

## Proposal and recommendations

**TMTV** believes that the example case studies described above throw new light on possible ways forward from the current impasse regarding the A368/371. In addition, the B3133 and B3134 (although not 'A' class roads) require action too. There is dismay and great concern that one of the recommendations in WSP's Nov 2002 North Somerset Freight Strategy Report is to improve the B3133 between Congresbury and Churchill in order to make it a suitable freight route. We have carefully considered the possibility of introducing an experimental weight limit on all these roads, some of which are part of the National Primary Route network. We have come to the conclusion that taking such a step would be a wholly appropriate, reasonable and effective Traffic Management measure that would

- allow businesses within the area to carry on normally and
- relieve the villages and the AONB beauty spot of Burrington Combe from the 'shortcutting' HGV blight.

**We propose that NSC investigate how it could adopt a permit scheme linked to an area of exemption (AoE) similar to that successfully used in Kirkby Stephen for the BATS villages and the Mendip Hills AONB in North Somerset.**

### Permits

In the Kirkby Stephen model, all HGVs above a designated weight are banned within the AoE except those of operators who are either:

- based within the AoE or
- have to deliver or collect goods within the AoE.

Operators who are based within the AoE or deliver to the area on a regular basis can apply to the Unitary Authority for permits that are displayed on their vehicles' windscreens and can easily be seen by the police. Any vehicles not displaying a permit may be stopped by the police. Operators who do not have permits but have to make deliveries occasionally within the AoE and can produce legitimate delivery or collection papers will be treated as if they have a permit.

However drivers who are found to be 'shortcutting' will initially be given information about the scheme and proposed alternative routes. Subsequently they may receive a warning, may be turned round and sent along a suitable alternative route or may be prosecuted. Experience at Stamford and Kirkby Stephen suggests that few operators persistently ignore official warnings since the renewal of their operators' licence depends on police approval.

### Area of exemption

Appendix IV shows a proposed AoE for the southern part of North Somerset. In this map the A38 shows as a corridor through the AoE, though weight restrictions would apply on all side roads. Apart from unclassified roads, these roads would be the A371 through Banwell and Winscombe, the A368 from Banwell to Blagdon, the B3134 through Burrington Combe in the AONB and the B3133 between Congresbury and the A38.

Appendix V also shows a map of the many alternative routes for HGVs currently 'shortcutting' though the area.