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A SERVICE OF THANKSGIVING  
ON THE OCCASION OF  
THE OPENING OF THE  
BRIDGE BY-PASS ROAD

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Sunday July 4th 1976

The Church of St. Peter  
Bridge

6.30 p.m.





Transport from a bygone age took to the A2 again on Saturday when Bridge villagers celebrated the opening of their new by-pass. Arriving to open the celebrations in a pony and trap is Mr David Crouch, Canterbury's MP, with by-pass campaigners, Mr John Purchase and Mr Brian Lewis.

KENT HERALD JULY 6<sup>th</sup> 1976

## Thousands join Bridge celebration

THE new-found peace of by-passed Bridge was shattered again on Saturday, but the villagers did not mind at all. The distant roar of the diverted traffic was drowned by loudspeaker music as over 2,000 people invaded the village for the Bridge Bypass Bonanza.

Part of the High Street was closed and the Plough and Harrow public house stayed open all afternoon. As the crowds poured in and the queue to the bar spilled out across the street it was easy to forget that this was former TIR territory, the street you never crossed without crossing your fingers first.

Everybody and everything looked happy. Villagers opened their windows, once permanently closed against the dirt and dust from lorries, and let in the sunshine and the atmosphere.

The High Street houses sported gaily-coloured bunting, and gardens and side roads overflowed with stalls, sideshows and craft exhibitions.

The Wantsum Morris Men and members of Ramsgate

Folk Dance Club got the afternoon off to a spirited start with dancing in the street. It was a fitting end to the juggernaut war, but the dancing was more symbolic than spontaneous.

Spectators in their shorts and sundresses clapped warmly as the dancers braved the blazing heat.

The festivities continued with a parade down the High Street, led by riders from the Bursted Manor Riding Centre. They heralded the arrival of Canterbury's MP, Mr David Crouch, who rode in a pony and trap with Mr John Purchase, former chairman of the A2 Group, and its secretary Mr Brian Lewis.

A second pony and trap carried the Deputy Mayor and

Continued on page 8



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.

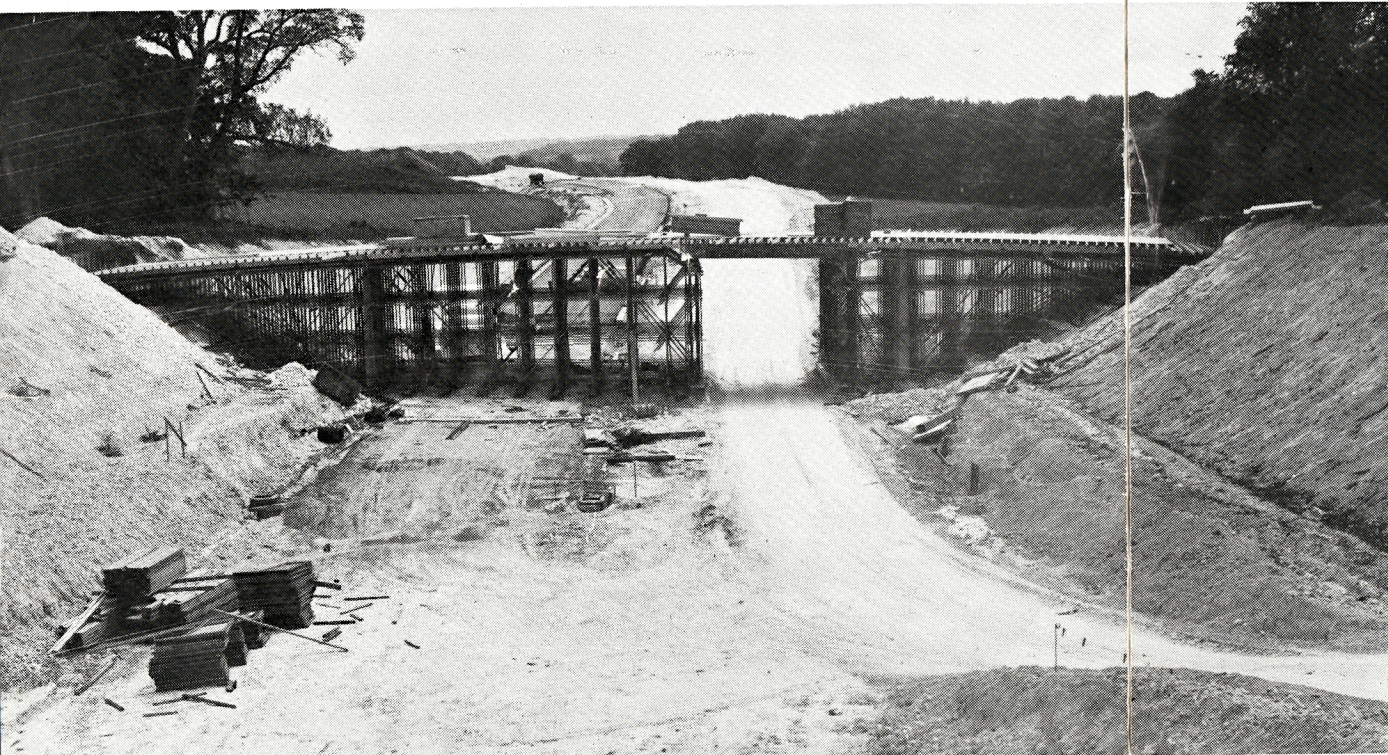
The bypass has been designed by the County Council's Highways and Transportation Department under the direction of the County Surveyor (Mr. Allen Smith) acting as agents for the Department of the Environment (Regional Controller Mr. Phillip Bays).

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



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TUESDAY, AUGUST 26, 1969

Price Threepence



Traffic from the coast had to be diverted when Bridge villagers and supporters staged the great A2 sit-down on Sunday afternoon. Protesters were forcibly removed by police after ten minutes, but normal road clearance was not achieved for some time after that. They were protesting about road dangers in the village and the Minister of Transport's lack of action.

## OH! WHAT A LOVELY SIT-DOWN!

OH WHAT A LOVELY SIT-DOWN... IN BRIDGE HIGH STREET ON SUNDAY AFTERNOON. A SERIOUS PROTEST ABOUT TRAFFIC HAZARDS IN THE VILLAGE WHICH TURNED INTO A COMEDY SEQUENCE WITHOUT DETRACTING FROM THE POINT OF THE EXERCISE—THE NEED FOR EITHER A WIDER HIGHWAY THROUGH THE VILLAGE OR A NEW ROAD TO BY-PASS IT.

Even the Canterbury police — who showed themselves to be the "gentle arm of the law" — peeled unhelpful squatters off the tarmac with a smile.

Hundreds turned out for the occasion, some to be entertained and watch the fun, others to wave banners and hobnob with British bobbies.

It was a situation that might have turned into something ugly had it not been for tolerance and respect on both sides. Police were mindful of an English-

man's right to protest, squatters remembered that a policeman has a job to do, albeit keeping

the peace or keeping the traffic moving.

But to begin at the beginning...

The protest movement among Bridge villagers was spearheaded by Kent County Councillor and Bridge-Blean Rural District Councillor Alfred Ross, a 66-year-old Barham farmer.

### DAINGEROUS STRETCH

Before the sit-down took place, he told the "Kentish Observer": "For six years I have been striving by every constitutional means to get something done about the narrow road through the village.

"So far the Ministry of Transport has done nothing

about this dangerous stretch of road.

"Three weeks ago I decided to resort to other means and CONTINUED ON BACK PAGE



Councillor Alfred Ross signals the start of the sit-down. He raises his grandfather's broly to stem the tide of traffic... however, he was not in danger as all vehicles had been rerouted to bypass Bridge.

## NO HOSPITAL TOWER AFTER ALL?

The "Kentish Observer" unearthed a piece of news this week to gladden the heart of Mr. Donald Tomkinson, the Canterbury city architect. Namely, that perhaps there will not be a giant water tower constructed at Kent and Canterbury Hospital to mar the city sky-line.

Mr. Tomkinson had appealed to the Press to publicise the proposed development incorporating an 80ft. tower, and drawings were displayed in the Beane Institute. Object of the exercise was to gain support for a war being waged by the City Council to get the tower construction scrapped.

But enquiries reveal that the perpetrators of the scheme—the South Eastern Regional Metropolitan Hospital Board—are already having second thoughts.

### SECOND LOOK

A spokesman for George Trewhin and Partners, architects for the development, states that

the plans are not finalised for the construction, because of protests from Canterbury Council on its effect on the city sky-line.

And deputy architect for the Regional Board Mr. King says, "We are taking a second look at the problem to see if methods of water storage other than gravity feed can be used.

"If so, we might not have to build a water tower. But this

CONTINUED ON PAGE 13

## MARKET BAG SNATCH

A blue handbag containing £60 in cash and a double-hooped eternity ring, total value £213, was stolen from behind a stall at the Canterbury general market on Wednesday.

It belonged to Mrs. Hazel Marks, of Eastern Avenue, Ilford, Essex.

The bag was later found abandoned but the cash and ring were missing.

## £1,000 DRESS SHOP RAID

Thieves who broke into the Longmarket, Canterbury, premises of Marshall's Fashions over the weekend got away with clothes valued at £1,000.



This scene might have been Trafalgar Square and the situation ugly. But at Bridge on Sunday police wore kid gloves and protesters were definitely not violent.

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# Mapping a road on the drawing board



Kent County Council's resident engineer, Mr J. M. Vince.

Designers have many considerations to bear in mind when planning a road. For the motorist, Bridge by-pass may be nothing more than another stretch of highway, but for the designers it has meant hours studying the area and its needs.

They have had to look at the history of the route, from the time the Romans built a road from Dover to Canterbury and called it Watling Street. Today's traffic pounds along the same route, passing through a number of villages.

Bridge grew up along both sides of Watling Street and the older section is now designated a conservation area by Kent County Council. Over the years, the village suffered more and more because of the increase in traffic and the old road could no longer cope with today's cars and lorries.

Obviously, a by-pass was necessary and since this is a trunk road, it is the responsibility of the Department of the Environment as the highway authority, although Kent County Council, as agent, carries out the work.

However, there are hundreds of schemes like Bridge competing for a place in the department's national programme and for the available funds. This by-pass had to wait its turn and in January, 1967, there was a meeting between representatives of the department, the County Council and the old Bridge-Blean Rural District Council.

Before that meeting, the County Council had been pressing for an extension of the M2 from Brenley Corner direct to Dover. However, funds were not available for work on such a scale and it was decided that the only way of trying to cope with the problem would be a series of short by-passes around the villages, together with the dualing of existing roads between them.

Many preliminary investigations have to be made before the route and design of a by-pass are conceived, and the County

Council's resident engineer at Bridge, Mr J. M. Vince, says these included the geology and ground conditions of the district, a study of the residential community and general environmental, agricultural, and industrial, an analysis of existing traffic conditions and the effects of future traffic flow, the effects of a number of bodies, effects on land drainage, and supply of local materials, and an aerial survey of the likely route.

Alternative routes were studied, but it was finally decided to press ahead with this present plan. In November, 1972, a public exhibition was held in the village so that villagers could see the form the scheme was taking and make their views known to Mr Vince and his colleagues.

From that meeting came three modifications: a complete redesign of the link onto the A2 at the Bishopscourt end; the profile of the embankment through Bifrons Park was lowered; and a proposal that lay-bys for the by-pass be in the

valley was dropped completely.

Mr Vince says that having researched as fully as they were able, they were then armed with facts which enabled them to decide how to route the by-pass. It was only then that detailed engineering work for the design could begin.

A feature of the project is the landscape treatment in Bifrons Park, where the road is 25ft above the Nailbourne Valley. It was feared that an embankment of this height might appear to wall off the valley and, to reduce its apparent height, the ground has been built up on either side of the new road so that it now appears to travel across the valley on a shallow embankment.

To the west, near 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 by-pass.

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 re-shape the land and the soil was re-spread and seeded.

This land will soon be returned for grazing and, in this way, by-pass has been kept to a minimum.

Looking at the project as a whole, Mr Vince says: "One of the essential requirements for a size is that it must provide accurate information in detail on which work is required to be carried out."

"In order to achieve this level of information, over 300 working drawings were produced, together with schedules about drainage works, ground classification, land survey data, and last, but not least, a comprehensive bill of quantities.

"Without this information, a contractor cannot reasonably be expected to assimilate, price fairly, and subsequently plan his operations on such a project."

## Beware of bombs said the farmer

At a very early stage, the road builders came up against an unexpected hazard - bombs!

Mr John Vince, the site engineer, explains: "When I was first on the site at Bifrons Park, a farmer told me to watch out for the bombs. I thought he was joking, but he then went on to explain that it had been used as a training ground during the war, and he and fellow farmers occasionally ploughed up lumps of live hardware."

"We called the Army in straight away and they did a sweep lasting three weeks which turned up mines, a shell and a grenade. They were all exploded in the middle of a field."

"We had machines weighing up to 70 tons running around the area later, so I am very glad I had that chat with the farmer."



Mears' site agent, Mr F. G. Barrett.



The road beginning to take shape, as seen from Bifrons Park in February, 1975.



General foreman, Mr J. R. Kelly.

## Choosing the right route

Three routes were considered at the preliminary report stage of the by-pass.

Each route was designed so as to ultimately join the proposed Canterbury by-pass to the north-west and the proposed dual carriageway on the existing A2 to the south-east. They were:

Route A (north-east of Bridge): From Canterbury end the route swung eastwards in, cutting under Bekesbourne Road, descending across Bifrons Park and the Nailbourne Valley and then rose, passing west of Highland Court to rejoin the existing A2 at Coldharbour Lane. This route was adopted.

Route B: This was an improvement of the existing alignment through the village.

Route C (south-west of Bridge): From the Canterbury end this route swung west close to Renville Farm and descended into the Nailbourne Valley via Great Pett Farm and then rose through Bourne Park, rejoining the A2 at Frog Lane, Bishopscourt.

Later, other southern routes were investigated in outline detail, including the suggested use of the old Canterbury to Folkestone railway line.

It was found that all the southern routes had disadvantages because of route planning and access. They were also considered by the Kent County Council planning department to be more damaging to the local environment than the proposed northern route.

## Crowley

Congratulations on an early finish to Mears Construction Limited who built the A2 Bridge By-pass — from John Crowley — who surfaced it

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# End of the road for Bridge by-pass

The Minister of Transport, Dr John Gilbert, MP, officially opens Bridge by-pass on Tuesday. For the builders, contractors, Kent County Council and 1,500 villagers, it will mark the end of a road that stretches back well over a decade.

Four miles of road have cost £3½ million and, much to everyone's satisfaction, it has been completed two months ahead of schedule.

Behind Tuesday's short ceremony lies years of planning to help make this section of the road to Europe as safe and swift as possible. For the villagers of Bridge, it means a great sigh of relief at the thought of losing the juggernauts from their doorsteps.

In addition to the 2½-mile by-pass, the contract has included 1¼ miles of improvement and dualling of the existing A2 between the southern end of the by-pass at Coldharbour Lane and Barham crossroads.

For 22 months, modern road builders have been at work on the site, turning the engineers' ideas into reality. Five bridges have been built and the route carefully landscaped.

It took the work of about 100 people to construct the road and it has been designed on estimates for traffic figures for 1990.

While looking to the future, the planners and builders have not neglected the past, and there has been a special archaeological study made as the chalk has been turned.

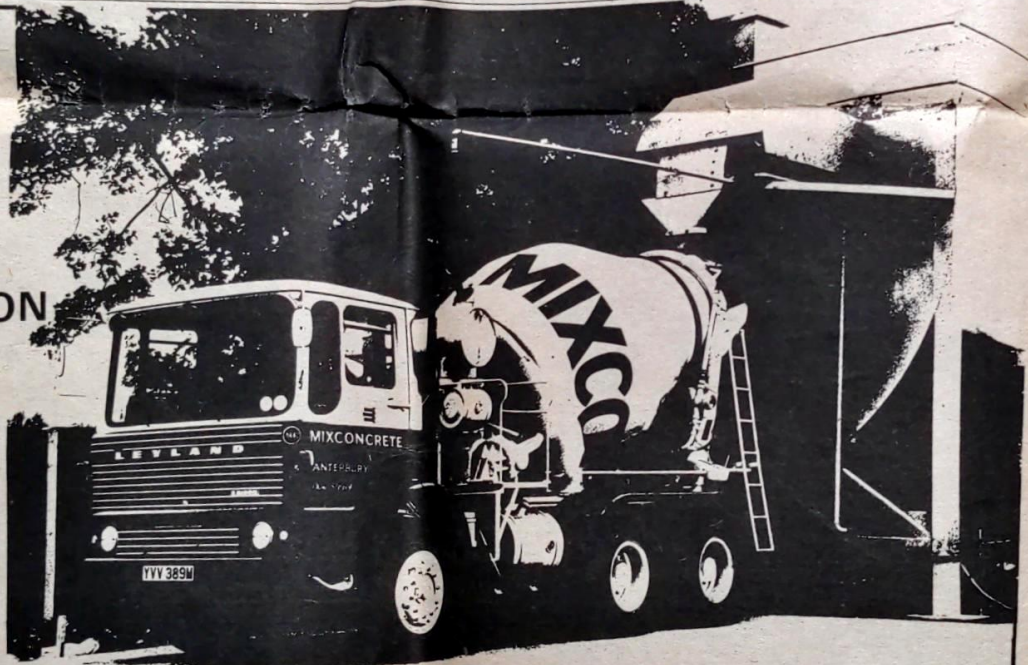
The villagers of Bridge have also kept a close eye on the road's progress, and now that work is completed, are preparing their own celebrations to mark the event.

There will also be time to celebrate for those who have worked on the project. Their work is done. Somewhere another road needs to be built and, meanwhile, Bridge is more than happy to be by-passed.



Some of the people whose work put Bridge by-pass on the map. It has taken about 100 people to construct the four miles of road, which has been completed two months ahead of schedule. Behind Tuesday's short ceremony lies years of planning to help make this section of the road to Europe as safe and swift as possible.

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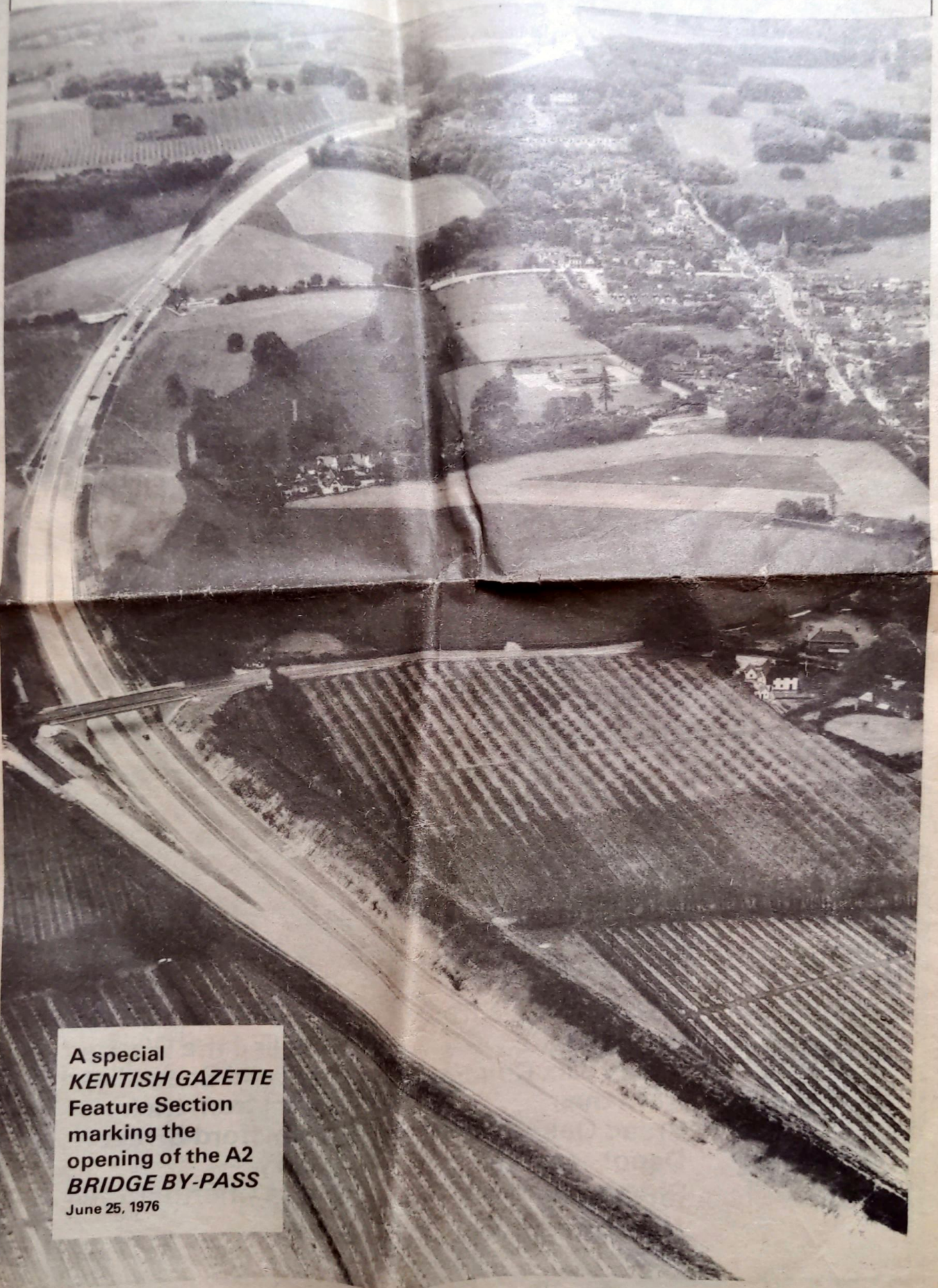
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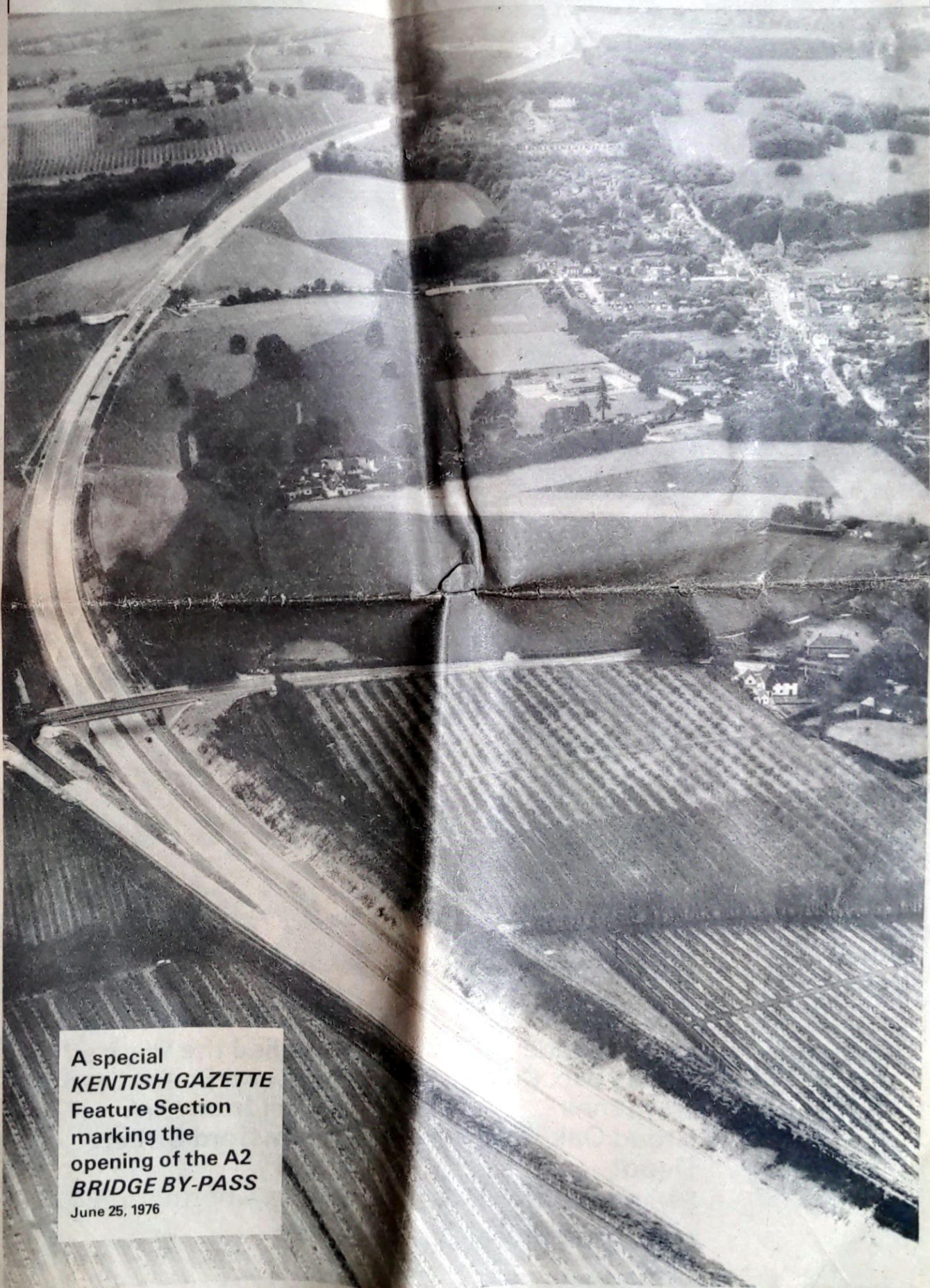
# ROAD TO THE FUTURE



A special  
**KENTISH GAZETTE**  
Feature Section  
marking the  
opening of the A2  
**BRIDGE BY-PASS**  
June 25, 1976



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A special  
**KENTISH GAZETTE**  
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FRIDAY, JULY 9, 1976

**Kent Show is set for success**

Everything is set for next week's Kent County Show to be a top-ranking success. For the first time, the show will be held over three days, Thursday, Friday and Saturday.

The permanent showground at Detling will be crisscrossed with stands, stalls and exhibits and there will be all the usual features.

Summing up the show prospects, the secretary, Mr. John Henry, said: "The trend is all up on last year, with the introduction of a third day, it could be the best show at Detling yet."

Overall livestock entries are up on previous years, with a considerable increase in Friesian cattle and horse entries. After an absence of three years, live pigs will be seen again.

Trade stands were fully booked several weeks ago. There is now a waiting list and exhibitors are still coming in. The layout of the stands has been redesigned in places to accommodate the 500 exhibitors - the highest number ever at Detling.

**Bridge revels in coming of by-pass**



At the opening of the bridge's spectacular by-pass on Saturday, Mr David Crouch, Canterbury's MP, with Peter Giles, Katharine Giles, Clare Isard and the A2 Group secretary, Brian Lewis.

THE THUNDER of the juggernauts was forgotten as Bridge revels in the coming of the new by-pass on Saturday. The old A2, where once even angels feared to tread, the coming of the new by-pass was celebrated with noisy and joyous revels that lasted well into the night.

Part of the High Street was closed and the road stayed open all afternoon. As the crowds grew, the road across the bridge was closed and the new by-pass opened. The street was closed to traffic and the road stayed open all afternoon.

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Arriving for the opening ceremony in a government car, Mr Deputy Mayor and Mayoress, Cllr and Mrs Herbert Borkworth, and Bridge Parish Council chairman, Cllr Mrs Margaret Young.

**Disgusting state of lavatories**

The state of public lavatories in the Canterbury, Dover, Ram and Whitstable area has been described as "disgusting" by the Health Committee, which is responsible for public lavatories.

Cllr Mrs Fortner said: "I have visited them all and they are in a disgusting condition. The Canterbury lavatories are particularly bad. I have made a list of the lavatories which are in a disgusting state. I have written to the Health Committee and I am sure that they will take steps to improve them."

**Bishop's message to Bridge**

Bridge has the chance to build a united community following the opening of the village by-pass, the Bishop of Dover, the Rt Rev Anthony Tremlett, said on Sunday.

He was preaching at St Peter's Church, Bridge, at a service of thanksgiving for the new road.



Flapper Kathryn Hodgson and Sweep Susan Horne took part in the procession.

With the by-pass opening Bridge had a really great opportunity, he said. This was the village's chance to build a united community where social, political and all other divisions ceased to matter.

It needed to be a community where no-one was left out. He said the village was full of people of goodwill and if they could be persuaded that all great fears were kindled from one small spark there could be movement towards a better and kinder world shared by all.

We lived in a divided world, he said. There were divisions at every level, political, social, economic and religious. There were also more subtle divisions and he knew well the divisive nature of life in the past years when traffic in the middle of the community.

The village was a natural community and he added "may you rise to the challenge because you have proved that you can."

The service was conducted by the Vicar, Canon Colin Perry, and was attended by representatives of the Roman Catholic and Free Churches. Fr Bernard Harty, of St Thomas' Roman Catholic Church, Canterbury, and the Sheriff of Canterbury, Cllr Jack Small, read lessons.

Next came a number of village acts - from 1st and 2nd Humberston, 1st and 2nd Bentley followed by the 1st and 2nd village school. A parade of village children followed, carrying a banner which read "Welcome to the new by-pass."

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Local artist Mrs June Martin with her stall selling painted stones, pottery and other goods.

**Where should council meet?**

By holding its December meeting at the Canterbury Senate House, Canterbury City Council has been criticised for not taking the public's views into account.

The council's decision to hold its December meeting at the Senate House was criticised by Cllr Jack Hargreaves (Labour) and Cllr Gordon Greaves (Conservative), who were also present at the meeting.

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**Dressed to kill in the decorated pram race.**



Waiting for the procession, Philip Harvey and Mark and Graham Daniels.



Jane Mummery (right), who was highly commended in the fancy dress parade, and Helen Pack.

**The Gray family, in the High Street, watches the procession go by instead of heavy lorries.**



Fifty years of hop-picking was celebrated in the fancy dress parade by Mrs Rose Wanfor.



A smile from Shelley James before the procession moved off.



Young entrants in the fancy dress parade compare notes: Tracey Churchward, Alison Slincock, Claire Westcott.

**Amenities Officer fined**

Canterbury's City Amenities Officer, Bill Preston, was fined £20 by magistrates at Canterbury on Friday after he wrote admitting ignoring a Keep Left bollard in St Dunstons Street on May 4.

Insp David Pemble told the court Preston overlooked a bus near the junction with London Road in going so he went round the wrong side of a Keep Left bollard in the centre of the road.

In his letter Preston, of 19 Wyching Close, Canterbury, said the bollard had been completely obscured by the bus and he did not know it was there until his passenger pointed it out.

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Camerasman getting a bird's eye view of the Bonanza procession, Mr Norman Fowler on the roof of his home.

Another fancy dress entrant, Eleanor Flavell.



# OH! WHAT A LOVELY SIT-DOWN!

CONTINUED FROM PAGE 1

organised the sit-down today. "I don't know if I shall be arrested. If I am, it won't be the first time."

As if to highlight the Bridge villagers' cause and give emphasis to the words of Councillor Ross, 25 minutes before the sit-down was scheduled to start—3 p.m. sharp—there was a two-car collision in the High Street, not thirty yards from where the protesters massed. Luckily no one was hurt.

At the appointed hour a large canvas was spread across the road and the sitters sat, determined not to be moved.

All except Councillor Ross. He climbed up on his tripod shooting stick and hoisted high a family heirloom, a blue relic of an umbrella that once belonged to his grandfather.

Around him squatted 100

villagers—men, women and children—waving placards and oak leaves, symbolic of the struggle of the Men of Kent against William the Conqueror's oppression.

## ROMAN BRIDGE

Addressing his followers and the hundreds of spectators both lining the High Street and standing in it, he said: "Men of Kent and Maids of Kent, we are met here this afternoon on the old Roman bridge built 800 years ago and from which Bridge gets its name.

"Enormous juggernauts all the way from Persia, carrying goods to this country, are using the same bridge the Romans used 800 years ago."

He went on to say that the lorries paid nothing for the upkeep of roads and bridges deteriorating under their wheels. At Sturry, repairs to a bridge were costing the ratepayers £58,000.

Added Councillor Ross: "The money we are shelling out could be used to build us some new roads."

He then put a resolution to the gathering that "We, the Men of Kent and Maids of Kent, demand that the Minister of Transport shall make this road safe."

All the while, police were diverting traffic and not a solitary vehicle pressed into the ranks of the protesters. Uniformed officers, headed by Chief Superintendent Albert Hopkins—baton in hand—were on the scene, but doing nothing.

## SOLID LINE

Then from afar was espied a solid line of blue, marching down from Canterbury into the village. They came two by two, arms swinging Army fashion, to the cheers and jeers of the squatters.

A few were unnerved by the sight and started to rise, but

were told to hold fast by Councillor Ross.

Inspector Charles Baldwin, armed with a loud-hailer, ordered the sitters off the road.

"You have been sitting for ten minutes," he said. "The



## ARRESTED

A few protesters were not to be discouraged and promptly squatted again. Three were consequently dumped in a police wagon and driven to the police station.

They were Keith Dice, 19, of Priest Avenue, Canterbury, Bill Barnes, a merchant seaman, and George Rixon, 40, of Cherry Drive, Canterbury.

Said Mr. Rixon: "We were treated very well. The police took particulars and told us that if we sat down again they would have to charge us, so we decided discretion was the better part of valour."

Meantime, although there were no bodies left in the High Street, the pavements and road edges were jam-packed. One way traffic from Canterbury started to crawl through the village while banners waved from all sides—but not before an ambulance came shooting down the road to look into Councillor Ross's heart trouble. After a few minutes, it sped off, leaving him seated upon his shooting stick at the road's edge.

## OPRESSED

Councillor Ross addressed the meeting again, telling the villagers not to disband because the Rector of Barham was coming to conduct a short service.

"We are oppressed by the

late and now I'm too late. I've got to get back for another baptism in twenty minutes' time as well."

And so the final curtain closed on the sit-down. The point had been made. Everyone went home having thoroughly enjoyed themselves.

Tomorrow, another sit-down protest is scheduled at Boughton, and supporters from this village were in evidence at the Bridge "happening."

Tomorrow's protest promises to be different, however, because traffic will not be able to be re-routed.

Footnote: Councillor Ross, a County Councillor for eight years and a District Councillor for nearly 50 years, has been in trouble with the police before.

During the Tithe War of 40 years ago, he was hauled before Maidstone Assizes after taking ducks from a pond in Westwell. He was fined £10.

Said Councillor Ross: "It was the best ten pounds worth I have ever had. After that, the land tithes on my farm were halved."

Police yesterday said that process by summons was being taken against four people who took part in the sit-down.

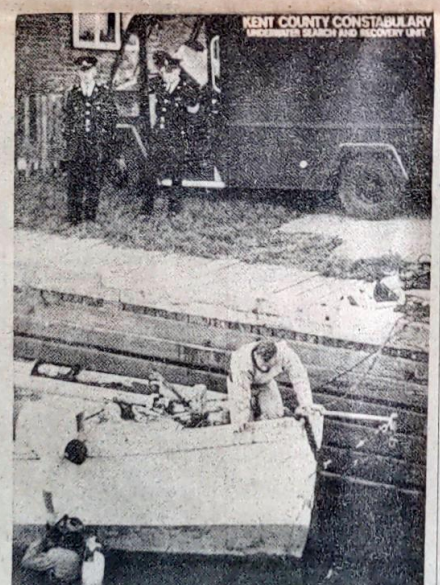


This squatter just didn't give up. He waved his protest banner to the very last when gently dumped at the road's edge.

# MAN DROWNED AT PLUCKS GUTTER

A 41-year-old London man was drowned when his dinghy sank at Plucks Gutter on Sunday afternoon. He was Mr. Jonathan Thurbin of Harry Hinkins House, Cadiz Street, Waiworth. Police frogmen from Rochester searched the tidal river in attempts to recover the body. The dinghy was also recovered.

An inquest is to be held.



KENT COUNTY CONSTABULARY MEMBER SEARCH AND RECOVERY UNIT

Arch-militant Councillor Alfred Ross takes a glass of something to ease his throat after addressing his followers on the "tyranny of the Ministry of Transport." At his feet lies a sprig of oak leaves—symbolic of oppression of the Men of Kent.

Police are now required to clear the road.

In the face of this demand and rows of helmeted police, Councillor Ross, now off his perch and sitting on the tarmac,



Even children took part in the sit-down and were removed by police. This young 'un doesn't seem to be liking the idea.

replied: "Please will you all sit tight. I have a pill here which I take every day at this time because I have heart trouble. I am now taking this pill. I must not be disturbed for ten minutes."

But the constabulary was not

Ministry of Transport. It is controlled by a lot of overpaid civil servants, and we are the sufferers.

"We demand that the Minister of Transport make this road safe both for vehicles and pedestrians."

Still the Rector of Barham didn't arrive, so, headed by Councillor Ross, they sang two verses of "Fight the good fight" and marched up the road towards Canterbury.

By this time their ranks had swelled to over two hundred. At the rear came Peter Malkin, of Bridge Place, on a brown mare.

## TRAFFIC JAM

As the marchers were lost in the distance, the Rector of Barham, Rev. Alan Richardson, trotted into the village from the other direction.

He told the "Kentish Observer": "I had a baptism at three o'clock and was to be here at twenty past."

"But the sit-down caused a traffic jam and the people coming for the baptism were held up by it."

"They arrived ten minutes

# £124 METAL THEFT

A quantity of two-foot lengths of phosphor bronze, valued at £124, were stolen from the Military Road, Canterbury, premises of L.C.P. Engineering between August 15th and August 20th.

Police are investigating.

## FORTHCOMING MARRIAGE

Glenda, St. Stephen's Church, 11.45 a.m., September 8th. All friends welcome.

The charge for announcements of Births, Marriages and Deaths, In Memoriam and Thanks Notices, is 6d a word (minimum 6/-).

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# £500 SILVER RAID

Thieves broke into the Castle Street, Canterbury home of Mrs. W. M. Willey during Friday night and got away with £500 worth of silverware. Mrs. Willey was on holiday at the time.







KENT HERALD MAY 30<sup>th</sup> 1972.



A new seat has been placed at the side of the River Nailbourne, at Bridge, thanks to the village's Young Wives' Group. It was handed over on Wednesday to Cllr. Peter Lawrence, chairman of the Parish Council, who thanked members for their gift.

## A seat beside the ford

In a quiet spot in Bridge, beside the ford where the River Nailbourne crosses Mill Lane, a new seat has been placed for the use of the public.

Donated by members of the Young Wives' Group, it was formally handed into the care of the parish council on Wednesday by Mrs. Gillian Harvey, leader of the Young Wives' Group.

Cllr. H. P. M. Lawrence, chairman of the parish council, thanking the group for the gift, said it would be greatly appreciated.

Seventy-six-year-old Mrs. Bessie Godfrey, of Church Cottage, added her thanks "on behalf of all the old ladies in the village, and others not so old."

After the presentation party, which included the Vicar, Canon Colin E. H. Perry, the vice-chairman of the parish council, Cllr. L. G. Shirley, and the clerk, Mr. E. Down, went to 6 Bridgeford Way, the home of Mrs. Harvey, where refreshments were served.

The cost of the seat and its plaque was met by members' donations and the proceeds of coffee mornings.



Continued from front page

# Dustmen refuse loss of 24 jobs

Hackington) was worried about how thin the plastic bags were.

She put her rubbish in bags out at the end of her farm drive, but if left there too long, it was attacked by wildlife and the farm stock.

She thought the bags should be thicker, especially if there was going to be kerbside collection everywhere.

Complaints about the contents of the plastic bags in Canterbury came from Cllr Mrs Gwen Fortune (West and East Central). She said some bags were filled with organic waste which piled up and ran into the streets.

The Public Works vice-chairman, Cllr James Alexander (Home Bay Hampton and West Cliff), said whether they liked it or not, the cost was the most important factor.

This saving was a considerable one. He agreed the unions had to give approval, but pointed out that although jobs were affected there would be a need in the future for extra crews. Tips were being filled quickly and the distance to travel to them would be increased.

To overcome this we shall have to have some form of relay system where a lorry as it becomes full will go to the depot and another will take its place. All this will have to be paid for and it is with these things in mind that we must consider this cost.

He added the full saving was not expected to be reached for about three years. Turning to the complaints about the bags, Cllr Alexander said they were already expensive and using thicker ones would put the price up.

He agreed that some wrong things were put in the sacks. In one case, in Canterbury a bag full of offal had been put in the street. That sort of thing was wrong and should be stopped.

The council agreed to introduce the new kerbside collection service "as soon as possible" after negotiations with the unions.

# Blotted record

An overload of milk powder blighted a heavy goods vehicle driver's 22-year clean record.

Mr Jan Vogelae, of 22 Churchwood Road, Rough Common, admitted driving an overweight lorry from Birmingham to Dover and was fined £100, with £10 costs, by magistrates at Canterbury on Wednesday.

The lorry was stopped at Canterbury and found to weigh 10 tons 5 cwt - 2 tons 5 cwt over the limit.

# THOUSANDS AT BRIDGE BONANZA



Crowds throng the old A2 in Bridge where once even angels feared to tread. With the juggernaut menace removed by the opening of the new by-pass, villagers took full advantage of their new-found peace and quiet to celebrate with a By-Pass Bonanza on Saturday.



Dancing in the streets by the Wantsum Morris Men entertained villagers before the Bonanza opening.

Continued from front page

Mayress of Canterbury, Cllr and Mrs Herbert Buckworth, and Mrs Margaret Young, chairman of Bridge Parish Council.

Next came a number of vintage cars - from a 1907 Humberette to a 1932 Bentley - followed by the only modern vehicle allowed to participate in the parade, a new Rover 3000 supplied by Barretts of Canterbury.

About 150 adults and children entered the fancy dress competition and filed past the delighted crowds before being judged.

No parade is complete without a band and majorettes. The Band of the 8th Bn, The Queen's Regiment, and the Carousels, from Canterbury, filled the roles admirably and later gave separate displays in the High Street.

Declaring the bonanza open, Mr Crouch praised the people of Bridge for working together to see their by-pass built. Organised through the A2 Group, they had made a really magnificent effort and showed that it was possible for people to help themselves.

"I believe you have set an example of how Parliament and Government can be influenced by the will of people who want something done and are determined to get it done," said Mr Crouch.

**DIRECT RESULT**  
Thanking him, Mr Purchase said the by-pass was a direct result of the work Mr Crouch had done on behalf of the village.

The decorated tram race was the next hilarious highlight of the afternoon and was won by members of Canterbury Rugby Club. The prize for the best decorated tram went to the entry from Mearys Construction - main contractors of the by-pass.

Construction - main contractors of the by-pass. The decorated tram race was the next hilarious highlight of the afternoon and was won by members of Canterbury Rugby Club. The prize for the best decorated tram went to the entry from Mearys Construction - main contractors of the by-pass.

Drawings and models showed the earliest settlers lived and recent photographs provided a grim reminder of what the village was like before the by-pass was built.

Children from Bridge primary school contributed much of the material, including some bright and bold collage pictures of the High Street.

Entries in the art and photography competitions, on the theme of "the Bridge scene" were also on display.

Visitors of all ages were catered for in the Vicarage driveway, the elderly were invited to a tea party while at nearby Green Court, there was another party for the children of the primary school.



The Minister of Transport, Dr John Gilbert, cuts a slice of history after opening the Bridge by-pass on Tuesday. The cake showed Bridge and the new road and the Minister is watched by A2 Group secretary, Mr Brian Lewis.

Later the children took their turn to do some entertaining with a display of maypole dancing.

Other attractions included an antiques market, by-pass commemorative mug, a dustbin race and a barbecue in the evening.

The bonanza was the idea of the primary school's Parent-Teacher Association, whose members called in other villagers to form a By-Pass Bonanza Committee.

On the committee were Mr Purchase, Mrs Young, the headmistress, Miss Wendy Tomlin, who organised the exhibition, the PTA chairman, Mr Derrick Stewart, Mr Eric Hawkins, Mr Ray Fisher, Mr Chris Westcott, Mr John Wilsher and Mr Pat Lovelock.

The money raised by the bonanza is to be divided between school funds and a project for the village.

**RESULTS**  
Art: Annie, 1 Mrs J. Morgan, 2 Mr Dermot Stewart, 3 Mrs M. Dawkins, 4 10 years, 1 Susan Taylor, 2 Doris Popper, 3 Mrs J. Morgan, 4 Doris Popper, 5 Richard Popper.

Photography: 1 Mrs J. Morgan, 2 Mr W. Evans, 3 Mr S. Jordan, 4 Mr J. David Thompson.

Fancy dress: 1 Mrs J. Morgan, 2 Mrs J. Morgan, 3 Mrs J. Morgan, 4 Mrs J. Morgan, 5 Mrs J. Morgan, 6 Mrs J. Morgan, 7 Mrs J. Morgan, 8 Mrs J. Morgan, 9 Mrs J. Morgan, 10 Mrs J. Morgan, 11 Mrs J. Morgan, 12 Mrs J. Morgan, 13 Mrs J. Morgan, 14 Mrs J. Morgan, 15 Mrs J. Morgan, 16 Mrs J. Morgan, 17 Mrs J. Morgan, 18 Mrs J. Morgan, 19 Mrs J. Morgan, 20 Mrs J. Morgan, 21 Mrs J. Morgan, 22 Mrs J. Morgan, 23 Mrs J. Morgan, 24 Mrs J. Morgan, 25 Mrs J. Morgan, 26 Mrs J. Morgan, 27 Mrs J. Morgan, 28 Mrs J. Morgan, 29 Mrs J. Morgan, 30 Mrs J. Morgan, 31 Mrs J. Morgan, 32 Mrs J. Morgan, 33 Mrs J. Morgan, 34 Mrs J. Morgan, 35 Mrs J. Morgan, 36 Mrs J. Morgan, 37 Mrs J. Morgan, 38 Mrs J. Morgan, 39 Mrs J. Morgan, 40 Mrs J. Morgan, 41 Mrs J. Morgan, 42 Mrs J. Morgan, 43 Mrs J. Morgan, 44 Mrs J. Morgan, 45 Mrs J. Morgan, 46 Mrs J. Morgan, 47 Mrs J. Morgan, 48 Mrs J. Morgan, 49 Mrs J. Morgan, 50 Mrs J. Morgan, 51 Mrs J. Morgan, 52 Mrs J. Morgan, 53 Mrs J. Morgan, 54 Mrs J. Morgan, 55 Mrs J. Morgan, 56 Mrs J. Morgan, 57 Mrs J. Morgan, 58 Mrs J. Morgan, 59 Mrs J. Morgan, 60 Mrs J. Morgan, 61 Mrs J. Morgan, 62 Mrs J. Morgan, 63 Mrs J. Morgan, 64 Mrs J. Morgan, 65 Mrs J. Morgan, 66 Mrs J. Morgan, 67 Mrs J. Morgan, 68 Mrs J. Morgan, 69 Mrs J. Morgan, 70 Mrs J. Morgan, 71 Mrs J. Morgan, 72 Mrs J. Morgan, 73 Mrs J. Morgan, 74 Mrs J. Morgan, 75 Mrs J. Morgan, 76 Mrs J. Morgan, 77 Mrs J. Morgan, 78 Mrs J. Morgan, 79 Mrs J. Morgan, 80 Mrs J. Morgan, 81 Mrs J. Morgan, 82 Mrs J. Morgan, 83 Mrs J. Morgan, 84 Mrs J. Morgan, 85 Mrs J. Morgan, 86 Mrs J. Morgan, 87 Mrs J. Morgan, 88 Mrs J. Morgan, 89 Mrs J. Morgan, 90 Mrs J. Morgan, 91 Mrs J. Morgan, 92 Mrs J. Morgan, 93 Mrs J. Morgan, 94 Mrs J. Morgan, 95 Mrs J. Morgan, 96 Mrs J. Morgan, 97 Mrs J. Morgan, 98 Mrs J. Morgan, 99 Mrs J. Morgan, 100 Mrs J. Morgan.



A mixture of expressions as the Bonanza procession passes by.



This fancy dress competition winner drew special applause as she walked the length of the High Street on stilts.



Best dressed tramps at the Red Lion Bridge, were Alison Gompertz (left) and Mike Mullens (second right), pictured with the landlord, Mr Fred Wells, and his wife, Iris.

## Gentlemen and women of the road

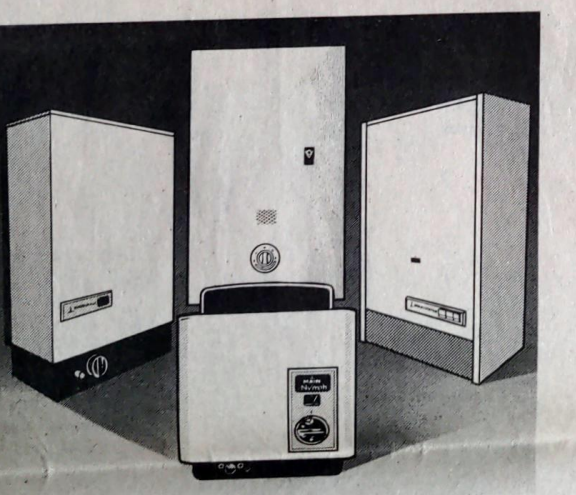
Nearly 50 regulars at the Red Lion Bridge, celebrated the by-pass opening with a tramps supper.

Money had been collected during the past two months for the food and drink and afterwards there was a lively sing-song.

The evening was organised by the Ecclesons of the Red Lion, Mr Fred Wells and his wife, Iris.

Mr Wells said: "It was a really good evening and everyone enjoyed themselves. We had a fine by-pass opening celebration."

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## Spending cut-backs hit city hospitals

helped to set up a new group in Aylesham.

Squadron Leader N. Watts, the treasurer, said the League had raised over £20,000 in the past year. Unlike some charities, the city of every £1 raised went to administration costs.

The Canterbury League did not encourage its helpers to work in the hospitals, but to raise money. He stressed the need to persuade people to dig into their pockets for cash donations or to mention the group in their wills.

Mr J. M. Mellings, Divisional Nursing Officer, thanked members for their hard work on the hospitals' behalf.

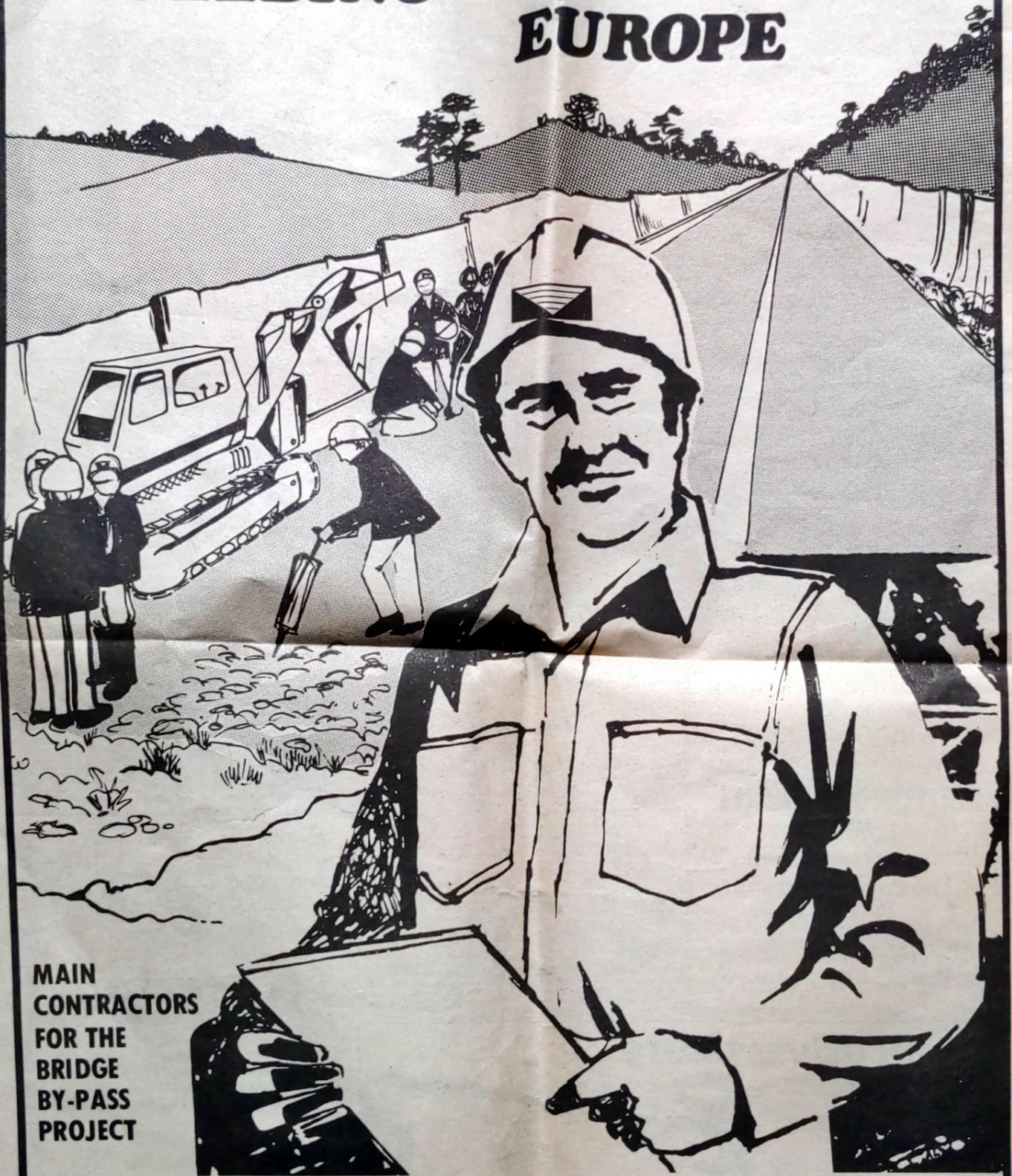
After a very touching and much appreciated by the staff and administrators, ancillary administrators, and others to be able to feel the extra gifts which you have bought to be seen round the hospitals.

The next meeting will be on August 17 at 6.30 pm in the new day room, Nunery Fields Hospital. Play Day will be August 21 and 22 at Bell's Memorial Hall today (Tuesday). The exhibition will be opened by Mayor-old Kim Taylor, this year's Miss Herne Bay.

**No lights**  
Norman Brannan, of 7 Beechcroft Close, St Stephens, Canterbury, was fined 56 by magistrates at Canterbury on Friday for parking his Austin car at the junction of Bekebourne Lane and The High Street, Littlebourne, without lights on April 25.



# SPEEDING THE WAY TO EUROPE



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CONTRACTORS  
FOR THE  
BRIDGE  
BY-PASS  
PROJECT



# MEARS

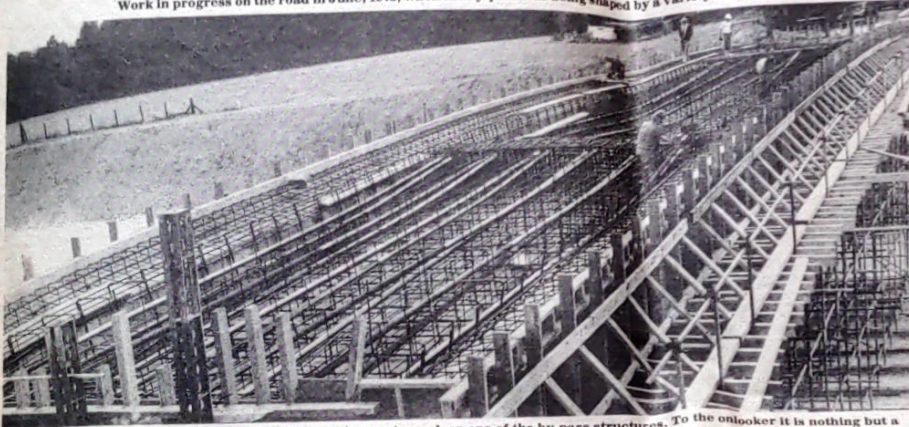




Work in progress on the road in June, 1975, when the by-pass was being shaped by a variety of equipment.



One of the damp and deep obstacles the road builders had to overcome. Bridge, viewed from Bifrons Park Lane and the River Nailbourne in February, 1975.



Workmen obviously know what they are doing as they go to work on one of the by-pass structures. To the onlooker it is nothing but a maze but to the expert eye it is a technical puzzle which he knows the answer to.



Pairixbourne bridge and the by-pass in Bifrons Park in April, 1976. Work was forging ahead by then, as the men got ahead of their time schedule.

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## Putting forward the facts of the matter

Detailed engineering work on the by-pass came after great research and fact-finding.

To get the actual route, there have to be a great many official steps taken. Usually, the selected route is advertised and the public given an opportunity to make its objections and observations known.

If, in due course, these objections cannot be mutually reconciled, the processes for a public enquiry are set up to investigate the facts so that as far as possible an impartial and democratic decision can be made.

If the inspector at the enquiry recommends the scheme's proposals, as was the case at Bridge, the Secretary of State

makes an order which virtually determines the scheme and these proposals usually become more or less binding. Thus, it is clearly essential that by the time a public enquiry is held a clear idea of the concept of the scheme must have been evolved.

However, when public enquiries are over there is still a mountain of work needed for the preparation of both the engineering details and the documents for the legally binding contract for the construction of the by-pass.

Bridge also had its say at the 1972 public exhibition when villagers could see the form the scheme was taking and make their personal views known to the designers.

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# A journey into the past

by  
Nigel Macpherson-Grant

An Iron Age settlement and two Bronze Age barrows were uncovered during work on the by-pass, as well as two ancient cemeteries.

The glimpses into past life on the chalk downs above the Nalbourne Valley have been excavated and recorded by Canterbury Archaeological Society, on behalf of the Department of the Environment.

Members were asked to keep watch during topsoil stripping and to excavate and record any archaeological features. The society's work was greatly helped by the co-operation of the staff of Messrs Construction Ltd and their sub-contractors, Messrs Blackwell.

Four main sites and a number of minor archaeological features were recorded. Of the former, two were cemeteries, one certainly, the other possibly, Saxon.

One — the already known Kingston Saxon cemetery was expected to be badly disturbed and the excavation conducted in 1974 showed that previous disturbance or robbing had been very thorough. The only new information was provided by the presence of two cremation burials, contained in pots.

The second cemetery lay on a hill slope overlooking Bridge and the Nalbourne Valley — here 22 graves were exposed. Because they had been robbed it was impossible to date them accurately, but a Saxon one is not unlikely.

There were, however, two main sites, new and relatively unexpected whose discovery made the whole operation worthwhile. One was a small Iron Age settlement and the other two Bronze Age barrows.

The Iron Age settlement, approximately dated by pottery to c.800 to 400 BC, was sited on a spur of 200 foot chalk downland, overlooking the north-east to south-east prehistoric ridgeway.

In siting the settlement its builders appear to have deliberately avoided an area of head bracken which backs on to the occupation area. This is a stiff soil which has resisted erosion and formerly may well have carried a thick belt of trees. This

would have acted as a barrier and windbreak on the north and north-west side of the settlement.

Ironically, much of the settlement area lay beneath Messrs' office compound and some of this was lost before adequate recording.

However, clearance for the adjacent caravan compound revealed the north-western perimeter ditch of the settlement and a second ditch-bound compound with a southern entrance, which was appended to the main settlement area and may have been a livestock enclosure.

Excavation revealed the following sequence:

(1) A series of irregular hollows were dug, or caused by uprooting trees during the primary phase of occupation. These were intentionally back-filled with rammed chalk and earth containing a few scraps of pottery.

(2) A ditch was cut (the main perimeter ditch partly through these hollows, averaging about three to four feet deep, and as a barrier, serving more as a settlement demarcation than as a defensive structure.

(3) The ditch gradually filled in, without any re-cutting and towards the end of the settlement occupation became a convenient rubbish dump for domestic refuse.

Two pits were of interest: One contained a disturbed child burial, the other was circular and four feet deep. This contained four successive layers of ash, burnt flints and clay — each layer interspersed with deposits of pottery and bone and accretions of soil and weathered chalk. This suggests a seasonal or feusidic activity such as renewing the domestic supply of pots.

The occupation of this site, if at all continuous, may have been for approximately 25-30 years and probably considerably less. For the area excavated quite a useful series of pottery was recovered, adding to the growing amounts of Iron Age pottery from East Kent.

The pottery is broadly divisible into two groups, with appearance related to function. Large coarse ware jars were for cooking and storage.

The finer wares belong to a

group of bowl-shaped vessels — some used as cups or for serving food. The treatment of some of these bowls is rather fine.

Before firing, a paste was made of ground haematite and added as a coat to the surface of the pot. This was then burnished to a shine with a pebble or piece of bone.

The resultant effect gave the vessels a coppery appearance, deliberately copying in colour, decoration and bowl-shape bronze bowls used by more prosperous members of Iron Age communities in this country and abroad.

This particular tradition of red-haematite-coated pottery seems persistent throughout south-eastern England and occurs further afield.

The two Bronze Age barrows (burial mounds) ring-ditches lay on a flat shoulder of chalk, below the hill later occupied by the Iron Age settlement and on the edge of the eastern slope of the Nalbourne Valley.

Barrow one — the easternmost of the two — was also the smallest with a diameter of 45 feet. The internal area of the barrow was carefully examined for pits or post-holes but there were no traces of any primary burials or features.

This is not unusual. Many Bronze Age mounds were never built as cemeteries or grave-mounds, rather possibly like our churches, acting as focal points for their religion.

This barrow was later cut by a field boundary ditch containing Iron Age pottery and probably related to the hilltop Iron Age settlement.

Barrow two was a different matter. It was larger, with a diameter of 60 feet. It had also been used as a cemetery. It contained 10 primary cremations, roughly laid out on an area six to seven feet within the ditch edge. Five cremations were in pits and five in pits. The latter five were probably placed in skin bags before deposition.

Unfortunately, all the cremations in pits had been damaged by ploughing, so none was recovered complete. However, all had been inverted before being placed to fit tightly into their respective pits. The pots themselves are large bucket-shaped, rough-made, generally soft and poorly fired.

Several of the pots were decorated with a cord or applied band of clay, which had been jabbed with a finger-nail or tip. Three of the cremation pots had holes pierced just below the rim, so skin bags could be tied on before the pots were inverted and placed in their pits.

The sequence of events might have been like this:

As a result of a battle or an illness it was found necessary to cremate 10 people — some children. A circle for the ditch was marked out on the ground and possibly the ditch dug first.

Then the burials were placed within the ditch circle and a low mound, probably of flint capped with chalk, raised over them.

A little later five more cremations were buried, two in pits, in a group near to the barrow. Much later still, when the barrow mounds had weathered into the ditches and probably all grassed over, a hearth was made in the lee of barrow two — pottery at the same level in both barrows was Iron Age in type.

Both barrow ditches contained in their bottom silt flecks of charcoal, which suggests both barrows were built at the same time and that the cremation fires were nearby.

One point remains which does not immediately appear of archaeological value, but I consider worth recording. During excavation of two of the cremations, the pits were enlarged to facilitate lifting of the pots.

In each case, encircling the pit bases were tight-laid flints — their arrangement following the curve of the pit and appearing very intentional. But their position was such that they would not have been visible originally, either from the surface or during the original digging of the pits.

Justifiably we rationalise and say "Just a coincidence — lots of flints in the chalk anyway." But the coincidence remains.

Finally, samples of carbon were taken from the burial deposits and are now awaiting Carbon-14 dating. Non-scientific date estimates for this phase of the Bronze Age are always tricky, but a date for the primary burials in barrow two might centre on c.1100 BC — and this is a wary guess!



A view of the countryside in September, 1974. Nigel Macpherson-Grant in his article details some of the finds from the past they made while the earth was turned to build this new section of the highway to Europe.

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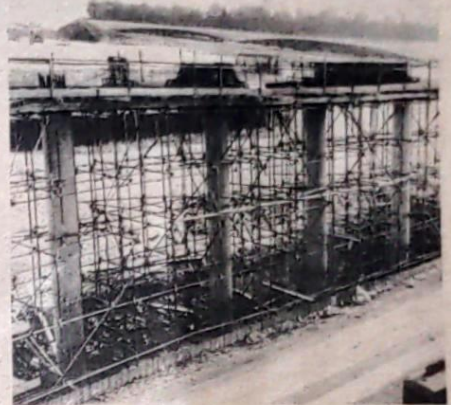
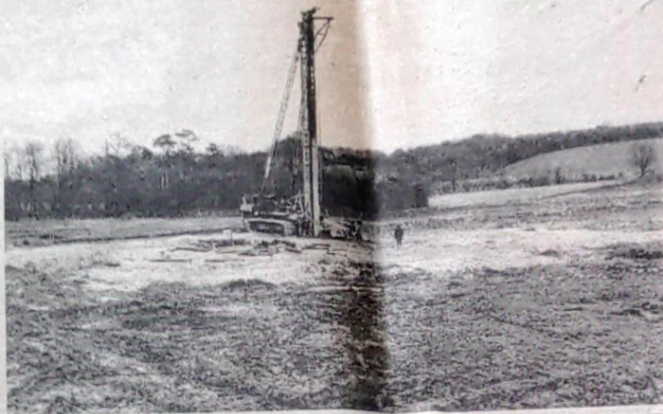
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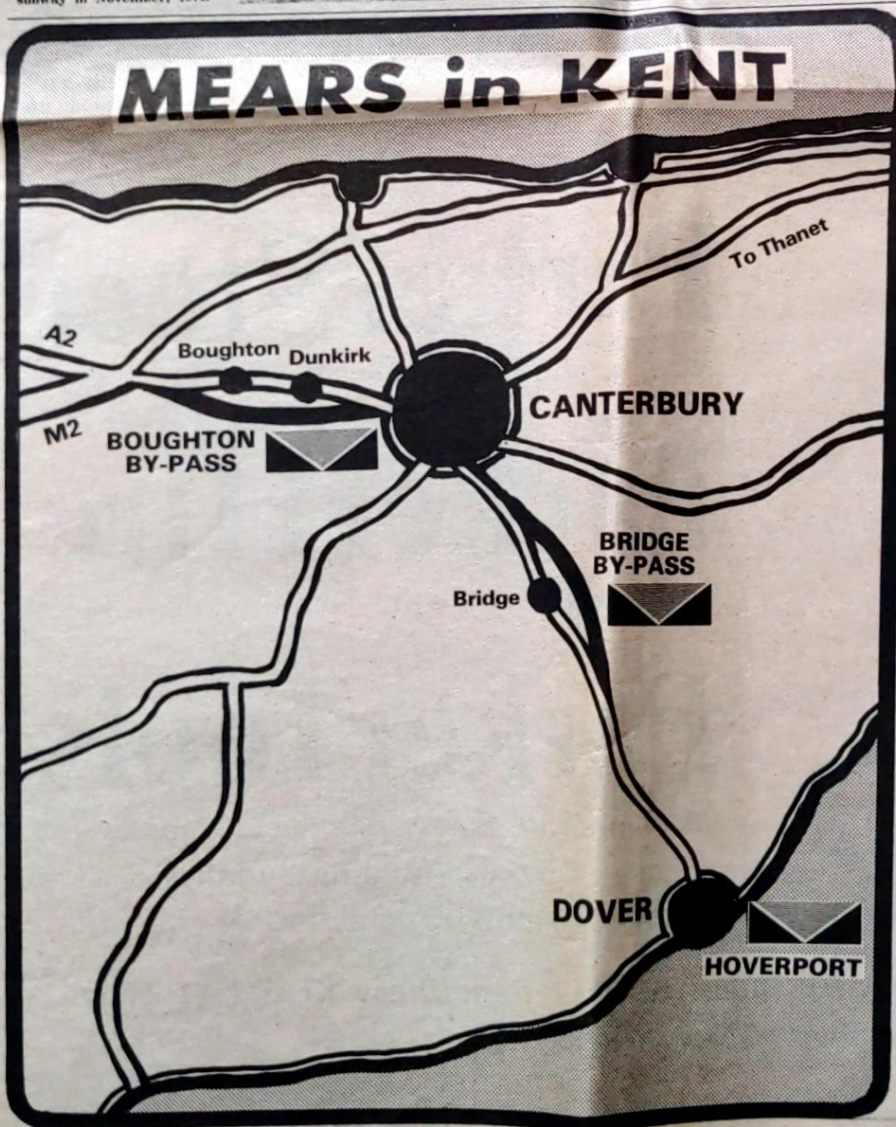




A variety of views of work on structures on the by-pass. Five bridges were necessary to separate through traffic from local traffic, farm vehicles and pedestrians. All are concrete, with particular attention paid to surface finishes. The picture on the far right shows the newly-constructed columns of Patricbourne Road bridge, as seen in December, 1975. Top right: The agricultural subway as it was nearing completion. Above: A tricky manoeuvre as beams are negotiated round Patricbourne Road on their way to the by-pass structures. Near right: A view of piling to Bifrons Park agricultural subway in November, 1974.



# MEARS in KENT



## Day the rains came

Heavy rain greatly hampered work between late autumn, 1974, and spring the following year.

During that time, twice the normal amount of rain fell soon after construction work had begun. Swollen streams fed the Nailbourne, which is seldom more than a trickle.

In four days, at Christmas, 1974, the Nailbourne filled up and then overflowed onto the surrounding fields, causing extensive flooding in the valley workings.

It was April before the water started to disappear from the fields and a full year from the time of the initial flood before the Nailbourne reverted to being a ditch with a little water in the bottom.

Wide-ranging revisions were made to the construction programme as soon as it became obvious that the flood-water was there to stay for some considerable time, and delays were kept to a minimum as a consequence.

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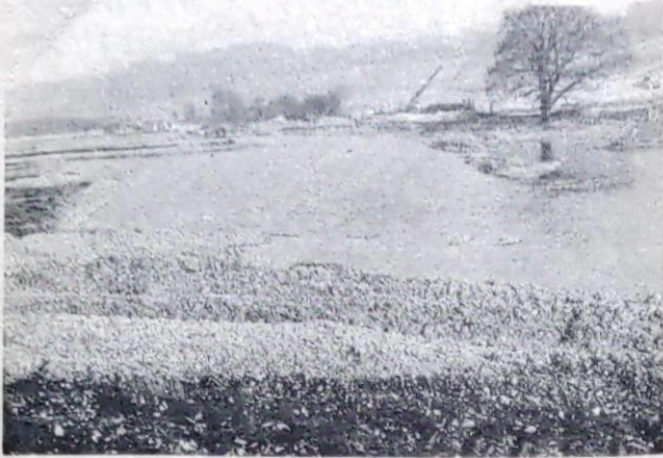
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# TURNING THE PLANS INTO CONCRETE



The River Nailbourne in February, 1975.

Once plans were made for the by-pass, it was left to Kent County Council to find a firm to turn the drawings into concrete facts.

Mears Construction Company, a major division of the Mears Group, was awarded the contract. It took the firm eight weeks to prepare its tender. Once the tender documents had been received on April 8, 1974, the area was visited by the planners and estimators for a preliminary assessment and evaluation.

Meanwhile, a team of buyers and technical experts was already investigating the main requirements of the plans, and quotations were invited from specialist sub-contractors and suppliers for such operations as piling for foundations of bridges, earthworks, formwork and hot rolled asphalt surfacing.

Work continued with meetings between the technical and financial departments to discuss programming, planning, and methods of construction, together with a multitude of other problems and considerations.

Eventually, the basic construction plans were worked out, and the estimators got to

work on the bill of quantities. This was followed by top-level discussions in the company before the completed tender was submitted to Kent County Council.

On July 19, 1974, the contract was signed. Mears had been chosen to build the by-pass, and the site agent, Mr Peter Barrett, and his staff were appointed.

The next part of the plan was to find a suitable site for the offices for staff from Mears and the County Council. Eventually, it was decided to take 4½ acres of fields next to Coldharbour Lane and the A2 junction at the southern end of the by-pass.

Prefabricated buildings were quickly put up, and telephones, water and electricity laid on. While this work was going on, the specialist earthmoving contractor, C. A. Blackwell (Contracts) Ltd, appointed by Mears had moved in its heavy machinery in readiness to start excavation work.

More men and machinery were steadily arriving, and the temporary community was beginning to take shape. The momentum of work began building and Mears moved ahead with the planned pro-

gramme, in spite of difficulties, such as unexploded bombs and the unpredictable Nailbourne.

Between late autumn of 1974 and spring, 1975, twice the normal amount of rain fell and the Nailbourne began flowing above the 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, and wide-ranging revisions to the construction programme were necessary.

A major section of the earthworks re-started in the spring of 1975, and continued until the bulk of the excavation had been completed in February, 1976. Fortunately, the mild winter of 1975 and 76 helped recover some of the time lost during wet weather.

Apart from the earthworks, Mr Barrett and his men had to carry out extensive drainage operations to hold and channel the surface water from the carriageways, verges and gutters.

The road was beginning to take shape and specialist equipment helped the work progress. The paving of the lean-mix concrete road-base started early in February, 1975, on the Dover-bound carriageway between Out Elmstead Lane and the E2055 junction.

Crowley, the specialist surfacing sub-contractors imported supplies of the hot rolled asphalt from as far away as Maidstone and Whitstable and a total of about 24,000 tonnes of this paving material have been used in the surfacing of the road.

With the work now over, Mr Barrett looks back over the contract and says: "Mears Construction is pleased to have completed yet another major section of the nation's trunk road system with the completion of Bridge by-pass."

"Despite several adverse factors early in the contract period, the construction works have been notable for the teamwork and co-operation which has existed between the staff of Mears and the staff of Kent County Council. The beneficial result has contributed to the reduction of the contract period to enable the by-pass to be open two months ahead of programme and in advance of the main increase in the already heavy traffic flows caused by the addition of European holiday traffic."

## Building bridges

In any modern motorway or major trunk road scheme, a fair proportion of the money spent goes on structures. Bridge by-pass was no exception.

There are five structures — two underbridges, one overbridge, one agricultural sub-way and one accommodation bridge. All needed different techniques for their construction.

All are in concrete, with particular attention paid to the surface finishes.

On two of the bridges, Patricxbourne Road underbridge and Bifrons Park agricultural sub-way, before construction of the actual bridge began it was necessary to "pile" the foundations.

Piles are, theoretically, underground stilts, and are required when the upper ground layer is incapable of carrying the loads of the bridge, and these loads have to be transmitted to more suitable strata.

Bekesbourne road overbridge will carry local traffic from Bridge to Littlebourne, Bekesbourne, etc.

Bifrons Park agricultural sub-way will provide access under the by-pass for farm traffic, while Patricxbourne Road underbridge is the largest along this stretch of road.

Highland Court accommodation bridge has been built to replace two existing accesses to Highland Court Hospital and Highland Court Farm, and Coldharbour Lane underbridge is the only point of access onto the by-pass, other than that at either end of the road.

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