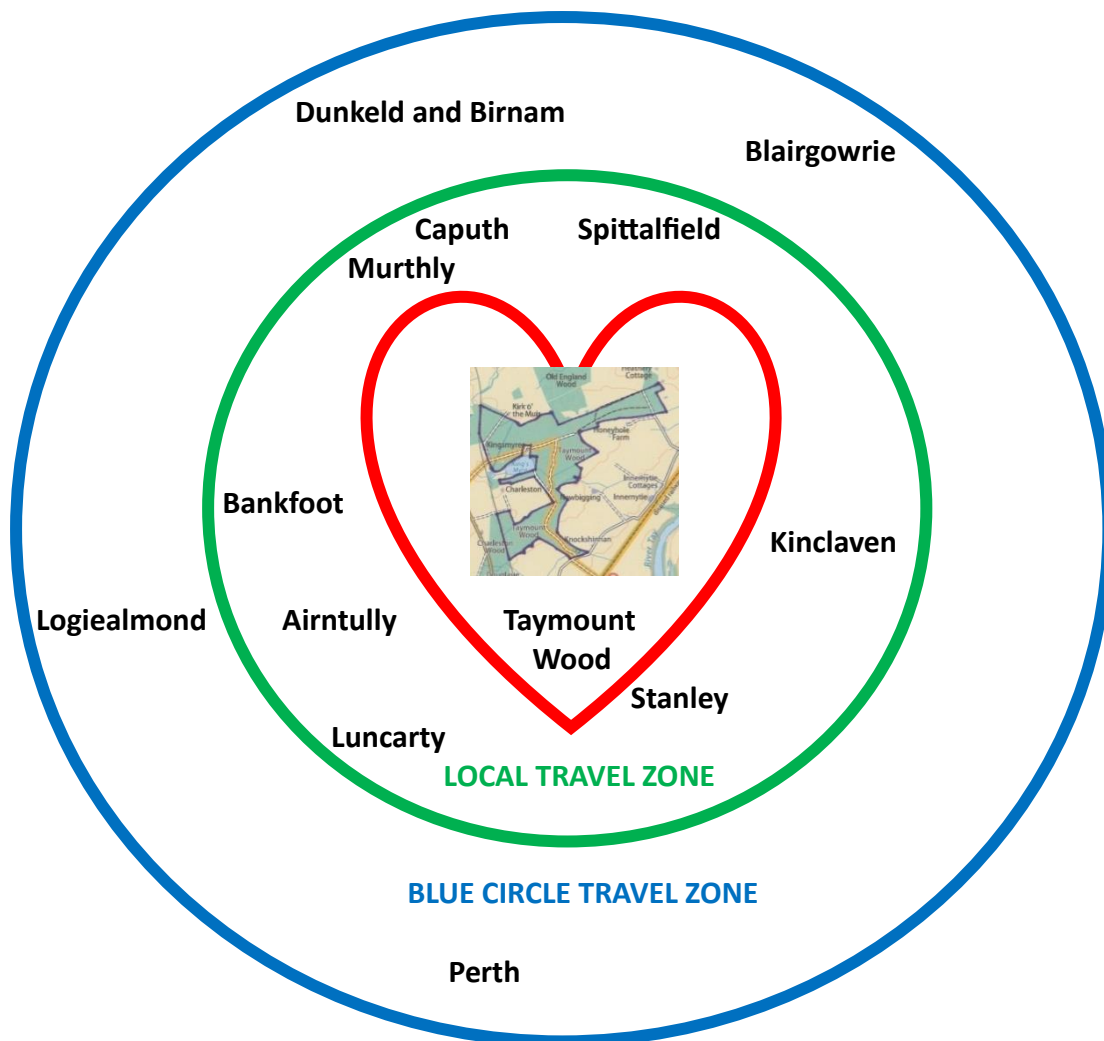


WSWG Travel Plan – Love My Woods

Context for the WSWG Travel Plan

Taymount Wood lies at the heart of a circle of villages, hamlets and scattered rural communities in the immediate vicinity (the **Local Travel Zone**) and within easy reach of several other towns and villages (the **Blue Circle Travel Zone**).

Figure 1: TAYMOUNT WOOD - Geography, membership and community catchment



The woodland contributes to a cohesive local network of core paths which are well used by the community but would attract more use and contribute significantly more to the local active travel resource and multi-use forms of travel if upgraded, better maintained and increasingly promoted.

As a community woodland, Taymount Wood will empower the local community and give much needed leverage to the local active travel momentum. WSWG is not an isolated project, but already part of a landscape-scale grassroots movement in the local community of integrated thinking and collective networking for the greater good. Alongside WSWG’s plans for improved path upgrade and maintenance within the woods and working more widely for increased connectivity of path networks across the local area, priorities for action to encourage and facilitate active travel to Taymount Wood include: development of a community minibus service; working for the reinstatement of a public bus service with a bus stop at the main entrance to Taymount Wood; seeking a reduced speed limit on the C406; and more.

What we know

Walking and wheeling

Taymount Wood is a key feature within and served by the local core path network. To be truly functional for active travel through walking and wheeling, gaps, surfaces and maintenance issues need to be addressed.

Bus travel

The Taymount Wood western entrance is accessible from the Stanley-Murthly-Bankfoot bus route on the B9099 over a level crossing, but the bus service past the main southern entrance on the C406 no longer operates. The Tay Cities Regional Economic Strategy cites “*poor rural transport*” and “*rural transport connectivity and public transport services*” as key challenges.

Car travel

CO₂ emissions from road traffic in Perth and Kinross is 10% above national average. Most people come by car to Taymount Wood where there is a small, poorly maintained car parking area at the southern entrance.

WSWG Active Travel action to date

In its events programme to date, WSWG has encouraged active travel where possible and car-sharing where not. In seeking to make use of PKC community minibuses for bringing less mobile people to the woods during the Feeling Good in the Wood events in 2019, WSWG encountered a lack of trained MiDAS drivers reliably available to assist in providing this service, but great appreciation for the hired minibus service offered in its place. Community Consultations have strongly supported WSWG’s proposed MiDAS Community Transport Project going forward.

What we will do

With the anticipated increase in people accessing Taymount Wood when in community ownership, the WSWG Travel Plan sets WSWG’s goals in the context of wider community action to increase active travel and reduce car dependency for local journeys.

WSWG will prioritise its focus and investment of time and money to a) encouraging more local people to travel to Taymount Wood by walking and cycling; b) providing regular group transport to the woods by minibus; and c) supporting travel methods for elderly and less mobile people who are unable to walk or cycle or who do not have access to a car.

In 2024 (before community ownership)

Provide some community transport support for events in the Wellbeing and Resilience programme 2024.

Years 1-2: Greener, Fairer, Healthier

- Improve information about upgraded facilities in the woods and marketing to encourage more people to come to the woods and to adapt their arrangements to achieve more sustainable travel to get there.
- Arrange Group Walking Events from Stanley to Taymount Wood along the core path – with WSWG’s Welcome Gazebo in the woods for cake and refreshments on arrival.
- Maintain and improve the path network within Taymount Wood, including the core paths, as part of the wider landscape-scale active travel network.
- Set up WSWG MiDAS Community Transport Project Phase 1 – baseline programme:
 - *MiDAS training to establish and maintain a WSWG pool of volunteer drivers,*
 - *budget for community bus service expenditure (insurance, fuel, volunteer drivers’ expenses, etc),*
 - *scheduled bookings of free PKC community minibuses for events programme and pilot schemes,*
 - *support school visits with offer of community transport service.*
- Two Community Transport pilot schemes – scheduled community minibus service from different locations to bring people to Taymount Wood for diverse organised or self-determined activities, eg. walk alone or in company, group picnics, health walks, butterfly survey, Forest Food Soup day, etc.
 - *i. Local Travel Zone Pilot (trailing service for local villages nearest Taymount Wood – 1-2 months)*
 - *ii. Blue Circle Travel Zone Pilot (trailing service for towns and villages further afield – 1-2 months)*
- Upgrade and improve management of existing car park for safer and more effective use.

Years 3-5: Smarter, Safer, Stronger

- WSWG MiDAS Community Transport Project Phase 2 – scaling up to meet increasing demand for community transport service.
- Develop imaginative programme of events for all ages and abilities to attract increased usage of community bus service.
- Continue maintenance and improvement of the active travel path network within Taymount Wood, including the core paths.
- Review car parking at Taymount Wood main south entrance:
 - *monitor usage*
 - *monitor safety*
 - *consider car park expansion per se and in context of various Options for Taymount Hub.*

Years 1-10

- Investigate prospects for WSWG purchasing its own electric minibus.
- Participate in the wider community mission to upgrade the core path network, address road safety, and improve public and community transport, including partnership working with:
 - the C406 Community Group
 - PKC eg Road Safety and Active Travel Officer
 - PKCT on access and active travel improvements in and beyond Taymount Wood including the River Tay Way.
- Qualitative and quantitative evaluation and case studies of improvements and services to active travel and community transport services and initiatives, including for example:
 - impact on car miles/carbon footprint per visitor to Taymount Wood
 - impact on inclusivity and social isolation
 - increase in numbers visiting or attending WSWG events in Taymount Wood
 - change in means of travelling to Taymount Wood.

Funding the WSWG Travel Plan

Much of the above is already costed in the WSWG Wildwood Project and will be funded in-house through Woodland and Community Enterprise income streams. With the Scottish Government's commitment to spend at least 10% of the total transport budget on active travel by 2024-25, WSWG anticipates accessing this funding source for the remainder either directly or through organisations such as Paths4All.

Outcomes for Government

WSWG's Travel Plan will deliver against the Scottish Government Outcomes as follows:

- **Children and Young People** – filling a transport budget gap preventing schools being able to bring children for outdoor learning and supporting opportunities for young people's organisations to benefit from outdoor activities.
- **Communities** – collective action on climate through more sustainable travel options.
- **Culture** – shifting the local community mindset towards active travel and sustainable living as a default, preferred and achievable option.
- **Education** - more people and hard-to-reach groups being able to visit the woods and benefiting from learning opportunities through woodland events.
- **Environment** – reduced CO₂ emissions and awareness of the dual climate and biodiversity emergencies and how they can be addressed by local communities.
- **Health** – more people and hard-to-reach groups gaining health benefits of more walking or cycling and engagement with nature.
- **Poverty** – removing barriers for those less able to afford personal or public transport.

Map 1: Taymount Wood in the Stanley Development Trust Paths and Places leaflet



Map 2: Taymount Wood in the local core paths network

