

## **APPENDIX 6 – ENGLISH HERITAGE POLICY STATEMENT ON TRANSPORT**

English Heritage have published a policy statement ('Transport and the Historic Environment') setting out their vision for long-term transport policy. A summary of their position on issues relevant to local transport is included below.

### **Encourage a switch to less damaging forms of transport and promote planning policies that help to reduce the need to travel.**

- Increasing levels of traffic are gradually eroding the quality of the historic environment through road building and traffic blight.
- Walking, cycling and public transport should be encouraged by improving services and soft measures such as improving public places (including streets, stations and bus stops) to make alternative modes of transport more appealing and accessible.
- Economic measures such as road pricing may have a role to play in encouraging modal shift. Any such proposal would need to carefully consider the potential impacts on different groups of people and different areas including rural and urban.

### **Seek imaginative solutions to transport problems.**

- English Heritage support the multi-modal approach to transport planning but have some concern that the outcomes of multi-modal studies have so far been mainly road-based.
- More imaginative thinking is needed to find alternative solutions that are likely to cause less damage to the historic environment.

### **Ensure that transport appraisal properly assesses the impacts on the historic environment to an appropriate level of detail.**

- Appraisals should be undertaken with a full understanding of the potential impacts on the historic environment, and where appropriate with early English Heritage involvement.
- Work should be on-going throughout the appraisal process to ensure that historic environment impacts are properly measured and given due weight in subsequent decision-making.

### **Take account of the wider historic environment.**

- Appraisal should use a broader definition of the historic environment than just designated sites, recognising that the historic environment also has social and economic benefits. It needs to take account of conservation areas, locally designated sites or buildings and historic landscapes and townscapes.
- It should also be recognised that there are still significant gaps in our understanding of the historic environment. To minimise the risk of encountering unexpected remains during construction, assessment and, where necessary, field evaluation should be undertaken at an early stage. This will inform the design of the transport scheme and any strategies to mitigate its impact on the historic environment.

### **Continue to promote good design and push hard for proposals that recognise local and regional distinctiveness.**

- Well-designed transport proposals that take account of and complement local character can be a positive addition to the historic environment. Measures that may have a positive impact in terms of traffic calming / reduction may however have a detrimental visual impact.
- There is a need for more awareness of the historic environment in design by highways engineers and other transport professionals. English Heritage have produced a series of publications (Streets for All) giving guidance in taking account of local and regional distinctiveness, the benefits of good design and the removal of clutter from streets.

**Encourage innovative transport management strategies.**

- Small scale measures can be an effective means of addressing transport problems and help reduce the impact on the historic environment.
- These can include soft measures in local transport plans such as bus priority schemes and car pools.

**Minimise the impact of air travel on the historic environment.**

- We will work with Government and airport operators to assess in more detail the impacts of airport development and identify the scope for mitigation.