

PROJECT	Road Closure to support Active Travel
LEADER / PARTNERS	Parish Council, County Council, Highways authority, local community groups (This example from Ide Parish Council)
COUNCIL POWERS	Highway authority has the powers - Local Government Act 1972 s.136 allows for financial support from parish councils
FUNDING SOURCES	Little requirement, except infrastructure changes funded by county, highways or Community Infrastructure Levy (CIL) / S106 payments.
ADVICE / USEFUL CONTACTS	Cycle route campaigns e.g. Sustrans. local groups, Exeter Cycle Campaign were very supportive.
Requirements:	
SKILLS	Negotiation, organisation, public messaging.
RESOURCES	Local news outlets, including community magazines
MATERIALS	n/a
PERMISSION	Negotiation with Police, County and Highways.
CONTRACTORS	n/a
Steps to Success:	<ol style="list-style-type: none"> 1. We identified an opportunity for modal filtering to close a rat run to illegal motor vehicles making it safe again for pedestrians and cyclists. 2. We publicised the issue, route, existing restrictions and opportunity in the community. Lobbied local councillors, and players in Highways management at county level. 3. Lobbied police to enforce the existing restrictions. Police in turn pressured highways for a permanent solution. 4. Formed a community group of volunteers to help. 5. Engaged the Parish Council to give authority to the actions involved. 6. Surveyed all affected residents and businesses to collect evidence of concern over rat running, and desire for permanent solution. 7. Volunteers undertook traffic surveys to evidence levels of traffic using the route illegally. 8. With a local school we set up community walks to raise awareness of the problem and the need for a permanent solution. We got some TV coverage. 9. We got a trial closure of the road under covid measures. 10. Publicised the effect of the trial, reminding people it is only a trial and feedback is needed. 11. The trial was generally very popular, feedback was overwhelmingly in support. Traffic surveyed evidenced increase in walking and cycling. Last year the closure was made permanent. 12. Our community has been saved from becoming a traffic island, close to Exeter but accessible only by car. We now have attractive and safe walking and cycling routes.
ECONOMIC BASIS	The legal and infrastructure cost of closure was met from CIL payments and highways budget.
COMMUNITY BENEFIT	All sections of the community now have better travel options.

ENVIRONMENTAL IMPACT	A substantial rural community now has realistic and attractive walking and cycling connections to the city. Levels of active travel have increased 2-3 times over.
MAINTENANCE	Road maintenance remains the responsibility of highways.