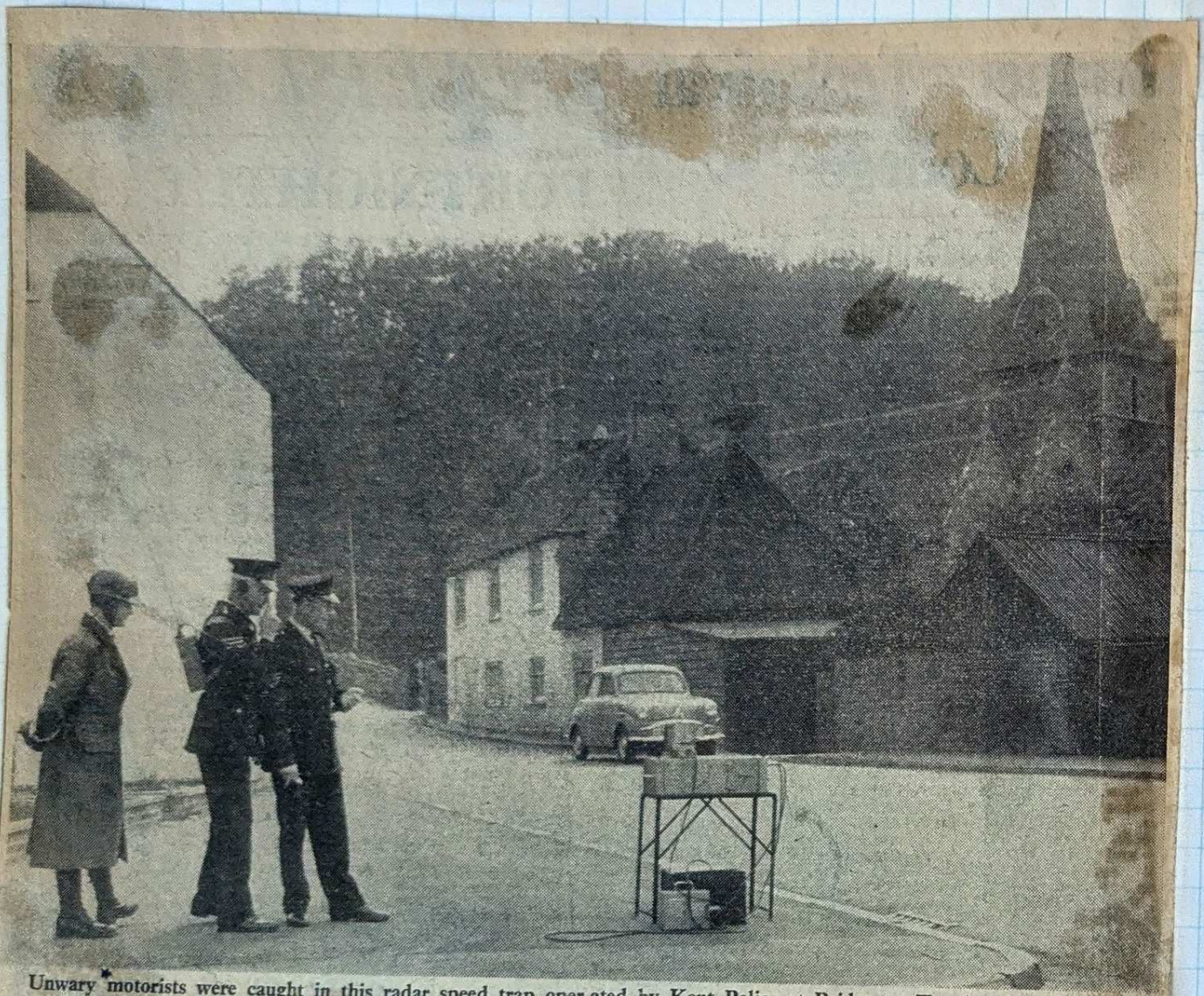
Kentish Gazette, September 28, 1962



Unwary motorists were caught in this radar speed trap operated by Kent Police at Bridge on Tuesday. Nearly 30 were stopped for speeding—but warnings were the order of the day.

22.9.1962

Rt. Hon. Leslie Thomas, M.P.,
Houses of Parliament,
London, S.W.1

The Proposed Bridge By-Pass.

Dear Sir,

You must be well aware of the traffic through the village of Bridge, just south east of Canterbury, and of the efforts of the local people to make the Ministry of Transport aware of its obligations before the opening of M2 produces such a flood of traffic as to endanger lives in the High Street.

A petition has been organised locally, and signed by nearly all the adults of the village, urging the Minister to act before it is too late.

I am aware that Littlebourne has a similar petition going forward, and I understand that the correct procedure is for the local Member of Parliament to present such documents in the House, pre-supposing his sympathy with the cause.

I would be grateful, Sir, if you would let me know whether or not you would accept these petition forms from several hundred of your constituency members.

The history of 'promises', evasive answers, official disinterest and short-sightedness that has so far marked the Ministry's attitude should surely not be allowed to continue into next year when Bridge will become the bottleneck of the M2 London - Dover motorway.

Yours faithfully,

John Purchese.

Encs. Sample Petition form.
Campaign leaflets.

From Leslie M. Thomas, MBE, TD, MP.

House of Commons,

London, S.W.1

26th September 1962

Dear Mr Purchese

Thank you for your letter of 22nd September regarding the proposed petition relating to the by-pass. Of course I will do anything I can to help you and the other residents of Bridge in this matter.

I am waiting for the return of the Clerk of the House who is at present on holiday. He will advise me what form the petition to Parliament should take. I will let you know immediately I hear from him and in the meantime I would like to take the matter up with the Minister of Transport. Could you give me his departmental reference as I am under the impression from your letter that you have been in correspondence with him.

I regret it will not be possible for me to present the petition before Christmas as I am leaving for the United States as Chairman of a Parliamentary delegation before the House assembles and will not be back until just before Christmas. However, I will be in touch with you again before I leave.

Yours sincerely

Leslie Thomas

John Purchese, Esq.,
Rosebank,
High Street,
Bridge,
Canterbury.

M.P. HELPS VILLAGERS

Mr. Leslie Thomas, M.P., has promised to present the Bridge villagers' petition for a by-pass to Parliament, after Christmas.

In a letter to the petition organiser (Mr. John Purchese) he said: "I give my support to this petition. I will do everything I can to help Bridge villagers in this matter."

Kentish Gazette, September 28, 1962

Kent Messenger
THE COUNTY PAPER
ESTABLISHED 1859
28.9.'62

Kent comment

Bottleneck fear

TWO by-pass projects, one vast, the other relatively small, make steady progress in Kent — the Medway motorway and the A2 diversion at Canterbury.

But they are complementary, because overflow traffic from the M2 will pour into Canterbury and make use of the diversion in 1964.

What happens between the end of the motorway at Brenley Corner, near Faversham, and the start of the diversion at Harbledown, near Canterbury?

Neither the County Council nor the Ministry of Transport can say for certain.

What is certain is that, unless plans are quickly brought out (and approved) to continue the M2 to Dover, as forecast, or to improve the A2 between Brenley and Canterbury, there will be road chaos most of the way from Faversham to Dover.

Rt. Hon. Leslie M. Thomas, 29.9.1962
M.B.E., T.D., M.P.,
House of Commons,
London, S.W.1

The Proposed Bridge By-Pass.

Dear Mr. Thomas,

Thank you for your encouraging letter dated September 26th., in which you say that you will do what you can in the matter of the dangerous High Street in this village.

The Departmental reference given to correspondence with the Ministry of Transport is HGP 14/42/068, and the spokesman for the Ministry has been Mr. G. Davis, of St. Christopher House, Southwark Street, London, S.E.1 (WATerloo 7999). My letter addressed to the Minister, at the outset of this correspondence, was answered by the Assistant Private Secretary - whose signature I read as Mr. Carlin-Black or Blake. Technical correspondence regarding particular inadequacies in the existing road, was addressed to the Divisional Road Engineer, (Metropolitan), at St. Christopher House; reference RDL 34/6T71, answered by Mr. G.D. Hewett.

The Kent Police chose Bridge High Street this week as the scene to test out new radar speed trap equipment which has just been obtained. This, I would suggest, is of particular significance, since their choice of site is at variance with Mr. Davis' comments (letter, 25.1.1962):-
"...With regard to the safety aspect, you will of course know that the road is speed restricted with 30 mph. speed limit repeater signs provided at both approaches to the village, which should warn drivers they are entering the centre of the village, and that they should take special care. For northbound drivers the 'school' sign should serve as a further warning."

His comment on the traffic to be expected when M2 opens is equally illuminating (letter, 22.3.1962):-
"...So far as extra traffic on the A2 between London and Dover is concerned, it is agreed that the Medway Motorway will attract extra traffic over lengthy sections of the route. It is however too early to say precisely how much extra traffic will pass through Bridge."
Mr. R.P. Beddows, Head of the East Kent Road Car Company, was reported ("Kent Messenger" 5.1.1962) as saying:-

"To

"...To my mind there is no doubt that the completion of the Medway Motorway is going to mean heavy additional traffic on the A2 road between London and Dover."

Mr. Davis has refused three times to comment directly on this considered opinion of the Head of the East Kent Road Car Company. (My letters, 14.1.1962, 30.1.1962 and 12.3.1962).

These points possibly explain why I spoke in my last letter of a history of "'promises', evasive answers, official disinterest and short sightedness that has so far marked the Ministry's attitude".

Thank you for your support,

Yours faithfully,

John Purchese.

Post-scriptum. To this letter I must add my thanks for your telephone call this morning, and say that I am enclosing the Petition as arranged.

M.O.T. REF. HGP-14-42-068

M2

BRIDGE BY-PASS CAMPAIGN

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

BRIDGE BY PASS COULD SAVE YOUR LIFE !

Please support the movement by writing your comments to:

Please support the movement by writing your comments to:

Mr. G. DAVIS, THE MINISTRY OF TRANSPORT,

St. Christopher House, Southwark St., London, S.E.1.

PLEASE FOLLOW UP THE KENT POLICE FIRST RADAR SPEED CHECK.

Nearly 30 motorists were caught at 30 m.p.h. plus last Tuesday.

WRITE TO MR. DAVIS TODAY !

Published by John Purchese, High St. Bridge, Kent.

Issued to Bridge residents 29.9.1962

M2 **BRIDGE BY-PASS CAMPAIGN**

M.O.T. REF. HGP-14-42-068

DATE. 29.9.1962

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

G. Davis, Esq.,
The Ministry of Transport,
St. Christopher House,
Southwark Street,
London, S.E.1

Dear Sir,

It is now some five months since I last wrote to you regarding the proposed by-pass for the village of Bridge, and since a number of recent events have occumed - of interest to you - I felt that you would be pleased to hear of them.

Through the summer the local Police have been watching the High Street, and standing conspicuously by the side of the road to slow down the traffic by their presence. Last Tuesday, however, to test out their new radar speed trap equipment, the Kent Police chose Bridge Hill and the entry to the High Street as the site for a few hours' experiment. Just on 30 motorists were stopped and cautioned against excessive speed during this period. In the light of these findings by the Police it is possible that you would wish to modify your original statement (25.1.1962) that with regard to the safety aspect I would of course know that the road is speed restricted with 30mph. speed limit repeater signs.

My contention throughout the correspondence that Bridge will become a dangerous bottle-neck after M2 is opened seems to be shared by the writer of an editorial comment in the "Kent Messenger" last Friday (28.9.1962). He says:-
"...What is certain is that, unless plans are quickly brought out (and approved) to continue the M2 to Dover, as forecast, or to improve the A2 between Brenley and Canterbury, there will be road chaos most of the way from Faversham to Dover."

A petition has been signed by three quarters of the villagers, and this will be reaching your Minister through official channels during the near future. I hope that when you have the opportunity you will comment directly, as I have so far requested three times, on the statement of the Head of the East Kent Road Car Company quoted as saying:-
"...To my mind there is no doubt that the completion of the Medway

motorway is going to mean heavy additional traffic on the A2 road between London and Dover".

Enclosed please find the latest leaflet which has been issued to all the Bridge residents. I understand that some people have been writing to you as a result of these leaflets and I hope that the receipt of these letters has helped you to assess the reality of the situation in this village.
I shall quite understand if you delay comment on the points raised in this letter until due consideration has been given them, but I would point out that events have a way of outstripping preparedness.

Yours faithfully,

Purchese.
John Purchese.

Enc. Handbill.

29.9.1962

The Editor,
"The Kent Messenger",
Week Street,
Maidstone, Kent.

Dear Sir,

Your Leader writer in the issue dated September 28th. under the heading "Bottleneck Fear" speaks of the two by-pass projects now in construction on the A2 London to Dover road. There is, Sir, a third by-pass project that appears destined never to go beyond the airy dreams of a Ministry file - that of the Bridge By-Pass.

The village was the scene last week of a radar speed check by the Police, where nearly thirty drivers were caught speeding in the short while that the equipment was set up. There are two points that arise from this news item.

First, to test out new equipment the Police chose Bridge in the first instance. Surely this proves that there is a traffic danger in the village High Street; which everyone except the responsible Ministry officials seems capable of accepting.

Secondly, that in such a short while - on a weekday, note, long before M2 was opened, it was possible to catch that many speeding motorists in that short time.

A petition to the Minister is going to be handed to him by our Member of Parliament, Mr. Leslie Thomas. It was signed by threequarters of the villagers - that is, the adults almost to a man, for children were not asked to sign.
I am sure that your readers will join these villagers in their hope that the outcome of the Petition will be an early start to the only solution to the traffic problem at Bridge - A by-pass.

Yours faithfully,

John Purchese.
(Organiser of the petition)



A motor cyclist with a damaged leg: Autumn 1962.
(229/4. Photographed 30.9.'62).

29.10.1962

G. Davis, Esq.,
The Ministry of Transport,
St. Christopher House,
Southwark Street,
London, S.E.1

Dear Sir,

I wrote to you a month ago today, to ask for your comments on the Police Radar speed trap operation of September 25th. which resulted in 30 motorists being stopped and cautioned during the test period of one hour - that is, at the rate of one every two minutes. There was also a request for a direct comment on the statement of the Head of the East Kent Road Car Company.

At the end of my letter I suggested that you might wish to delay your answer somewhat to these points in order that you could give due consideration to them; but I must admit that I had hoped for the favour of a reply before one calendar month had passed.

The problem of the High Street in Bridge that will follow the opening of the M2 motorway is now one month nearer reality, and I would be much obliged if you would look at the enclosed photograph of an injured motorcyclist who was in collision with a car recently in the High Street.

I have already said (30.6.1962) that I will lay my reports and correspondence in front of the Coroner in the case of the next fatality in the High Street due to traffic; so I would be exceptionally grateful to you if you would supply me with any further reasons than those so far tendered why the inhabitants of the village should view the traffic through the High Street with equanimity.

I would point out that events have a way of outstripping preparedness.

Yours faithfully,

John Purchese.

MINISTRY OF TRANSPORT
St. Christopher House, Southwark Street, LONDON S.E.1
Telegrams: Transminry, London, Telex
Telephone: WATerloo 7999, *ext.*

Our reference: HGP 14/42/068
Your reference:

8 November, 1962.

Dear Sir,

I refer to your letters of 29th September and 29th October about the proposed by-pass for the village of Bridge and to the petition in respect of the same proposal about which you were in touch with Mr. Leslie Thomas, the Member of Parliament for Canterbury.

I am instructed to say that your communications have been taken into account in the submission to the Minister in addition to your further comments accompanying the petition. I understand that the Minister is expected to reply very soon now to Mr. Leslie Thomas, who in turn will doubtless wish to inform you himself of the outcome of this matter within his constituency. In these circumstances and in view of the Minister's consideration of the matter, it is assumed that you will not expect any further reply from officials of the Ministry to your earlier letters.

Yours faithfully,

R. A. Pearson

John Purchase Esq.,
"Rosebank"
High Street,
Bridge,
Canterbury Kent.

GA.

17.11.1962

Leslie M. Thomas, MBE., TD., MP.,
House of Commons,
London, S.W.1

- att. Miss E. Kingston.

Dear Miss Kingston,

Thank you very much for forwarding the letter addressed to Mr. Thomas from the Minister of Transport, and your suggestion that I comment on this reply. I would only remark as follows:-

The Minister is quite correct to apply the funds of his Department on a basis of priorities. I only question his Department's advice regarding the priority given Bridge. I would have imagined that a more realistic approach would have been suggested had the Ministry and K.C.C. engineers who inspected the High Street, Bridge, recently, had they assessed correctly the weight of traffic that will result by M2 being opened. Although this figure is an unknown quantity as yet, the experience of the villagers is that traffic has more than doubled during the past five years and this alone should suggest a flood.

I regret that the fourth paragraph of the Minister's answer defeats my comprehension. I understood that the choice of a Channel Tunnel or Channel Bridge meant a basic choice of A2 or A20 as the major route to London, depending on the relative point of entry into Britain.
If A2 traffic will be substantially reduced as the Minister says, what Ministerial justification can there be for the tremendous expense of M2 already under construction ?

During the past months I have been corresponding with Mr. G. Davis of St. Christopher House. His name was put forward by the Minister when I first raised this subject, and I was given to understand that he was the official whose responsibility encompassed Bridge. He has been very slow in answering my letters, and now (8.11.1962) he has declined to answer my last two letters because Mr. Thomas is in touch with the Minister. I assume that I would in no way affect that correspondence if I now wrote to him and asked if he wished <u>all</u> my questions to be routed through the chain of Mr. Thomas/The Minister/Mr. Davis.

I would like to end with my sincere thanks to Mr. Thomas for taking up this matter, and to you for copying the Minister's letter and so kindly forwarding the original.

Yours sincerely,

John Purchese.

M2 BRIDGE BY-PASS CAMPAIGN

M.O.T. REF. HGP-14-42-068

DATE. 17.11.1962

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

Mr. G. Davis, The Ministry of Transport,
St. Christopher House,
Southwark Street,
London, S.E.1

Dear Mr. Davis,

My last reply from you was dated April 4th., 1962. When I wrote to you on April 14th., 1962, my letter was answered by Mr. L. Durrant; when I wrote to you on April 28th., 1962, my letter was answered by Mr. F. Samuel; when I wrote to you on September 29th., 1962 and again on October 29th., 1962, my letters were answered by Mr. R. Pearson on November 8th..

I would be most grateful for a brief but immediate answer from you personally to the following questions:-

1) Are you still the Official elected by your Minister to answer my letters, as being the person whose responsibility encompassed Bridge ?

2) If so, do you propose to fulfill your capacity in this direction ?

3) In view of Mr. Pearson's last paragraph regarding your Minister's answer to Mr. Leslie Thomas, M.P., - a letter I have seen - do you now require me to pass all my enquiries through the channel of Member of Parliament/Minister of Transport/Mr. Davis ?

I have notified Mr. Thomas of your apparent wish in this last direction but I would respectfully submit that it would waste considerable Parliamentary ability and Ministerial zeal.

I shall quite understand if you delay comment on the points raised in this letter until due consideration has been given them, but I would point out that events have a way of outstripping preparedness.

Yours faithfully,

John Purchese.

From Leslie M. Thomas, MBE, TD, MP.

House of Commons,

London, S.W.1

19th November 1962

Dear Mr. Purchese,

Thank you for your further letter. I will keep this with the other correspondence on the case to show to Mr. Thomas when he returns.

It is normal procedure for correspondence from a member of the public to go direct to the Ministry official dealing with the matter and for Parliamentary cases, that is those raised by a Member of Parliament on behalf of a constituent, to go direct to the Minister or his Parliamentary Secretary. Therefore any future correspondence could go through one route or the other but if it goes through both channels at the same time then you might possibly get the same result as before - that Mr. Davis cannot comment on points raised with the Minister. If you should decide to write again to Mr. Davis, it would probably be easier all round if you sent Mr. Thomas copies of the correspondence to keep him in the picture.

Yours sincerely,

Elizabeth Kingston

Personal Secretary

John Purchese, Esq.,
Rosebank,
High Street,
Bridge,
Canterbury.

MINISTRY OF TRANSPORT
St. Christopher House, Southwark Street, LONDON S.E.1
Telegrams: Transminry London Telex
Telephone: WATerloo 7999, *ext.*

Our reference:
Your reference:

29 November, 1962.

Dear Mr. Purchese,

Mr. Davis who is a senior member in my branch has shewn me your personal letter to him of 17th November. I wonder if I might try to clear up the doubts you seem to have about where responsibility lies for dealing with Bridge's road affairs?

As I am sure you will have appreciated it is the Minister who has been given certain powers and responsibilities for roads. In turn, the Minister answers to Parliament. It is the duty of officials to advise the Minister as he may require, and that advice must be put together with many considerations in mind, and it must often include the specialist advice of engineers and others.

It was therefore quite inaccurate for you to have described Mr. Davis as "the official in charge of Bridge's traffic difficulties", or to have led people to believe that he was the person to be persuaded to build a by-pass. He was, in fact the official who on some occasions was deputed to reply to your letters. On other occasions, others had that responsibility.

Should you wish to write to the Ministry further the correct way to address your correspondence would be to "The Secretary, Ministry of Transport", and to

MINISTER'S VIEWS ON BY-

OF BRIDGE

Sympathetic—but what if Channel Tunnel is built?

Mr. Ernest Marples, Minister of Transport, has entered the "fray" in the battle for a by-pass for the traffic-hit village of Bridge, near Canterbury, on the main London - Dover A2.

This follows a petition signed by almost every adult in Bridge, appealing for improvements—either a by-pass or urgent measures to restrict the speed of cars hurtling through the 30 m.p.h. Old-World High Street on their way to Dover and Folkestone.

The cause of Bridge was taken up by Mr. Leslie Thomas, M.P. for Canterbury, who has received a letter from Mr. Marples.

The Minister said he was fully aware that improvements were very desirable at Bridge, and he had much sympathy with the local people who wanted something done soon.

The Minister said that Bridge could only be taken out of its proper place in the queue at the expense of another, and even more necessary scheme elsewhere. He regretted that he could not at present fit the building of a by-pass of Bridge into the road programme.

Mr. Marples added: "There will no doubt be some additional traffic when the Medway Motorway is open. But what would be the effect of a decision to build a Channel Tunnel or Bridge?

"Either would mean major changes in the road pattern in this area, and a substantial reduction in traffic through the village. Particularly in Kent just now, roads must be planned with an eye firmly on the future."

CAUGHT IN RADAR CHECK

Caught in a Police radar check at Bridge on November 23, Stanley E. Harris, of Dugstan Service Station, Faversham, was fined £3 by the St. Augustine's magistrates, at Canterbury, on Wednesday, for driving his car at 45 m.p.h. through a restricted area.

William R. Warwick, of 189 Earlham Grove, Forest Gate, E.7, was fined £4 when he pleaded guilty to driving his car at 52 m.p.h. on the A.2, at Bridge, on November 19. He also was caught in a Police radar check.

After being caught in the same check, Raymond S. Dixon, of Avoca, Seasalter Beach, Seasalter, Whitstable, was fined £5 for driving his van at 47 m.p.h.

Pleading not guilty, Dixon said that he knew Bridge was a dangerous spot and on this particular day he was following a stream of traffic down the hill and the stream came to a halt shortly after passing the radar check.

"I was not doing more than 30 m.p.h.," he said.

Traffic Sgt. J. A. Garrett said that the speed equipment was erected in Bridge on the Canterbury side, and it was checked by a patrol car and found to be accurate.

Dixon had one previous conviction for speeding.

KENTISH GAZETTE 19.1.'63

-PASS NEEDS



16.2.1963.

The Archbishop of Canterbury crosses the road, with Vicar and two policemen.

M2 BRIDGE BY-PASS CAMPAIGN

M.O.T. REF. HGP-14-42-068

DATE. 3.3.1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

The Secretary,
The Ministry of Transport,
Southwark Street, S.E.1

- for circulation to:-
G. Davis, Esq.,
L. Durrant, Esq.,
F. Samuel, Esq.,
R. Pearson, Esq.

Gentlemen,

I am indebted to Mr. R.A. Pearson in his letter dated Nov. 29th., 1962, for explaining the procedure to be adopted when writing to the Ministry of Transport about the road conditions through the village of Bridge. I note that a consortium of officials may variously answer any one line of enquiry.

When I originally wrote to the Minister (14.1.1962) asking to be put in touch with the official whose responsibility encompassed Bridge, I expected that gentleman to reply; but I now see that this was impossible under the structure of responsibility within the Ministry.

Having explained this, I would like to draw the Group's attention to the two enclosed photographs. The smaller of the two shows the Archbishop of Canterbury crossing the Bridge High Street on the occasion of the Induction of a new Vicar. (16.2.1963) The Vicar leads and two Policemen - one the village Sergeant - attend to see His Grace across the road. You will note the brick wall at the foot of the photograph.

The second photograph shows this wall after the impact of a lorry on the following Wednesday, February 20th. 1963. The lorry driver, Mr. Robert Holbrook, chose to hit the wall rather than the village Constable's wife and child who were walking along the pavement a foot or two away. I reported this section of pavement as being 43" wide in Item C, Appendix One of Notes attached to my letter to you of 30.1.1962. It has grown no wider in the meantime, and Mrs. Bing and her child are lucky to be alive.

I should be grateful if the Ministry Group would indicate what I am to tell the villagers when they mention road

mf.

safety, and remark that M2 traffic to Dover and Folkestone will funnel through this High Street until a By-Pass is achieved. I have your Minister's original letter on file, in reply to Sir Leslie Thomas, M.P., so I should be grateful if in your answer you omit reference to the By-Pass prospects and concentrate on the short-term policy of road safety for this village this year when M2 opens.

I shall quite understand if you delay comment on the points raised until due consideration has been given them, but I would like to point out that events have a way of outstripping preparedness.

Yours faithfully,

John Purchese.



M2 **BRIDGE BY-PASS CAMPAIGN**

M.O.T. REF. HGP-14-42-068

DATE. 3rd. March, 1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

Sir L.M. Thomas, MBE., TD., MP.,
House of Commons,
London, S.W.1

Dear Sir,

With regard to the High Street through Bridge, a subject of representation by you to the Minister of Transport, I have today taken up correspondence once more with the Ministry spokesmen with whom I had previously been in touch.

This was to report that there was a traffic accident in the village a few days ago when a driver smashed down some ten feet of wall narrowly missing a woman and child on the narrow pavement. A photograph was forwarded, together with one showing the Archbishop of Canterbury crossing this section of road only four days before (at the Induction of the new Vicar) with two policemen to see him across the road.

I asked the Ministry officials what road safety measures they proposed to advise in the period when M2 was opened and Bridge without its By-Pass.

I do not feel that this enquiry in any way touches the Minister's answer to your representation, and I will see that you have a copy of the Ministry's answer.

Yours sincerely,

John Purchese.

From: Sir Leslie Thomas, MBE, TD, MP.

House of Commons,

London, S.W.1

6th March 1963

Dear Mr Purchase

Thank you for your letter of 3rd March.

I shall be interested to read the Minister's reply.

Yours sincerely

Leslie Thomas

John Purchese Esq.,
Rosebank,
High Street,
Bridge, Canterbury.

DIVISIONAL ROAD ENGINEER
(METROPOLITAN)
St. Christopher House, Southwark Street, LONDON S.E.1
Telephone: WATerloo 7999 Extn.3297

Our reference: RDL.34/6T71
Your reference:

5th April, 1963.

Dear Sir,

Trunk Road A.2
Traffic Conditions
Bridge, Near Canterbury, Kent

With reference to your letter dated 3rd March, 1963, addressed to the Secretary of this Department, enclosing two photographs:-

(a) The Archbishop of Canterbury crossing Bridge High Street 16th February, 1963.

(b) A damaged wall due to an accident to a lorry on 20th February, 1963.

You will appreciate that the Archbishop would be similarly escorted across any other traffic route he might officially have to cross, and hence the incident has no specific relevance to conditions in Bridge.

So far as the accident to which you refer is concerned, it is understood that it was due to weather conditions. Snow was falling at the time, and the road covered with snow and ice. No other vehicle was involved

/and

J. Purchese, Esq.,
Rosebank,
High Street,
Bridge,
Nr. Canterbury,
Kent.

GH/LD.

This paper is suitable for Dyeline Photocopying

and there is no indication that traffic conditions are a contributing factor.

As the damaged wall is being reinstated on its original line, the owner has apparently not taken the opportunity to have it set back to increase the width of the footway, which as you state is very narrow at that section.

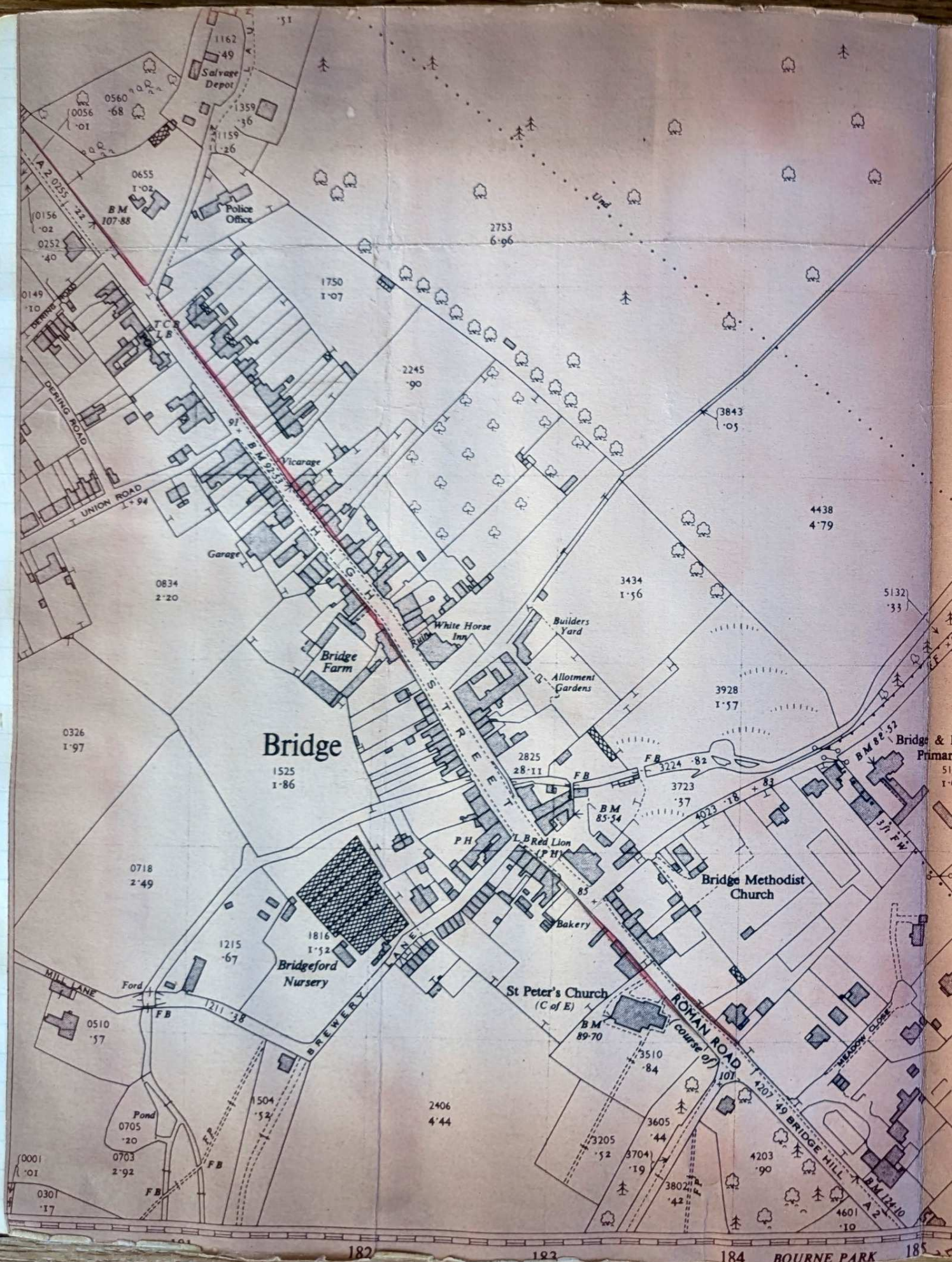
With regard to short term measures, apart from those minor improvements referred to in the last paragraph of the Minister's letter of 15th November, 1962, replying to Sir Leslie Thomas M.P., the existing kerb lines are to be relaid, and the footpaths resurfaced.

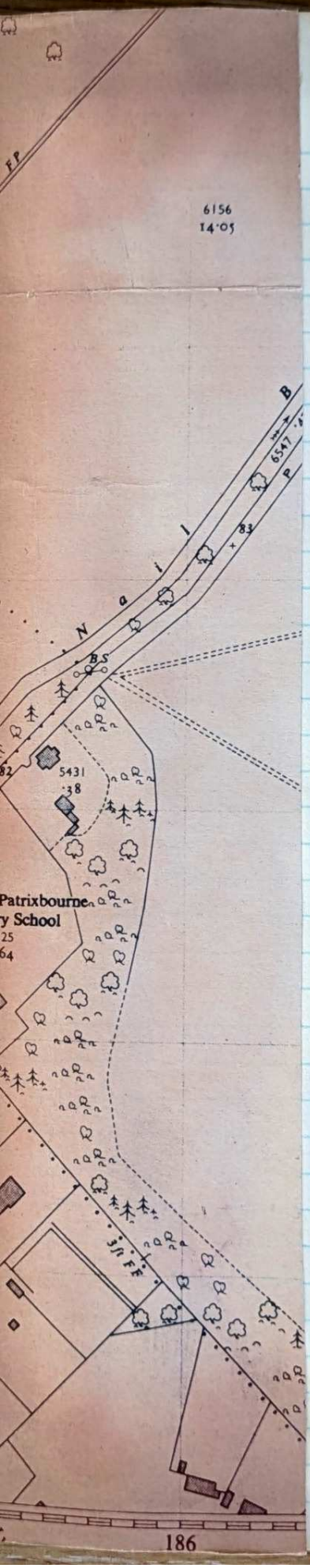
The only effective way of improving matters would be to provide a 24 ft. wide carriageway with 6 ft. wide footways on each side. This could only be done at the expense of demolishing a number of properties, (as indicated by the red line on the enclosed plan), and consequently despoiling the character of the village, which I am sure you would deplore as much as we would.

Yours faithfully,

C. Mawett

for Divisional Road Engineer.


Bridge
Salvage Depot
Police Office
BM 107·88
Vicarage
Garage
UNION ROAD
DEPING ROAD
HIGH STREET
White Horse Inn
Bridge Farm
Builders Yard
Allotment Gardens
BM 92·53
BM 82·52
BM 85·54
PH
L B Red Lion (P H)
Bakery
Bridge Methodist Church
St Peter's Church (C of E)
BM 89·70
Bridgeford Nursery
MILL LANE
Ford
BREWERY LANE
Pond
ROMAN ROAD (course of)
BRIDGE HILL
MEADOW CLOSE
A 2
Bridge & Primar
3ft FW
Und
182
184
BOURNE PARK
185



"EVENING STANDARD"
13.4.1963.

TWO BRAVE MEN SAVE A VILLAGE

When lorry runs away down hill

Quick thinking by two lorry drivers saved villagers and coach passengers today as one of them went out of control on a steep hill on the A2 London to Dover road near Canterbury. The road was crowded with holiday traffic.

The foot brake of one of the lorries failed 20 yards from the crest of Bridge Hill as they began to descend in the direction of Canterbury. Half a mile in front of them was the main street of Bridge village.

All the way down the hill, driver **Mark Andrews**, 28, of Bears End, Godfrey Walk, Ashford, Kent, fought to keep his two-ton lorry laden with six tons of earth under control.

Warning blast

To warn pedestrians and his mate at the wheel of the other lorry in front of him, which was laden with eight tons of earth, he kept up a blast on his hooter.

He said later: "When the foot brake failed I changed down into third gear and grabbed the hand brake, but it would not stop the lorry.

"By then I was going so fast that I started to overtake my mate. In Bridge High Street at the foot of the hill I could see a motor coach which had pulled up on the other side of the road.

"I knew that if I hit the coach I would go right through it. So I rammed my mate's lorry. His lorry was pushed into the front of the coach."

'I hit bus'

The other driver, **Brian Frew**, 24, of Wellesley Villas, Ashford, Kent, said: "He ran into the back of me and swung me round, and I hit the front of the bus."

A car which had been following the motor coach tried to avoid the crash and was in collision with the side of the coach.

Women shoppers screamed and one ran into a garage next door to a grocery shop to escape the lorries as they crashed on their wrong side of the road outside the garage. Broken glass and spilled earth covered the pavements and the road was blocked.

BUT NO ONE WAS HURT.

248/5

Photographed
13.4.1963
11-15 am.



249/6





248/11

248/7



M2 **BRIDGE BY-PASS CAMPAIGN**

M.O.T. REF. HGP-14-42-068

DATE. 15.4.1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

The Secretary,
The Ministry of Transport,
Southwark Street,
London, S.E.1

- for circulation to:-
G. Davis, Esq.,
L. Durrant, Esq.,
F. Samuel, Esq.,
R. Pearson, Esq.,
and G.D. Hewett, Esq. of the
Divisional Road Engineer's Dept., ref: RDL/34/6T71.

Gentlemen,

I am indebted to Mr. G.D. Hewett for acting as Group spokesman in reply to my letter of March 3rd. 1963. He kindly pointed out that the Police escort to the Primate when crossing Bridge High Street was irrelevant, and that with regard to the wall being demolished by a skidding lorry there was no indication that traffic conditions were a contributory factor.

Could I draw the Group's attention to the enclosed photographs taken last Saturday morning (13.4.1963). They show an incident at the southern end of the village High Street involving two 8 ton ballast-laden lorries, a single-decker 'bus belonging to the East Kent Road Car Company, and a private car. No doubt I shall be instructed that this incident is irrelevant and that traffic conditions were not a contributory factor; but I would like the Group to examine carefully photograph No. 248/11 which shows the principally damaged lorry being removed past the new road being constructed to serve Bridge Farm Estate. In view of all these new homes with garages opening directly into the High Street can the Group say that there will be no danger in Bridge after the opening of M2 and before the By-Pass is a fact ?

mf

The only short term policy advanced by Mr. Hewett was to chop away the houses on either side of the High Street, to create trunk road conditions through the centre of the village. I would respectfully submit that this move would merely increase the speed of the traffic and enlarge the dangers.

It could be that traffic lights at each end of the village - allowing one-way working - would impede the traffic, but it would slow it down. Possibly the Ministry Group however, would not wish to expend public funds beyond the example of Graveley on A1, where a notice says:"Please drive slowly through the village".

I have waited 15 months for a direct answer to the report that Mr. R.P. Beddows (Head of the East Kent Road Car Company) had said:"To my mind there is no doubt that the completion of the Medway Towns Motorway is going to mean heavy additional traffic on the A2 road between London and Dover".

Possibly the Group could now, in consultation, comment directly on this statement and offer a few constructive suggestions as short term measures to ensure road safety in the village of Bridge. I shall quite understand if comment is delayed until due consideration has been given the points raised, but I would point out that events have a way of outstripping preparedness.

Yours faithfully,

John Purchese.

Enc. Photograph No. 248/5
showing the lengthy skid marks.
Photograph No. 248/8 showing
the principally damaged lorry.
Photograph No. 248/7 showing
the second damaged lorry.
Photograph No. 248/11 showing
the road to Bridge Farm Estate.
(Please refer to letter 2.4.1962 Photograph K in Appended Notes, Addendum 2).

Post-Scriptum. Thank you for the relaying of kerb-stones and pavements. The work is well in hand.

M2 **BRIDGE BY-PASS CAMPAIGN**

M.O.T. REF. HGP-14-42-068

DATE. 15.4.1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

Sir L.M. Thomas, MBE., TD., MP.,
House of Commons,
London, S.W.1

Dear Sir,

I wrote on March 3rd. to say that I was in touch with the Ministry of Transport officials in regard to the short term road safety measures for the village of Bridge. I promised to let you have a copy of their reply, and enclosed you will find this together with a newspaper cutting which I believe will explain my second letter to the Ministry, a copy of which I also enclose.

I am grateful to you for your kind interest in the matter, and I am quite sure that any prodding I can do towards creating safer road conditions through this Village after M2 has been opened will receive your continued interest.

Naturally, any further correspondence received from the Ministry officials will be copied and forwarded to you. You will note a string of names at the commencement of my letter. The reason is that some time or another each of these gentlemen has been given the job of replying to me. Since I hold that each hand of the Ministry should know of its partners moves, I have taken the small precaution of asking for my letter to be circulated to this group - and I refer to them as you will see as the Ministry Group. It overlaps both advisers to the Minister and the Department of the Divisional Road Engineers.

Yours sincerely,

John Purchase.

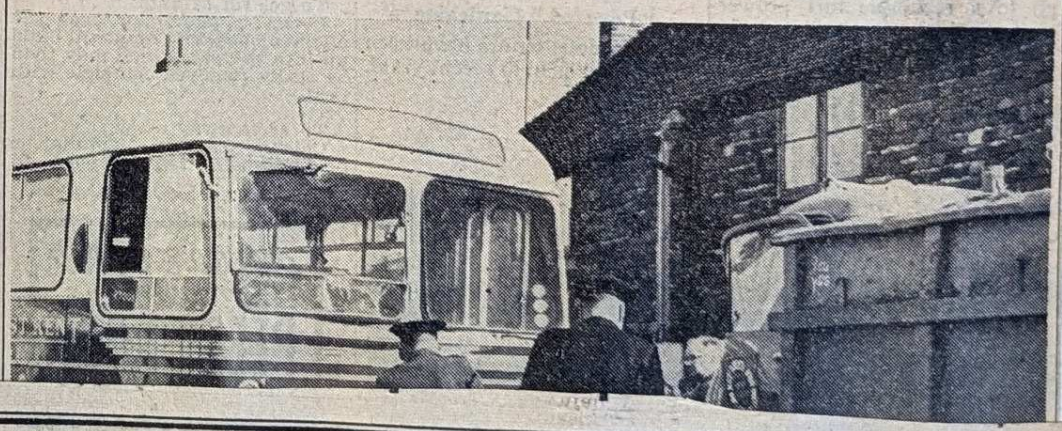
Enc. Copies of correspondence
and newspaper cutting.

KENTISH GAZETTE: 19.4.1963

A RUNAWAY LORRY ON BRIDGE HILL



Two of the lorries involved in Saturday's "runaway crash" at Bridge



rolled and watered regularly. Cracks or joints should be filled in with a mixture of fine soil and grass seed in the proportion of about 4 lb. seed to a barrowful of soil.

Mowing and Grass Cutting

Your lawn should be cut and rolled regularly, varying the direction of cut each time.

Remember your mower is a precision job and should be cared for as such. A few handy hints worthy of mention are:

have some mechanical or electrical knowledge, the maintenance of such power units is best left to the specialist, via the services of your dealer.

It is with considerable interest (and not entirely without some apprehension) that we notice there is now a " drive yourself " motor mower on the market— ideal for the tired, ulcerated businessman and, within the confines of your garden, presumably one vehicle at least beyond the

KENT SECTIONAL BUILDINGS

GARAGES. GREENHOUSES. SHEDS. LEAN-tos

All sizes and styles from 14/-

Also in anti-rot cedarwood

Write or call for full details

Dept. T., Ashford Rd., Charltham, Nr. Canterbury. Tel. Charltham 374

MINISTRY OF TRANSPORT
St. Christopher House, Southwark Street, LONDON S.E.1
Telegrams: Transminry, London, Telex
Telephone: WATerloo 7999, *ext.*

Our reference: HA 234/19/01
Your reference:

18th April, 1963.

Dear Sir,

Thank you for your letter and enclosures of 15th April to the Secretary about conditions on trunk road A.2 through Bridge. Your letter has been referred to the Divisional Road Engineer, Metropolitan Division, who will be replying to you on completion of enquiries.

Yours faithfully,

D. T. HEWLETT

John Purchese, Esq.,
Rosebank,
High Street,
Bridge,
CANTERBURY,
Kent.

PPP

From: Sir Leslie Thomas, MBE, TD, MP.

House of Commons,

London, S.W.1

18th April 1963

Dear Mr. Purchese,

Sir Leslie has gone away for a few days rest after his attack of bronchitis over Easter so I am therefore writing on his behalf to thank you for your letter and enclosures about traffic conditions in Bridge.

I will of course show them to him as soon as he gets back next week.

Yours sincerely,

Elizabeth Kingston

Personal Secretary

John Purchese, Esq.,
Rosebank,
High Street,
Bridge,
Canterbury.

DIVISIONAL ROAD ENGINEER
(METROPOLITAN)
St. Christopher House, Southwark Street, LONDON S.E.1
Telephone: WATerloo 7999 Ext.3297

Our reference: RDL. 34/6T71.
Your reference:

1st May, 1963.

Dear Sir,

Traffic Conditions
Trunk Road A2,
Bridge, near Canterbury, Kent.

Referring to your letter of 15th April, 1963, the first paragraph indicates an apparent misunderstanding of the comments about the two photographs ((a) the Primate, and (b) the wall damaged by a lorry), in the letter sent to you on the 5th April, 1963, to which I would refer you.

The general situation regarding road improvements in this Country as a whole, has been fully explained in the Minister's letter of the 15th November, 1962, to your local Member of Parliament, and while there has been no attempt to dispute that traffic conditions in Bridge are unsatisfactory, it is maintained that they are not unique, and are matched in many other places. There is therefore no specific justification for Bridge to be singled out for special priority.

The most effective short term measure at present, so far as Bridge is concerned, is for you to press the Police to enforce the speed restriction rigorously.

Yours faithfully,

G. D. Hewett

for Divisional Road Engineer

J. Purchese, Esq.,
Rosebank,
High Street,
Bridge,
Near Canterbury, Kent.

GDH/JVD

Canterbury Division Conservative and Unionist Association

Parliamentary Representative: SIR LESLIE THOMAS, M.B.E., T.D., M.P.

President Alderman Mrs. G. R. Hews, C.B.E.
Chairman L. E. Hart, Esq., J.P.
Hon. Treasurers U. H. B. Alexander, Esq.
E. Parker, Esq., C.B.E., F.C.A.
Asst. Hon. Treasurer P. T. C. Wright, Esq.

Agent and Secretary E. C. F. Brown

9, Hawks Lane,

Canterbury.

Telephone: Canterbury 4187

7th May, 1963.

Dear Mr. Purchese,

With reference to your appointment with Sir Leslie Thomas on Saturday, 18th May at these offices, I am sorry to inform you that Sir Leslie has been taken ill and won't be able to do interviews on that date or for another month.

I shall be handling this side of his affairs while he is away and if I can help you at all please let me know.

Yours sincerely,

AGENT & SECRETARY.

John Purchase, Esq.,
"Rosebank,"
High Street,
BRIDGE,
Cantebury.

M2 BRIDGE BY-PASS CAMPAIGN

M.O.T. REF. HGP-14-42-068

DATE. 13.7.1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

The Chief Constable of Kent,
County Police H.Q.,
Sutton Road,
Maidstone, Kent.

Dear Sir,

I have been in communication with the Ministry of Transport for more than a year concerning the dangers to pedestrians and drivers alike to be found in the High Street, Bridge, on A2.

The Ministry several times has said that the responsibility for keeping traffic speed down is that of the Police. For example on March 22nd., 1962, Mr. G. Davis for the Ministry said: "With regard to the speed limit signs it is noted that your concern is rather for the observance, by drivers, of the speed limit. Enforcement of this is a matter for the police and does not fall within my Minister's jurisdiction."

Mr. Marples himself, on the subject in a letter to Sir Leslie Thomas, M.P., said:"I know that some residents have complained to me about the speed of vehicles through the village. But although I decide about the imposition of a speed limit, it is not my responsibility to enforce it. The recent speed checks by the police are evidence, however, of their determination to do so." (15.11.1962).

The Minister's appreciation of your efforts in this field does not seem to be shared by the Divisional Road Engineer, for whom Mr. G. D. Hewett wrote on May 1st. 1963: "The most effective short term measure at present, so far as Bridge is concerned, is for you to press the Police to enforce the speed restriction rigourously."

This advice was all that the Ministry could offer me when I asked what <u>physical</u> plans they had for the interim period when M2 was completed to Faversham and before the Bridge By-Pass was a reality. This is the period I fear, and the key to my present campaign.

The village Police do an excellent job in stationing themselves at the roadside for hours at a time during peak traffic periods, but this prevents their doing more productive Police work during this time.

M2 BRIDGE BY-PASS CAMPAIGN

M.O.T. REF. HGP-14-42-068

DATE. 13.7.1963
Continuation.

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

I have appreciated the way in which your Traffic Division regularly sites its Radar speed check gear in the village.

I regard these attempts on the part of the Ministry to farm out responsibility for what will happen in this village to any other organisation but its own as an example of burcucratic ineptitude, and have told them so.

If you would care to comment on the Police attitude to the problem of Bridge High Street, I should be most grateful. A copy of this correspondence is being sent to Sir Leslie Thomas to keep him informed of the situation.

Yours faithfully,

John Purchese.

A

KENT COUNTY CONSTABULARY

P.O. Box No. 11,
Police Headquarters,
Sutton Road, MAIDSTONE

Your Ref. HGP.14.42.068

Our Ref. 104/50/48 HS/GIB ..... 15th. July, ... 1963.

Dear Sir,

High Street, Bridge, A.2.

I have to acknowledge receipt of your letter of the 13th. July, 1963. which will receive attention.

Yours faithfully,

R. D. LEMON,
Chief Constable of Kent.

5M 3/62 cs1374

20. 7. '63.

Sir Leslie Thomas was seen in the morning as arranged. Having attempted to suggest that the Police should be tackled, he went on to advise contacting the local authority.

At length he agreed that there was reason for feeling that Bridge had a problem, and he spoke of intending to table a question for the Minister asking for statistics of fatal and non fatal road accidents in Bridge over the past five years.

He would not allow a press photograph to be taken, which would have been published with comment the weekend the second section of M2 was to be opened.

→

From: Sir Leslie Thomas, MBE, TD, MP.

House of Commons,

London, S.W.1

15th July 1963

Dear Mr Purchese

Thank you for your letter of 13th enclosing copy of one you have sent to the Chief Constable.

I shall be in Canterbury next Saturday morning, at 9 Hawks Lane, and I wonder whether you could come along there for a chat.

Yours sincerely

Leslie Thomas

John Purchese, Esq.,
Rosebank,
High Street,
Bridge,
Canterbury.

'Rosebank', High Street, Bridge. *August 1963*

You are now beginning to experience the heavy traffic caused by the opening of the M2 motorway.

Sir L. M. Thomas, your Member of Parliament, has promised to ask the Minister of Transport a question in the House concerning Bridge High Street and its safety.

You can help by fixing the attached leaflet to your car window, or by handing it to any one of the thousands of car drivers passing through Bridge. Letters to the Ministry should bear the reference HGP/14/42/068.

John Purchese

M2

BRIDGE*

MEANS DANGER -

GO SLOW!

* 3 miles from Canterbury on the Dover Road. You can't miss it!

SUPPORT BRIDGE BY-PASS

PUBLISHED BY JOHN PURCHESE, 'ROSEBANK', HIGH. ST., BRIDGE, KENT

Medway Motorway

Another Stretch Opens

Another 11 miles of the Medway Motorway will open today (Friday) in time for the pre-Bank Holiday traffic. It will take the M.2 clear of Sittingbourne and will leave only the last 1½ miles to Brenley Corner to be completed.

The first 13 miles of the new road were opened by the Minister of Transport (Mr. Ernest Marples) just before Whitsun, bringing traffic from Strood across the Medway Bridge and as far as Stockbury Valley.

This second section will mean that the Motorway will continue from the Stockbury Viaduct to the interchange with the Faversham-Ashford road (A.251) just south of Faversham.

Traffic from London will now have to leave the M.2 at A.251 and rejoin the A.2 on the outskirts of Faversham. London-bound traffic from Canterbury and Thanet Way will use the same route.

In a statement announcing the opening of the second section, a Ministry of Transport spokesman says, "At peak periods of holiday pressure, there will be some inconvenience and delay to motorists at this point.

"But Sittingbourne can expect to share at once in the spectacular relief from traffic congestion which, since Whitsun, the Medway Towns—until this summer one of the worst and longest traffic bottlenecks in Britain—have enjoyed."

The remaining section of the 26-mile Motorway still to be completed runs from the A.251 interchange to Brenley Corner, where the M.2 merges with Thanet Way and the A.2 to Canterbury and Dover.

The Ministry says that work on this section is "well advanced."

Kentish Gazette, July 26, 1963

M2

BRIDGE*

MEANS

DANGER -

GO

SLOW!

* 3 miles from Canterbury on the Dover Road. You can't miss it!

SUPPORT BRIDGE BY-PASS

PUBLISHED BY JOHN PURCHESE, 'ROSEBANK', HIGH. ST., BRIDGE, KENT

M2 **BRIDGE BY-PASS CAMPAIGN**

M.O.T. REF. HGP-14-42-068

DATE. 28.7.1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

The Automobile Association,
Fanum House,
Coventry Street,
London, W.1

Dear Sirs,

The opening of the M2 Motorway has brought about a great increase in traffic through the little village of Bridge, which is situated 3 miles south of Canterbury on the Dover and Folkestone road. The threat of increased traffic was seen some time ago, and the Minister of Transport has promised a by-pass in due course.

The situation at the moment however is one giving concern, and the Ministry of Transport have been quite unable or unwilling to give any help in the problem of slowing down traffic through the narrow High Street, which has been the subject of two broadcasts by the B.B.C. "Town and Country" programme.

As both a member of the A.A. (K147564B7), and as organiser of the campaign to wake up the Ministry to its responsibilities, can I ask one thing of the Automobile Association ? There have this weekend, by Sunday mid-morning, been three accidents in the High Road involving vehicles, in one case severe injuries were caused. The Ministry will not sign-post the road as dangerous. Would the A.A. put signs up at each end of the village, at the top of the hill leading to the village in each case, saying something along the lines of "DANGER AHEAD - narrow village street". I have in mind that next weekend in Britain is a Bank Holiday, and traffic will be increased even more, and many people will be trying the M2-A2 route to Dover for the first time for years.

If you want to contact the Ministry, telephone WATerloo 7999, asking for Mr. G. Davis or Mr. L. Durrant who have knowledge of the situation here. The Chief Constable of Kent, Mr. R.D. Lemon at Maidstone, is also well aware of the situation.

Yours sincerely,

John Purchese.

M2 **BRIDGE BY-PASS CAMPAIGN**

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

M.O.T. REF. HGP-14-42-068

DATE. 28.7.1963

The Secretary,
The Ministry of Transport,
Southwark Street,
London, S.E.1

- for circulation to:-
G. Davis, Esq.,
L. Durrant, Esq.,
F. Samuel, Esq.,
R. Pearson, Esq.,
and G.D. Hewett, Esq., of the
Divisional Road Engineer's Dept., ref: RDL/34/6T71.

Gentlemen,

I am again indebted to Mr. G.D. Hewett for acting as Group spokesman, in reply to my letter of April 15th., 1963. My delay in taking up his answer is purely due to my having been in Kenya for a time, and I apologise for keeping the Group waiting.

You say, Gentlemen, that the most effective short term measure at present, so far as Bridge is concerned, is for me to press the Police to enforce the speed restriction rigorously. I have communicated your short term measure to the Chief Constable of Kent, Mr. R.D. Lemon, of P.O. Box No. 11, Police Headquarters, Sutton Road, Maidstone; and am awaiting his reply with interest. Naturally, I shall ensure that you hear his views.

Sir Leslie Thomas, M.P., granted me an interview last week, and I believe that he is now aware of the situation in Bridge, and intends to ask your Minister a question in the House.

The opening of the second section of M2 this weekend has resulted in greatly increased traffic through Bridge, with three accidents involving vehicles up to 11.0 a.m. on Sunday morning, one with serious injury involved. Possibly in view of this, the Group would apply itself a little longer to the interim problem of Bridge High Street, and favour me with some constructive suggestions. I shall quite understand if comment is delayed until due consideration has been given the points raised, but I would point out that events have a way of outstripping preparedness - as I believe I have said before.

Yours faithfully,

John Purchese.

Enc. New pamphlet.

M2 **BRIDGE BY-PASS CAMPAIGN**

M.O.T. REF. HGP-14-42-068

DATE. 29.7.1963

'Rosebank', High Street,
Bridge, Canterbury, Kent. *Bridge 485*

* The District Organiser,
Transport & General Workers Union,
1, Woodville Road,
Maidstone, Kent.

Dear Sir,

Your members must have found the opening of the M2 motorway a great convenience after the drag through the Medway Towns that used to be their lot - and the road is to be applauded on that score. However, the improvement of one section of road sometimes brings great strain on another section, and this is true of the village of Bridge, 3 miles south of Canterbury. We are here experiencing a flood of traffic, especially heavy goods, that has surprised even those campaigning for road improvement. There is a narrow High Street, with houses opening straight on to the road, and pavements where two people cannot walk abreast - this at the end of a hill in each direction. You can imagine the concern of local people.

I well know that Unions circularise their Shops with information from time to time, and I am wondering if the wording of the enclosed pamphlet could be copied into such a general bulletin. It is, after all, in the drivers' interests to know of these danger spots. I have been badgering the Ministry of Transport for over a year, knowing that the M2 would bring this heavy and dangerous traffic. There were three accidents with vehicles, one serious, during the past week-end.

As a Shop-Steward myself, in the Association of Cinematograph, Television and Allied Technicians, affiliated to the T.U.C., I know that I do not ask in vain when I put this matter to you. Lives are at stake, those of the villagers - and your members.

Yours sincerely and fraternally,

John Purchese.

* Mr. E.J. Burke,
Road Transport Commercial District Officer.

THE AUTOMOBILE ASSOCIATION

TELEPHONE
WHITEHALL 1200
EXT. No 345

FANUM HOUSE
LEICESTER SQUARE
LONDON, W.C.2

PLEASE QUOTE
REFERENCE
HY/CGS/SBS

John Purchese Esq.,
Rosebank,
High Street,
Bridge, Canterbury, Kent

31st July 1963

Dear Sir,

Thank you for your letter of the 28th July from which we have noted the observations you have made on the effect which traffic has had on the village of Bridge, following the opening of the M.2. motorway.

The Association's authority for the erection of traffic signs is however limited to the provision of temporary signs only, for short periods, on occasions such as special events which necessitate the particular direction of traffic, and diversions of traffic as a result of road repairs, etc. It is very much regretted therefore that we are unable to help you in the manner you desire, since the provision of permanent traffic signs is a matter for the appropriate highway authority.

We will however take the opportunity of passing your communication to the Area Secretary at our Maidstone Office, who is responsible for all our local affairs in Kent, in order that he may be aware of the conditions to which you refer.

Yours faithfully,

C.Godfrey Smith,
for Manager, Highways Dept.

KENT COUNTY CONSTABULARY

All Official Communications should be addressed to "The Chief Constable of Kent"

TELEX No. 89132
MAIDSTONE 4781
EXT. No. 331.
REF. No. 104/50/48.
YOUR REF. HGP-14-068.

P.O. BOX No. 11,
SUTTON ROAD,
MAIDSTONE

DFW/LS

1st August, 1963.

Dear Sir,

Traffic Conditions, High Street, (A.2 Bridge).

I have to acknowledge receipt of your letter of the 13th July, 1963, the contents of which are noted.

The problem at Bridge, of course, is well known to the police, and is one common to many of the villages in the county where a heavy trafficked main road passes through the centre of a village with the resultant dangers, and the only satisfactory solution can be the provision of a by-pass.

So far as cases of speeding are concerned I assure you that my officers give as much attention as possible to the section of the A.2 trunk road through Bridge and this will continue to be done.

Yours faithfully,

A. Delf Supt.

for Chief Constable of Kent.

Mr. J. Purchese,
'Rosebank',
High Street,
Bridge,
Canterbury,
Kent.

m.

MINISTRY OF TRANSPORT
St. Christopher House, Southwark Street, LONDON S.E.1
Telegrams: Transminry, London, Telex
Telephone: WATerloo 7999, *ext.*

Our reference: HGP 14/42/068
Your reference:

2 August, 1963

Dear Sir,

Thank you for your letter of 27th July about the traffic conditions at Bridge.

It is noted that you have spoken to Sir Leslie Thomas, M.P. on the same subject. The Minister has now received a letter from Sir Leslie, about Bridge, and he will be replying to him as soon as possible. In these circumstances it is assumed that Sir Leslie may wish to inform you himself of the outcome.

Yours faithfully,

R. A. Pearson

(R. A. Pearson)

John Purchese Esq.
'Rosebank,'
High Street,
Bridge,
Canterbury,
Kent.

This paper is suitable for Dyeline Photocopying