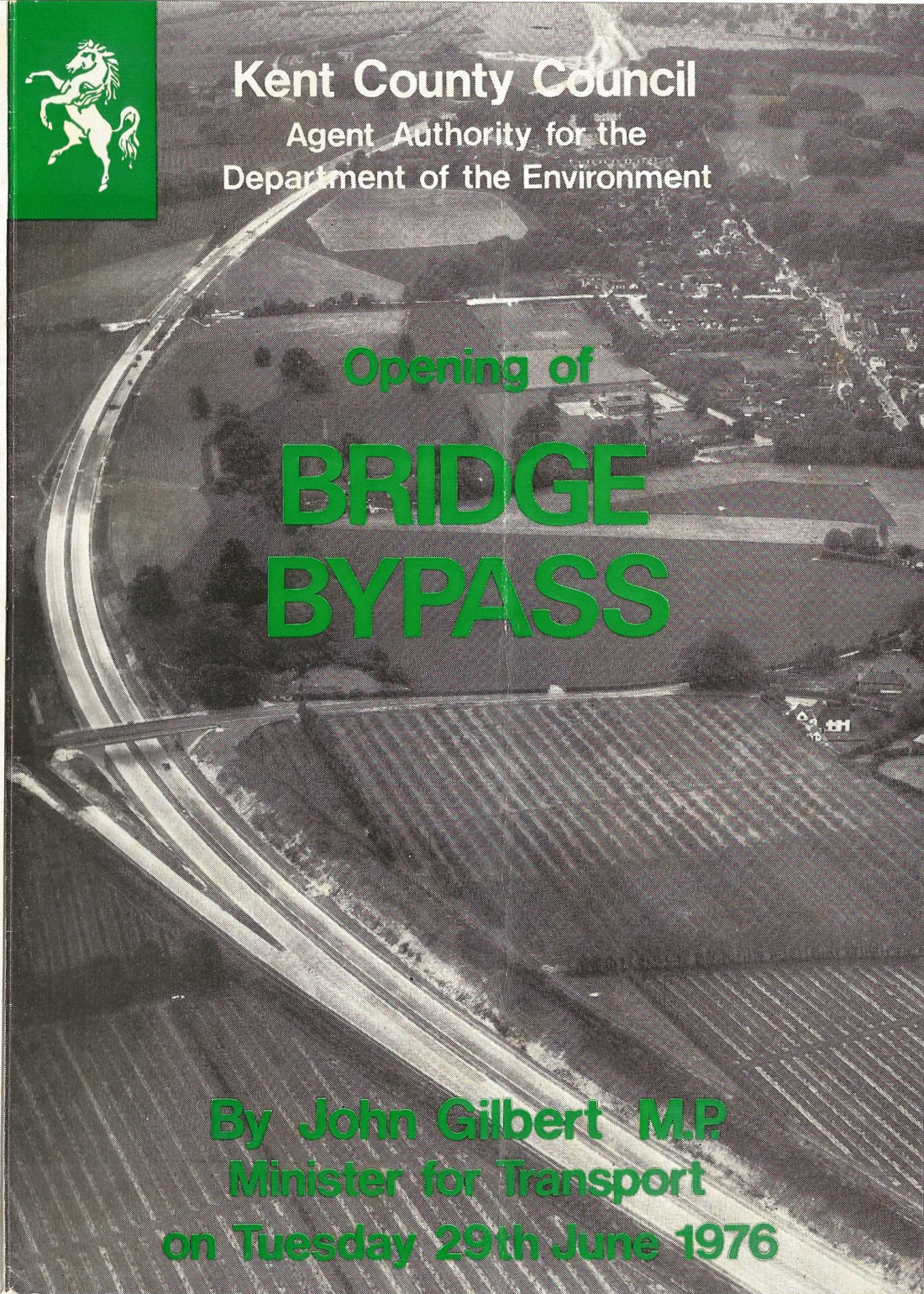
Five bridges were necessary to separate through traffic from the local traffic, farm vehicles and pedestrians. All are in concrete with particular attention paid to the surface finishes. These bridges together with the $2\frac{3}{4}$ miles of new bypass dual carriageways and the $1\frac{1}{4}$ miles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

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.

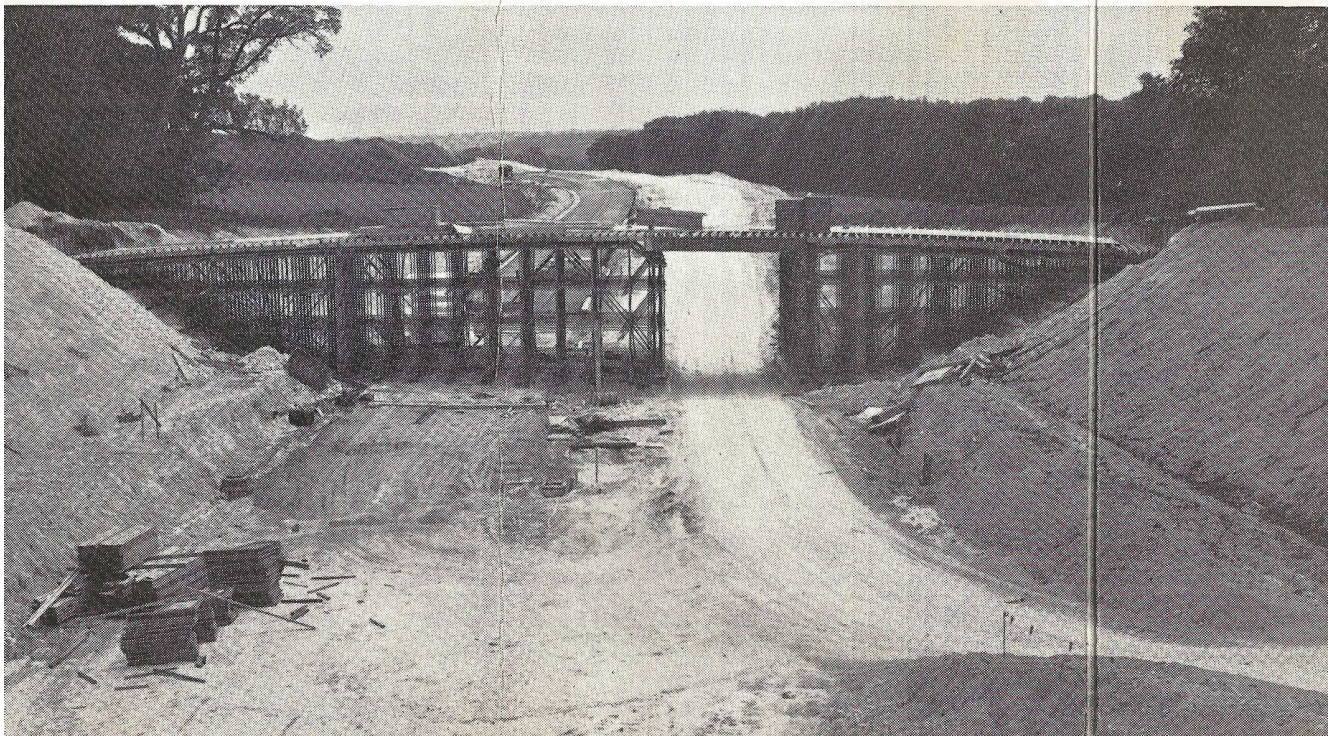
The bypass has been designed by the County Council's Highways and Transportation Department under the direction of the County Surveyor (Mr. Allen Smith) acting as agents for the Department of the Environment (Regional Controller Mr. Phillip Bays).

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