



## SUMMARY OF FBHVC SUBMISSION TO THE GOVERNMENT RESPONSE TO THE LANDSCAPES REVIEW 2019

### INTRODUCTION

In April 2022, DEFRA consulted on the Government's response to the Landscapes Review (the Review). That Review produced a report in 2019 about the future of Britain's National Parks and Areas of Outstanding Natural Beauty and had been commissioned as part of the Government's 25 Year Environment Plan. The conclusion of the Review was that the way the Nation protects and improves its landscapes needs to change radically to respond to the way the country is changing in terms of diversity, urbanisation and it becoming busier. There are concerns that the present way they are structured and run means they will decline. They put forward ideas for governance, repurposing, and improvements in partnerships to protect "the National Landscape".

In its response, the Government made proposals in a number of areas including new powers for the National Parks and AONB bodies in the areas of planning and environmental protection. It also looked expanding the purpose and role of these special areas. More contentiously, although the Review itself did not mention restricting motorcycles or other vehicles from unsealed unclassified roads known as "green lanes" in the National Parks, under the headings of sustainable tourism, managing visitor pressures, and environmental protection, the Government did together with proposing giving the Park Authorities the power to restrict traffic in their areas. The Federation took the view that it would not make a formal response to the use of green lanes. Firstly, the interests of those members who enjoyed that activity were entirely encompassed by larger and more targeted organisations. Secondly not all Federation members would necessarily support such a campaign and some indeed might even agree with restrictions. However, in relation to Traffic Restriction Order powers, this was of concern to the Federation and we did formally respond.

The consultation required an online response to a succession of questions many of which were of no application to the Federation and its members. The Federation responses to the relevant questions together are set out below.

### CONSULTATION QUESTIONS AND ANSWERS

#### 7. Which other priorities should be reflected in a strengthened first purpose e.g. climate, cultural heritage?

The Federation of British Historic Vehicle Clubs (FBHVC) is the umbrella body for the historic vehicle movement in Britain and represents over 500 member clubs in the UK. These organisations together represent in total over a quarter of a million owners of and enthusiasts for historic vehicles of all types including motor cars, motorcycles through to lorries, buses and steam traction engines. These vehicles, retired from their original purposes, represent a major part of the UK's mobile heritage legacy. Whilst the Federation is principally concerned about possible restrictions on vehicular access to the Parks as reflected in its response to Q13, the Federation would support cultural heritage being



part of the Park's mission if it was broad enough to encompass Britain's mobile heritage. Commercial and private road transport brought change and prosperity to many of the Parks during the 20th Century and facilitated access by the public at large. This history should be recognised in the purposes for which the public visit the Parks. They should be able to see and enjoy visible reminders of that mobile heritage and owners of such historical artefacts should therefore retain freedom of access with vehicles which represent bygone periods in the Parks' recent history.

**11. Should a strengthened second purpose of protected landscapes follow the proposals set out in Chapter 3 to improve connections to all parts of society with our protected landscapes?**

Yes

**Please give reasons for your answer:**

The Federation would have no issue with the strengthened second purpose of protected landscapes. Indeed it would welcome public health and wellbeing being referenced as an outcome. However as reflected in its answer to Q13, it would be concerned if the current freedoms to access the Parks was disproportionately restricted or withdrawn for users of historic vehicles. For many the ownership and ability to use them freely is part of their personal wellbeing and good mental health.

**13. Do you support any of the following options to grant National Park Authorities and the Broads Authority greater enforcement powers to manage visitor pressures? Tick all that apply.**

**Please give reasons for your answer:**

As set out in the answer to Q7, the Federation of British Historic Vehicle Clubs (FBHVC) is the umbrella body for the historic vehicle movement in Britain and represents over 500 member clubs in the UK. These organisations together represent in total over a quarter of a million owners of and enthusiasts for historic vehicles of all types including motor cars, motorcycles through to lorries, buses and steam traction engines. These vehicles retired from their original purposes, represent a major part of the UK's mobile heritage legacy. The National Parks are a particular focus for our member clubs and their members in turn. As well as individually visiting the National Parks with their historic vehicles for leisure, the Parks play host to organised events including Car Runs, Club Rallies and Touring Assemblies. Such events allow members to enjoy the scenery and amenities whilst permitting their historic vehicles to be used and exhibited on roads more typical of the eras when they were in mainstream use. In keeping with the 2021 FBHVC National Historic Vehicle Survey, which indicated that over 18 million people regarded historic vehicles as an important part of the country's heritage, many visitors to the Parks appreciate and enjoy the sight of historic vehicles in such settings even if they are not owners. Since many historic vehicle members will stay in the area during the period of the events, the local economy receives considerable benefits from their visits.

The FBHVC appreciates that areas of the most popular Parks do experience traffic congestion and parking pressures. However based on the above mentioned FBHVC 2021 Survey, with historic vehicles making up only 0.2 % of all miles driven in the UK, as an overall proportion of vehicular



traffic to the National Parks, these events should be regarded as minimal contributors to traffic congestion. The FBHVC would have serious concerns if powers to make TROs were granted to Parks Authorities without some limitations or exemptions being included. Such popular events organised by clubs and associations as described earlier would be seriously affected and indeed effectively prohibited from taking place within the Parks at certain times if TROs were broad brush in effect. The Federation would regard such restrictions on a responsible and enthusiastic group of motorists who preserve an important part of the UK's past, as disproportionate and unfair if applied without exception and would oppose them. If powers to make TROs were granted to Parks authorities, the FBHVC would seek the following provisions in any enabling powers:

a. A general exception from controls for all vehicles with an historic vehicles tax class. The FBHVC notes from the wording of the survey question that any powers to restrict may be confined to certain types of traffic suggesting exemptions will be made perhaps to allow resident access, deliveries to be made and similar traffic. The Federation would seek an additional exemption for historic vehicles which would follow the precedent set in relation to Clean Air Zones as set out in "Clean Air Zone Framework Principles for setting up Clean Air Zones in England February 2020 ". OR

b. Provision for specific exemptions to be applied for and granted for events such as those set out above during times when controls are in place for other types of vehicle.

**14. Should we give National Park Authorities and the Broads Authority and local highway authorities additional powers to restrict recreational motor vehicle use on unsealed routes?**

Unsure

**Please give reasons for your answer:**

The Federation appreciates that some of its members do make use of their historic vehicles on unsealed routes. However their interests are entirely subsumed within the ambit of other National Organisations who will be providing their own more specialist and informed response to this survey. In those circumstances the Federation are not providing a separate response.

**16. Should we legislate to restrict the use of motor vehicles on unsealed unclassified roads for recreational use, subject to appropriate exemptions?**

Not Answered

**Please give reasons for your answer::**

See answer to Q14.