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Perth & Kinross Council

Inconsiderate drivers have been blocking roads in rural Perthshire by abandoning their vehicles on narrow roads.

In some cases, this has caused considerable obstructions on roads, which has made it difficult for emergency vehicles and farm traffic to pass.

As a result, from tomorrow parking will be prohibited on a number of rural roads and verges.

From Saturday, August 22 no vehicle can park on the following road carriageway, verge or footpath:

- C450 Kinloch Rannoch to Tomphubil
- A827 Aberfeldy Road, Kenmore
- C451 from the junction with the A827 Kenmore to Aberfeldy road
- Pier Road, Kenmore
- C448 Fortingall to Bridge of Balgie
- B487 Calvine to Trinafour
- A923 Blairgowrie to Dunkeld
- C430 Loch Clunie to Mains of Clunie
- C452 Foss to Pitlochry

Signage in these areas will be updated.

We ask that all members of the public park responsibly and use designated parking areas.

Any vehicles parked on these roads will be subject to enforcement action.

If you are visiting the countryside, please consider the people who live there as well as other visitors.



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Following my posts

on how litter ([see here](#)) and traffic management issues ([see here](#)) are being used to attack access rights, Perth and Kinross Council has now gone further than even the Loch Lomond and Trossachs National Park Authority has dared to do. The move could undermine access rights across Scotland. The comments on their Facebook page ([see here](#)) incidentally show once again how social media is

being used to stir up antagonism against visitors and with that access rights. Thankfully some people are now sticking their heads above the parapet to counter the bile and hatred. We need more people to do so.

Up until now, Perth and Kinross had been one of the better access authorities when it came to enabling people to enjoy their access rights again after lockdown ([see here](#)). Their Frequently Asked Questions document on Informal and Wild Camping ([see here](#)), for example, showed a clear understanding of the law and respect for it. But the ban they have announced on parking along the verges of nine roads changes all that. It make access for outdoor recreation to large parts of rural Perthshire almost impossible.

For example, the ban plays into the hands of landowners like the North Chesthill Estate in Glen Lyon. They have been trying to restrict access by mountaineers and people simply wanting to walk along the river for years ([see here](#)). They have done this by asking people to use just one parking place along a long stretch of the glen. The message is "We will welcome walkers but only if you park where we tell you and walk where we tell you". By introducing a ban on parking on the verges of the C448 between Fortingall and Bridge of Balgie, Perth and Kinross have now decided to mis-use their legal powers to enforce the long-held wishes of the North Chesthill Estate. All North Chesthill now needs to do is say "no campervans overnight" in the car park it provides and a large chunk of Glen Lyon will also be a campervan free zone.

The implications for access rights and campervanners are horrendous. Until now there has been little point in landowners trying to shut off the many informal stopping off places along rural roads because people could always park on the verge. This is an important general right under Road Traffic law and ironically is there partly for safety reasons. It is normally only curtailed on fast A-roads where any stopping could be dangerous and that is done by a clearway order. However, as soon as the Roads Authority is prepared to ban parking on the verges of any road, this is an invitation to landowners to close off all informal parking areas on their land, complain about people parking dangerously or get others to do so or get a verge-side ban and thus effectively stop people from exercising access rights on the land they own. This was NOT the intention of the Land Reform Act which gave us access rights.

The parking restrictions had not this morning been listed on the section of the P and K website dealing with roads restrictions ([see here](#)), temporary or otherwise. I am unclear at present of their legal basis (I have asked). If these measures have been introduced using the provisions under the Coronavirus (Scotland) Act for Temporary Road Traffic Regulations Orders, this is an abuse of the powers in that Act. Those provisions were intended to enable MORE people to go walking and cycling, not to prevent this over large swathes of the countryside. A much more appropriate alternative measure under that Act would have been to introduce temporary speed restrictions to reduce any safety risks associated with parking issues.

If P and K did not introduce the measures under the Coronavirus Act, the question is what public consultation has taken place on this?

Whatever the case, it is legitimate to ask what evidence Perth and Kinross Council holds that parking on these roads is creating safety issues?

After my post last week on traffic mis-management in the Loch Lomond and Trossachs National Park and the potential for bikes, I was gently reminded that there are very real safety issues in the Trossachs

where people have been parking along both sides of the road near the most popular access points to Ben Aâ?? An and Ben Venue when the car parks get full. Where demand for parking is so high that a road becomes impassable, clearly the Roads Authority and Access Authority need to act. That, however, should be based on the provision of appropriate new infrastructure, whether temporary car parks, shuttle buses or bike hire schemes.

Many of the roads affected, such as that between Calvine and Trinafour are generally very quiet. I have, for example, in the last couple of years walked a couple of times off the A923 between Blairgowrie and Dunkeld and not seen a soul. The parking ban now covers no less than ten miles of one of the quietest A-roads in the country. Just off that road, however, is an estate where its not easy to park and which doesnâ??t want people there from 1st August till 20th October:



I reported this sign to Perth and Kinross Council as contrary to access rights. I was told it was a low priority and have heard nothing since. Perth and Kinross and now playing into landowners hands or perhaps it might be more accurate to say, Perth and Kinross are clearly controlled by landowning interests.

I hope everyone who cares about access rights in Scotland will campaign against these roadside parking restrictions. Here are some suggestions:

- Get active on social media and counter the bile
- Contact your MSP and ask them to get the Scottish Government to intervene by promising to finance whatever infrastructure is needed in the countryside to support access rights
- If you live in Perth and Kinross ask your local councillors to get the decision reversed
- If you are a member of the John Muir Trust, ask them to take a stand â?? Schiehallion, which they manage on behalf of those who care about wild land and its importance for recreation, is along the C450.
- If you are a member of Mountaineering Scotland, Ramblers Association, Scotways or other organisation with an interest in defending access rights, please ask them to speak out about this.

Postscript

While I am awaiting for an answer from the Council about what legislation has been used I understand that the restrictions may have been introduced NOT under the coronavirus emergency legislation but under Road Traffic Regulation which enables â??rural clearwaysâ?• to be created where it is an offence to park on the verge even if fully off the road. I understand too â??local consultationâ?• may have taken place, i.e with landowners along these section of road, which if true is totally wrong â?? this is an issue that affects anyone in Scotland who visits the countryside..

Category

1. Access rights
2. Loch Lomond and Trossachs

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1. access rights
2. LLTNPA
3. visitor management

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