

John Muir Way Greening Study

Green Action Trust

Priority Sites Sketch Proposals



This report has been prepared by:



Author : SDS

Checked by: NJB

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Introduction

As a national route named in honour of a great naturalist, the John Muir Way should offer an exemplary experience in bringing people and nature harmoniously together. The John Muir Way Greening Study aims to explore the potential for ecological and placemaking improvements to magnify the impact of the trail, particularly where this can also address environmental inequities in communities along the route.

The Brief for the Greening Plan is to deliver a coherent and practical plan for maximising the potential of the John Muir Way as a green corridor through central Scotland. It is founded on a full and detailed field assessment of the current condition of the route, issues affecting it, and potential opportunities for habitat and green infrastructure improvements. The plan will inform the development and funding of a programme of work.

The plan promotes the following key strategic aims of the John Muir Way :

- To enhance biodiversity and habitat connectivity
- To create a linear, coast to coast green park and promote it as a key asset of the Central Scotland Green Network
- To encourage landscape improvement projects
- To engage communities and volunteers in route management and maintenance

Opportunities for improvement have been identified to meet the objectives of:

- Contributing to greening of the CSGN strategic active travel network
- Increasing connectivity within the CSGN strategic habitat network
- Supporting the Buglife B-Lines project for invertebrate diversity and abundance
- Increasing the quality and functionality of greenspaces
- Targeting activity to areas of environmental disadvantage
- To mitigate effects of the twin crises of biodiversity loss and climate change.

No private landowners have been consulted during this scoping study; at this stage the approach has been to merely identify opportunities and develop proposals ready for engagement during the next stage. It would be at this subsequent stage that appropriate landownership consultation would need to be considered and carried out where appropriate and within resources available. The inclusion of proposals in this scoping document does not imply any consent of landowner(s), the planning authority or other necessary regulatory consents.

This is a supplementary document to support information in the GIS StoryMap which is available to view at bit.ly/JMWGSstorymap

For further information, please contact the Green Action Trust
www.greenactiontrust.org

Priority sites, Habitat / Experience Actions

A range of proposed actions to improve habitat biodiversity and experience have been proposed. The map below indicates the primary habitat action attributed to each leg; the detail of this can be seen in the StoryMap.

This document’s function is to present information on the priority sites identified in the study as a desktop-handly document. Details of the priority sites, along with the habitat / experience actions can be viewed in the context of the StoryMap, which contains a full suite of data and recommendations, at bit.ly/JMWGSstorymap

The StoryMap is the primary point of reference for this project; this document is intended as a supporting tool for stakeholders to assess and promote the priority sites.

The priority site proposals on the following pages show plans, precedent images, sections and sketches to convey conceptual improvements. These are not limited to the main route; some of the priority sites are located on cycling braids. Differentiation between the two braids can be identified from the plans: the main route is represented with a purple line, with the cycling braid shown as an orange line.

walking 
cycling 



Distribution of priority sites

A818 at edge of Helensburgh Priority Site

Reached within an hour of the start of the John Muir Way, this section of the route runs alongside the busy and broad A818 with only a very narrow grass verge to separate trail users from the traffic. It is a poor quality experience and has very limited scope for improvement.

A new route is proposed, passing through a wet woodland to the south of the road (this is a Buglife pollinator opportunity site), and around the rear of the household waste site, to rejoin the current route just before the junction with the Old Luss Road greenway is reached.

- 1. Construction of a new path through existing dense woodland and wet heath
- 2. Ground conditions are wet, and a floated construction may be appropriate in parts
- 3. The land is not currently used productively

Authority : Argyll & Bute



Current route along A818



Woodland path example

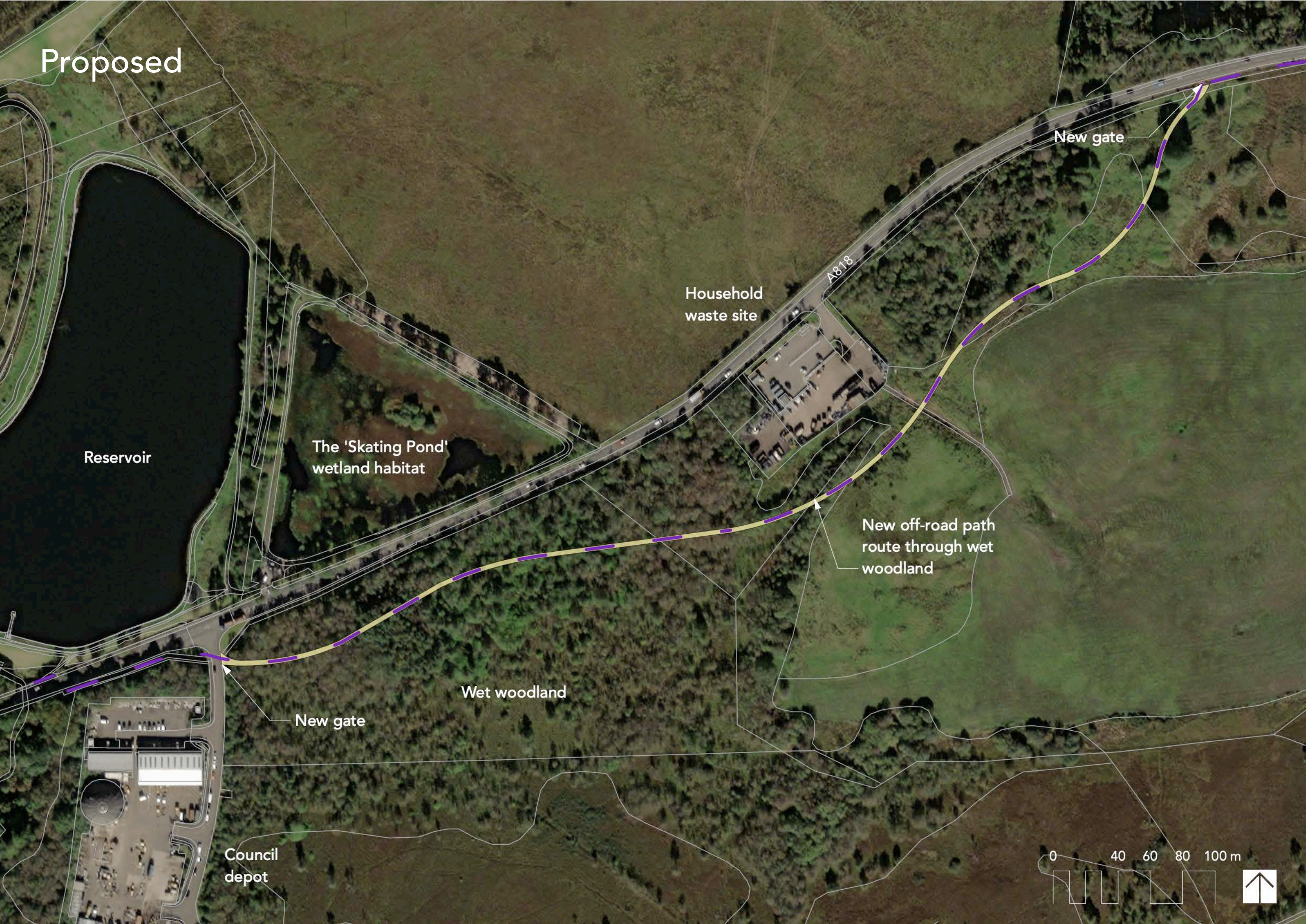
Existing



0 40 60 80 100 m



Proposed



Reservoir

The 'Skating Pond'
wetland habitat

Household
waste site

A818

New gate

New off-road path
route through wet
woodland

Wet woodland

New gate

Council
depot

0 40 60 80 100 m



Gouk Hill Viewpoint Priority Site

Gouk Hill affords a spectacular view over Loch Lomond towards the mountains of Arrochar and Ben Lomond, with the islands occupying the middle distance. It stands on the highland boundary fault, a very significant geological and landscape feature; and the view encompasses the core of Scotland's first National Park. A timber bench exploits this view.

This location offers an opportunity to celebrate the influence of John Muir on government thinking about wild places, on the geology of Scotland made so visible along this Faultline, and on the sweep of the National Park. Proposals here would be of small scale, consisting of :

1. Durable seating
2. An attractive viewpoint information feature that is itself artful and engaging, and carries an interesting narrative
3. Long-term management measures to safeguard the viewpoint approach and the view itself from encroachment by maturing coniferous forestry

Authority : Argyll & Bute & Loch Lomond and Trossachs National Park



Gouk Hill viewpoint



Example of a viewpoint design



Lomond Shores Priority Site

Where the traveller meets the shores of Loch Lomond, steps onto a cantilevered deck over the shore and gazes across the water to Ben Lomond, within Scotland’s first National Park. A place to briefly ponder on John Muir’s legacy to the world – the National Park movement. Yet the bare rock armour beneath is such an ugly and sterile foreground, seen daily by hundreds of tourists visiting Lomond Shores as well as by those walking the Way.

This simple proposal will establish native lochside vegetation around the man-made shoreline of Drumkinnon Bay, bringing luxuriance and colour to the boardwalk experience, as well as great habitat value. Using planted coir logs and soil infill to retain the protection whilst establishing dense wetland marginal plants such as purple loosestrife, yellow flag iris, meadowsweet and burr-reed.

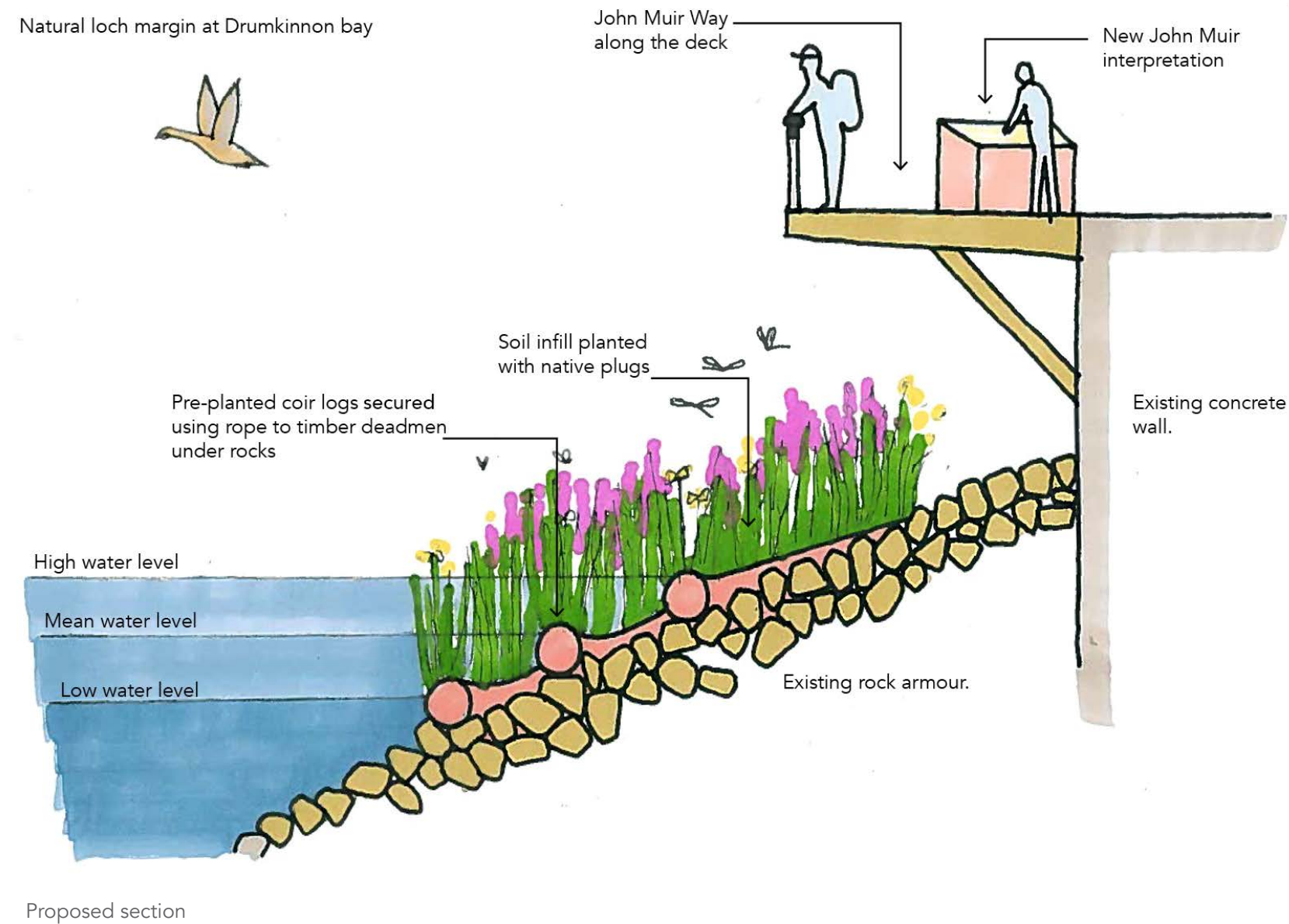
The proposals involve :

- 1. Fixing in place planted coir rolls using timber deadman anchors
- 2. Placing of soil behind the rolls for planting of native plant plugs
- 3. The tiered design will accommodate varying loch water levels

Authority : West Dunbartonshire & Loch Lomond and Trossachs National Park



Wetland precedent



Existing

John Muir Way Route

Retail

0 25 35 45 55 m



Proposed

Water activities from beach

DRUMKINNON BAY

Drumkinnon Wood

John Muir and the
National Park
Interpretation point

Pavillion

Proposed native
aquatic marginal
habitat

Public
realm

Tower
Visitor
Attraction

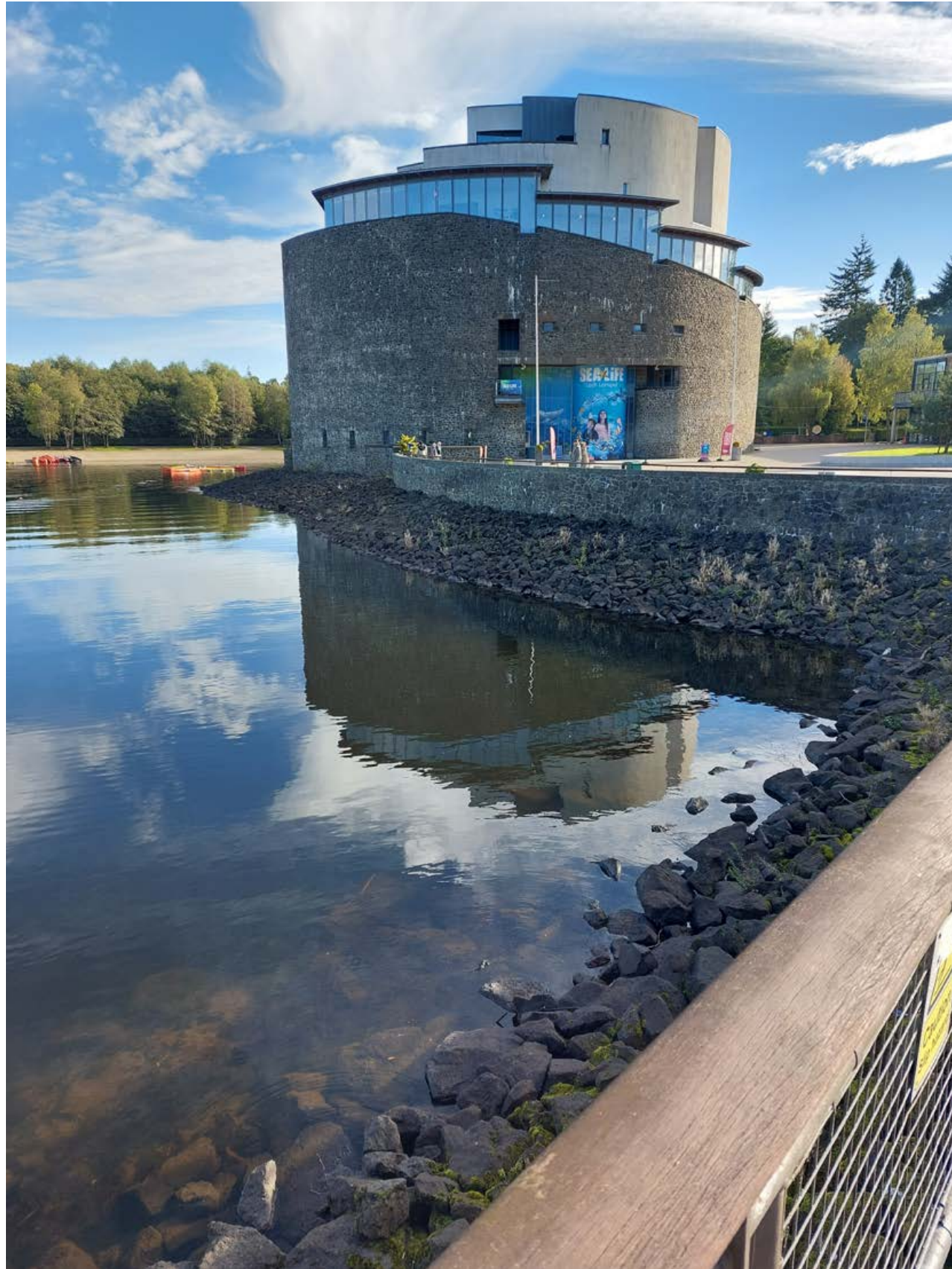
Potential extents of
complete shoreline
treatment

Retail

John Muir Way Route

0 25 35 45 55 m





Existing visual



Proposed visual

Balloch Castle Country Park Priority Site

The grounds of Balloch Castle form a scenic and biodiverse highlight on the John Muir Way. Richly varied woodland and neutral grassland habitats, safeguarded from agricultural improvement, form a beautiful setting for the picturesque castle in its commanding position over Loch Lomond. The Country Park is a very popular attraction for day visitors.

As the John Muir Way winds through the centre of the grounds, it enters extensive mown grassland where there is the potential for more diversity through relaxation of mowing, to a cut-and-lift meadow management regime as is implemented further northwards in the estate. Meadow could develop in woodland fringe areas and places beneath the parkland trees, expanding on existing practice, whilst still maintaining the designed landscape quality and usability of regularly mown grass where appropriate.

Proposals include expansion of the arboretum for rare conifers, in collaboration with RBGE; this is an interesting botanical link to the New World to where John Muir travelled.

The proposals involve :

1. Expansion of meadow grassland management
2. Planting and care of exotic conifer species in the arboretum
3. Long-term succession planting of native parkland trees
4. Interpretation to promote the meadow biodiversity and the conifer conservation programme

Authority : West Dunbartonshire & Loch Lomond and Trossachs National Park

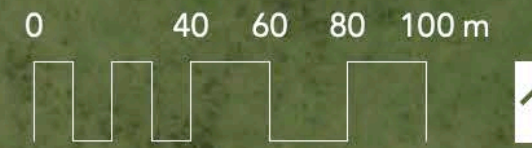


Biodiverse meadow grasses

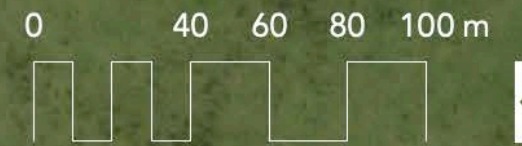


Balloch Castle grounds

Existing



Proposed



LOCH LOMOND

Balloch Castle

Open sweeping lawns retained

Meadow beneath trees and around margins

Extension of the arboretum (rare conifer collection)

Areas of neutral grassland meadow management



B821 at Carbeth Loch Priority Site

The John Muir Way and the West Highland Way share this short on-road section, which has long been considered hazardous because of the lack of a walkable verge, the speed of vehicles using the road, and the visibility conditions.

Proposals involve creation of a new off-road route that encompasses native wet meadow and woodland past Carbeth Loch, a small incursion into a field to reach the roadside at a suitable crossing point, and a path beside a field boundary to rejoin the Way within newly planted woodland. Native hedgerow and tree planting will improve habitat connections and deal with a known potential visual sensitivity with one neighbouring property. Part of the path passes through wet grassland within Carbeth Loch SSSI.

1. New stone dust path through pasture, native woodland and wet grassland (some boardwalk may be required for the latter, where within a SSSI)
2. Stock fencing to contain the path corridor
3. Native mixed hedgerow planting with native oak hedgerow trees

Authority : Stirling & Loch Lomond and Trossachs National Park



Existing on-road route

Existing



Proposed

Recently planted
mixed woodland

Sensitive
neighbour

Stock fence

New native hedge &
hedgerow oak trees

New road crossing

B821

Route through
Hutter's land

John Muir Way

0 25 35 45 55 m



Dunglass Priority Site

The disused railway line through Strathblane emerges from cutting into an open stretch of the valley, dominated by the crag of Dunglass immediately to the south. The railway line corridor has diverse floral interest, but there is a lack of habitat connectivity in this point of the route, and an opportunity to pause and reflect on the impressive geology, as well as the wider view.

Proposals involve :

- 1. Native woodland planting to succeed the dying ash in the wooded railway cutting
- 2. Native avenue trees along the railway corridor, to form habitat linkage between small woods at either end, whilst retaining open meadow verge habitat
- 3. Seating and interpretation of the volcanic geology of Dunglass, as well as the Campsie

Authority : Stirling

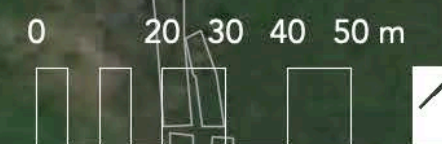


Geology interpretation example



The route

Existing



Proposed



Native hedge and hedgerow tree
planting along agricultural boundaries

Linear tree planting as habitat linkage

Woodland planting to
compensate for loss of ash trees

Existing species-rich
meadow verges

Viewpoint seat

Geological interpretation point

Informal access to
Dunglass via gate

Dunglass

0 20 30 40 50 m



Eastside & Canal Street, Kirkintilloch Priority Site

A place dominated by a busy road roundabout and leftover spaces, from which the traveller has to find their way across to Canal Street, a down-at-heel lane through a small industrial estate, cluttered by parked cars and vans. Is this the way? Should I be here? A sense of relief is felt once the calm canalside towpath is reached.

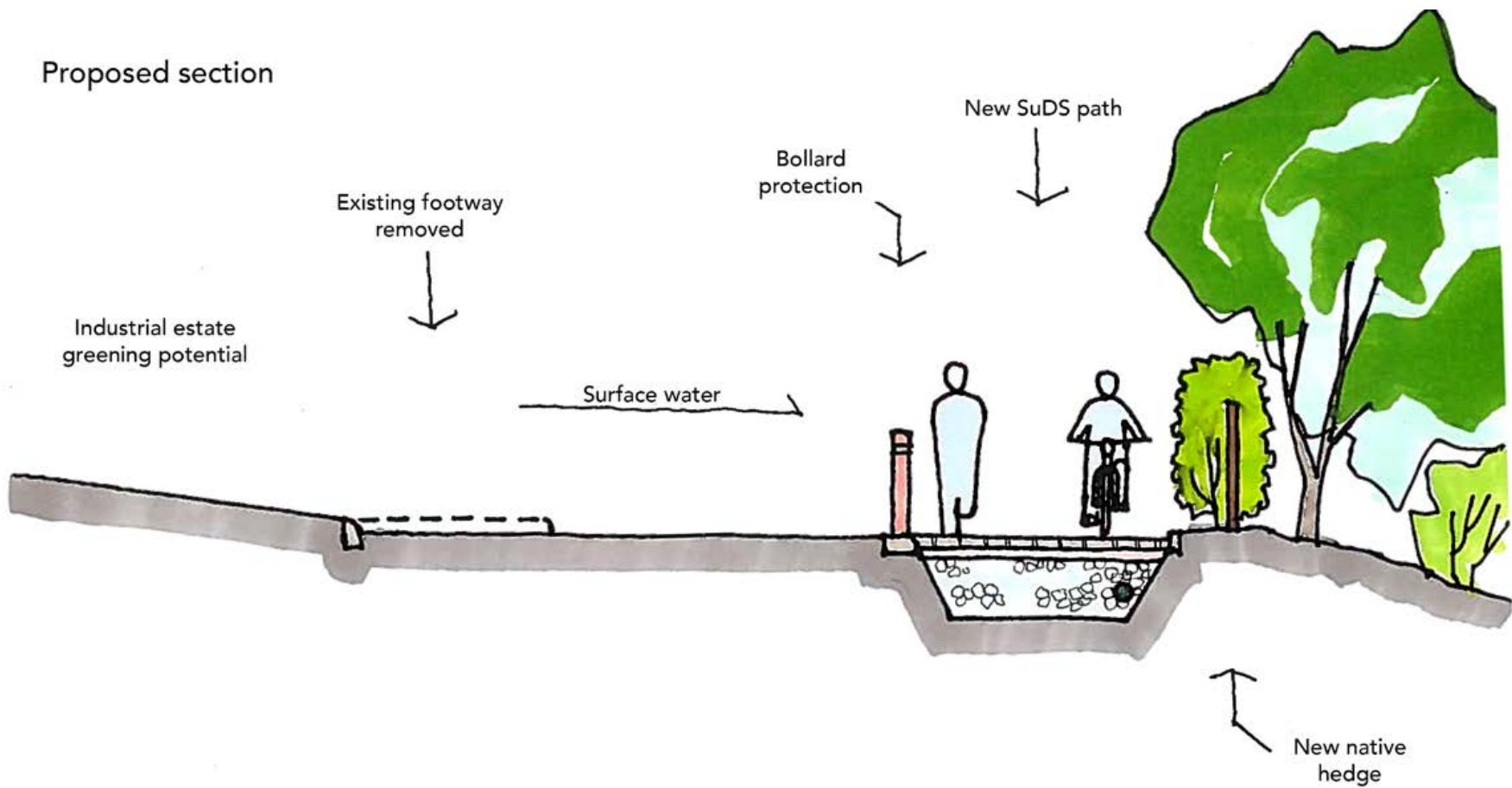
The design tackles 2 key parts of the problem.

1. On Eastside, a light-controlled crossing will invite walkers and cyclists to cross the road, and a prominent wayfinding feature will draw them on. The greenspace will be re-purposed as an attractive raingarden, receiving surface water from Canal Street.
2. The footway on Canal Street, vulnerable to footway parking, will be relocated to the south side and transformed into a permeable SUDS path of 2.50m width, protected by bollards and absorbing surface water draining from the roadway. A new hedge will form a tidy green barrier to the care home. The treated and slowed water will pass into the new Eastside rain garden.

The proposals involve :

1. A new controlled dual-user crossing to Eastside; either a zebra or a toucan, subject to agreement of EDC.
2. A wayfinding totem feature in the space between Eastside and Peter Stirling Road
3. A raingarden in this greenspace, as a feature for everyone to enjoy
4. A SUDS path the length of Canal Street, protected by bollards
5. A hedge the length of Canal Street along the care home boundary
6. Removing the existing footway to maintain the road width and access direct to plots
7. A proper crossing of Hillhead road for the canal towpath/John Muir Way, with Belisha beacons

Authority : East Dunbartonshire



Existing route towards Canal Street



Existing





New light controlled crossing of Eastside

Eastside

Mixed native hedge encloses car park

Trees

Totem artwork / wayfinding

Rain garden receives surface water from Canal Street, before discharge to River Kelvin

Crossing table

Bollards

New light controlled crossing of Hillhead Road

Hillhead Road

River Kelvin

Peter D. Stirling Road

New native mixed hedge to boundary of care home

New shared paths protected by bollards

Canal towpath

Canal

Waymarking to town centre

Proposed

0 25 35 45 55 m





Existing



Proposed visual

Croy Hill Priority Site

The John Muir Way crosses the B802 at Croy and navigates an awkward, convoluted course before reaching the entrance to Croy Hill (part of the Antonine Wall World Heritage Site). The visual quality of this passage is badly affected by a recently constructed yard that impinges right up to the route.

The proposals aim to create a more direct and flowing path alignment, together with an appropriately green, biodiverse boundary screen to the yard so that the quality of the route is controlled however this vacant site develops.

The proposals involve :

1. A new stone dust path linking directly to the B802 road crossing point
2. A properly built path bypass to the vehicle gate of the quarry track
3. New meadow verge, species-rich hedgerow and native hedgerow tree planting alongside the John Muir Way

Authority : North Lanarkshire



Existing



Proposed visual

Existing



0 10 15 20 m



Proposed

Auchinstarry Path Network

Nethercroy Quarry Woodland

Existing desire line upgraded
to become John Muir Way

New path bypass, with quarry stone
stobs to restrict access to vehicles

Avenue trees with species-rich native
hedgerow and meadow verge

Plot boundary fence set-back

0 10 15 20 m



Bonnybridge Priority Site

The John Muir Way enters Bonnybridge along the towpath of the Forth and Clyde Canal, crossing Bridge Street to then drop down and pass through the Radical Pend. The crossing of Bridge Street is unpleasant due to traffic arriving from several directions and the crossing being at the crest of a steep incline, reducing forward visibility of approaching cars; it is a barrier to the canal towpath and the John Muir Way.

West of Bridge Street a vacant site borders the canal, with an overgrown conifer hedge. This site neighbours the Bonny Water local nature reserve.

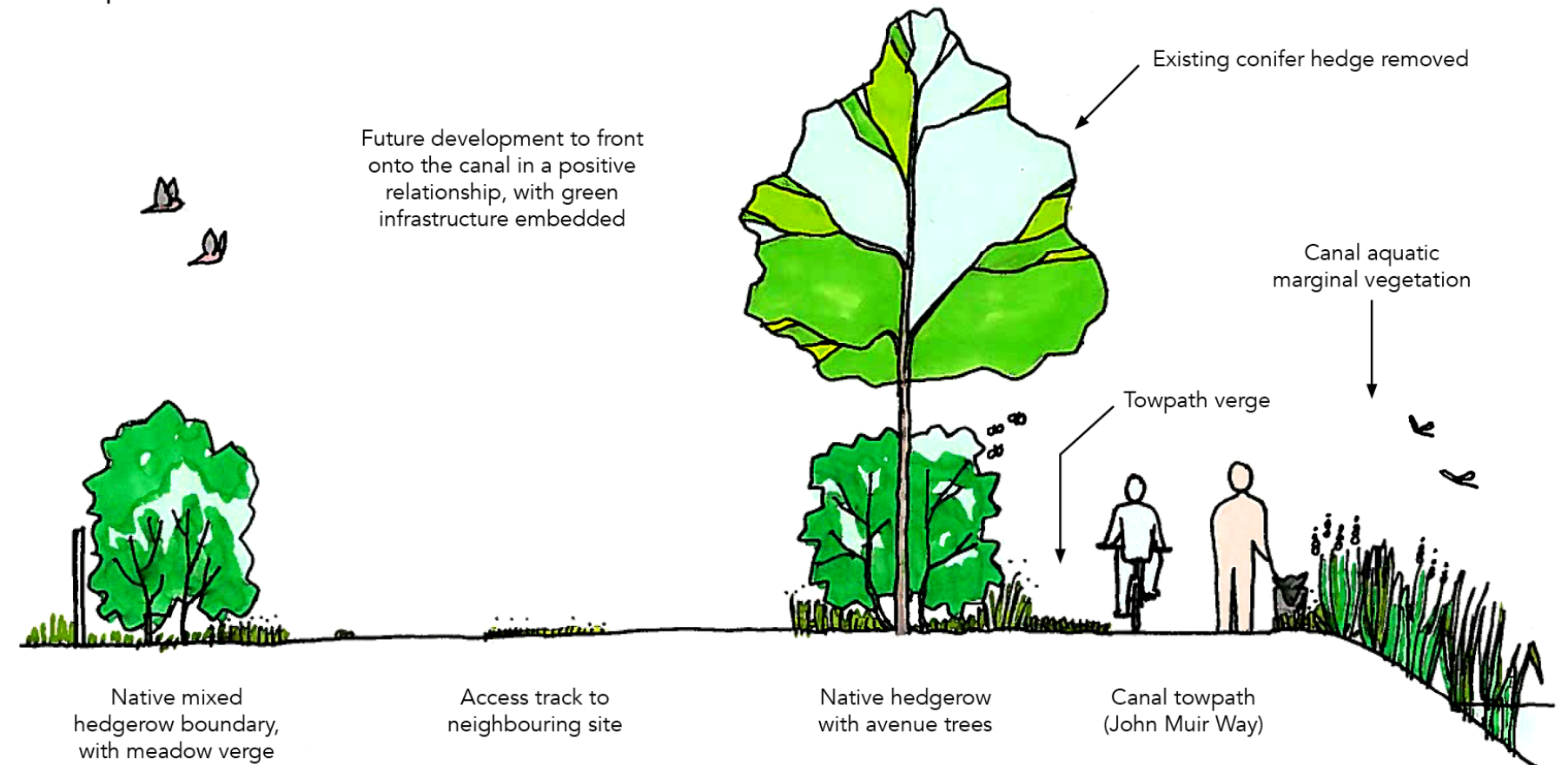
This is an important transition point between the tranquil canal towpath and the more varied route over the Antonine Wall and south Falkirk;

The following proposals are made :

1. Formalising of the road crossing with lights to make it much safer and more attractive for active travel users of the towpath
2. Replacement of the overbearing conifer hedge with a native species-rich hedgerow
3. A line of native hedgerow trees
4. Further native hedgerows to strengthen the boundaries of the lane behind
5. Woodland planting fingers that connect with the Bonny Water riparian woodland

Authority : Falkirk

Proposed section



Existing



0 25 35 45 55 m



Proposed

Bonnyfield Local Nature Reserve
Existing woodland and wet meadow habitat

Grassland diversified with meadow herb species

Towpath protected by bollards

Car park entry separated from towpath

New light controlled crossing for towpath users

Vacant site
Open matrix habitat

Swing bridge
with traffic lights

New native hedge boundary

BONNY WATER

New woodland planting to strengthen
habitat connection with Bonnyfield

New native hedge with trees
replaces existing conifer hedge

New native hedge with trees and
meadow verge forms boundary

CANAL

0 25 35 45 55 m





Existing



Proposed visual

Rough Castle Priority Site

One of Scotland's finest Roman Forts, Rough Castle sits on the line of the Antonine Wall, a World Heritage Site. This site offers one of the best examples of the Antonine Wall, however close mowing of amenity grass leaves the area lacking in biodiversity.

There is opportunity to reduce the mowing regime and mow specific areas to highlight the scale and features of the fort and the wall by focussing vistas. Individual building sizes can be mapped and translated to mown areas to allow visitors to walk around the Roman fort, following in footsteps left from nearly 2,000 years ago.

The following proposals are made :

1. Focussing views along the line of the Antonine Wall by reducing grass mowing.
2. Creating 'rooms' within Rough Castle to allow visitors to experience walking around the fort.
3. Grassland diversification.

Authority : Falkirk



Mown meadow paths



Existing

Existing



0 50 70 90 110 m



Proposed

Buildings and roadway within Rough Castle marked out and mown to provide scale of the fort

Antonine Wall sections mown to show landform

Relax mowing regime to form naturalised grassland

0 50 70 90 110 m



Falkirk High Station Priority Site

This is one of the major public transport nodes encountered on the John Muir Way. It is a convenient start or finish point for a single or multiple day journey along the route, and enables visitors to use train or bus services. However, it is a very unwelcoming place for those arriving on the Way. There is no clearly defined route through the car park, and no footway.

The car park itself is a large expanse of tarmac without a point of focus; wayfinding from the station to the route is weak; the hard surface will contribute large volumes of surface water to the sewer network during heavy rain.

The following proposals are made :

- 1. Creating a defined pedestrian route through the car park, emphasised by tree planting that will provide long-term greening.
- 2. Use permeable paving and a Stockholm tree trench to capture surface water from around half of the car park surface area, filter and slowly release it, thereby reducing flood peak.
- 3. Connect this route to the footway on High Station Road for clear onward wayfinding on the Way.
- 4. Establish a hedge along the north edge to screen housing and for biodiversity.
- 5. Reduce the fence height to 1.10m so that it safely guards against falls, yet improves visibility of the tightly confined path ramp below.
- 6. Replanting of the ramp beds with robust and attractive species offering flowers for people and pollinators.
- 7. Removal of 22 parking spaces, to leave 146 spaces.

Authority : Falkirk



Example of stormwater management tree rooting cells



Existing



Proposed visual

Existing



0 10 15 20 25 m



Proposed

Planting of slopes and treatment of walls

Reduce fence height to 1.1 m

Parking bays

Permeable paving over Stockholm tree pit

Parallel parking

JMW footway

Carriageway

Car park drains towards permeable paving

New native hedge boundary

New footway connection to car park

JMW totem

Crossing

Station platforms

Falkirk High Station

JMW direction / orientation sign

0 10 15 20 25 m



Redding Industrial Estate Priority Site

Owned by Falkirk Council and Scottish Canals, this section of route is part of the canal-side path network. A mix of industrial units, parking and recreational use, it is a disappointing section of the route between Falkirk and Linlithgow. The broken surfacing, potential conflicts with industrial estate traffic and lack of clearly defined route contribute to a confusing experience which impacts on continuity of the Way.

There is opportunity to improve route clarity by creating physical separation to vehicular activities in the industrial estate using multi-functional green infrastructure to manage surface water flows associated with the adjacent roadway and parking. Located close to the former Nobel Westquarter Chemical Works, there are potential ground contaminants which could impact on the viability of proposed greening treatment.

The following proposals are made :

1. Creating a defined pedestrian route alongside the canal, defined by a soft buffer with tree planting that will provide long-term greening.
2. Reinstate the canal tow-path.
3. Investigate potential use of a Stockholm tree trench combined with a swale to capture surface water from the industrial estate hard surfaces.
4. Explore alternative option of a lined swale (without tree planting) if contamination precludes deeper excavations.
5. Treatment of surface water prior to discharge into the canal.

Authority : Falkirk



Urban swale example



Existing path adjacent to Travelling Persons Site

Existing



0 25 35 45 55 m



Proposed

Compliant carriageway width maintained

2 m wide swale with trees in Stockholm tree trench

Timber posts protect swale from vehicular over-run

New towpath

0 25 35 45 55 m





Existing



Proposed visual

Bridgeness Priority Site

The foreshore from Kinneil to Bo'ness is a rich tapestry of habitats that have been created through funding from the Heritage Lottery fund, and input from Inner Forth Futures, The Friends of Kinneil, Falkirk Council and Buglife Scotland.

From the Inner Forth Boat Club to Carriden Water Works, the path narrows and the boundary to adjacent industrial yards is a tall concrete wall. The opportunity to contribute to the green network on the south side of the path is limited, however habitat gains can be made by treating the wall as a cliff-face to grow coastal low-nutrient plants usually found in rocky areas, such as sea thrift, sea kale and sea campion.

The following proposals are made :

1. Wall-top planter with coastal species.
2. Wall-mounted pocket planters to mimic cliff-face growing opportunities.
3. Artwork applied to concrete walls; community involvement and reflection of the biodiverse foreshore.

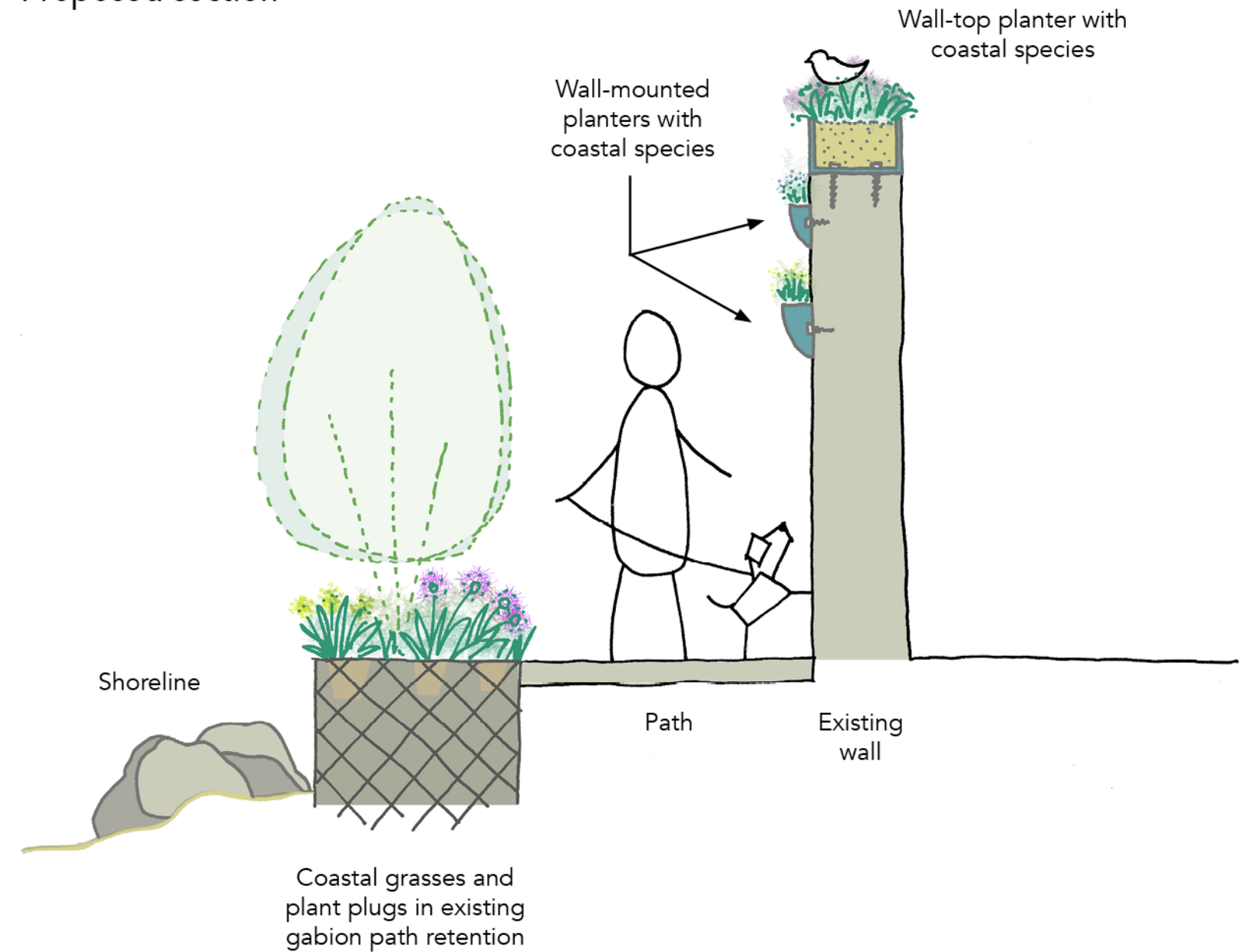
Authority : Falkirk



© dustygedgephotography

Coastal shingle planting

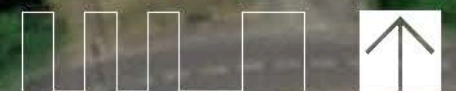
Proposed section



Existing



0 25 35 45 m



Proposed



Artwork to walls; reflects local character and biodiversity

Pocket-plant coastal grasses within gabion path edge structures

Coastal plants established within wall-top planters / pockets in wall structure

0 25 35 45 m





Existing



Proposed visual

Fishers’ Brae Priority Site

Following the Avon from the Union Canal, the route through Linlithgow to Fishers’ Brae is an urban experience which includes a section of on-road walking or cycling to cross over the M9. Fast out of town traffic, blind summits and bends contribute to this being a potentially dangerous section of route, which lacks real connection to the extensive green spaces through which it passes.

Land associated with the Mill Road Industrial Estate and the Little Mill Waste Water Treatment Works can provide potential for a safe green route which will improve safety and offer improved experience through potential habitat gains.

Fishers’ Brae offers a valuable opportunity to connect the M9 corridor, woodlands south of Balderston and surrounding the Avon at Little Mill with the Wester Flints Plantation, Bo’mains Meadow Nature Reserve and Kinneil woods to the north. This could be a very important north-south habitat link from Linlithgow all the way to Bo’ness.

The following proposals are made :

1. Creating a segregated shared route alongside the B8029, crossing over the M9.
2. A new bridge across the tributary burn running towards Little Mill in order to avoid mixing pedestrians and leisure cyclists with traffic at the narrow road bridge on the B8029.
3. Planting woodland shelter belt to the west side of Fishers’ Brae.
4. Meadow planting surrounding the Little Mill / Linlithgow Water Treatment Works.
5. Pictorial meadow planting at the entrance to Mill Road Industrial Estate.
6. Improved paths and access to Little Mill to celebrate the Avon’s working history.

Authority : West Lothian & Falkirk



B8029 looking south from the M9 bridge



B8029 looking north from the M9 bridge



Lower section of Fishers’ Brae looking north

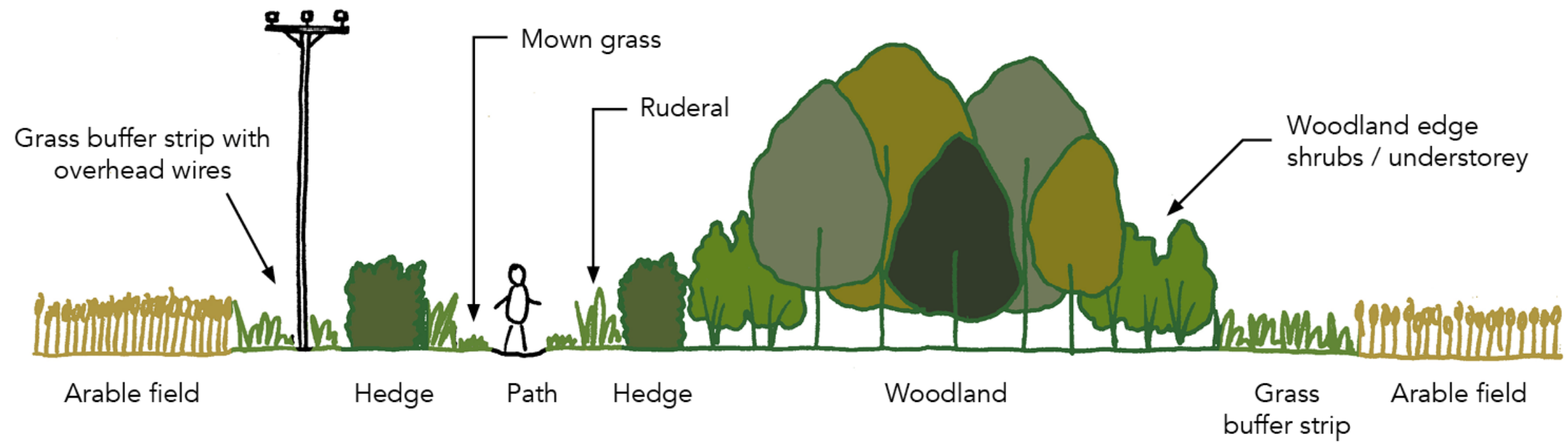


Upper section of Fishers’ Brae looking south

Existing section



Proposed section





Existing

0 100 150 200 m





Woodland fringe pictorial meadow beneath existing poplar trees

New crossing point with dropped kerbs + tactiles

Road sign position adjusted to suit new footway width

New asphalt footway

Guard rail over M9 motorway adjusted for pedestrian traffic

Meadow management

Tactiles at crossing point

New shared use stone dust path

New shared use bridge across watercourse

Crop shelter / game covert woodland strip to east side of Fisher's Brae

New asphalt footway

Meadow

New stone dust surfacing

Proposed

0 100 150 200 m





0 25 35 45 55 m



Proposed

Woodland fringe pictorial meadow beneath existing poplar trees

New crossing point with dropped kerbs + tactiles

Road sign position adjusted to suit new footway width

New asphalt footway

Guard rail over M9 motorway adjusted for pedestrian traffic

New asphalt footway

Meadow management

New shared use stone dust path

Tactiles at crossing point

Meadow

New shared use bridge across watercourse

New stone dust surfacing

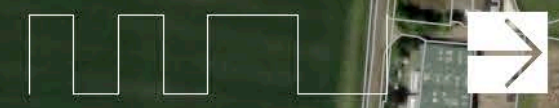
0 25 35 45 55 m



Existing



0 80 120 160 m



Proposed

Crop shelter / game covert woodland strip to east side of Fisher's Brae

0 80 120 160 m





Existing



Proposed visual

Newhalls Road, South Queensferry Priority Site

One of Scotland's six World Heritage Sites, the promenade at Newhalls Road is dominated by the Forth Rail Bridge, along with extensive road and parking infrastructure. There are two 20mph roads one of which accesses the parking and the other for through traffic. South Queensferry itself is currently closed to west-bound vehicular traffic.

The area is devoid of any planting and the vast expanses of asphalt devalue user experience, marginalising people on foot and those travelling by bike. The double roadway would be combined into a single carriageway, with parking separated from a broad promenade by rain gardens with integral seating for visitors to dwell and take in the world-renowned views.

There will be a loss of 3no. parking spaces, however these will be offset by important gains in biodiversity and to the experience along the John Muir Way as well as for the 117,000 annual visitors this important viewpoint.

The following proposals are made :

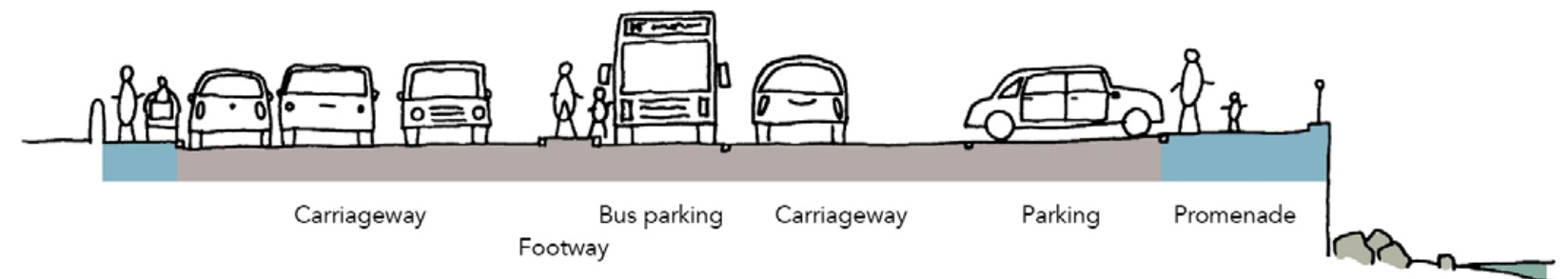
1. Removal of the duplicate carriageway.
2. Relocated parking bays to be accessed from the main carriageway.
3. A focus on reducing vehicle speed and dominance of the World Heritage Site viewpoint.
4. New rain gardens to capture surface water flows from the road and from the relocated parking.
5. Tree planting to visually separate the parking from the promenade and link to the woodlands to the south, identified by Buglife in their John Muir Pollinator Way Report.
6. Improved pedestrian crossing points from local businesses on the south side of Newhalls Road.
7. Widened promenade to encourage people to dwell and give opportunity for pop-up businesses and events.

Authority : City of Edinburgh

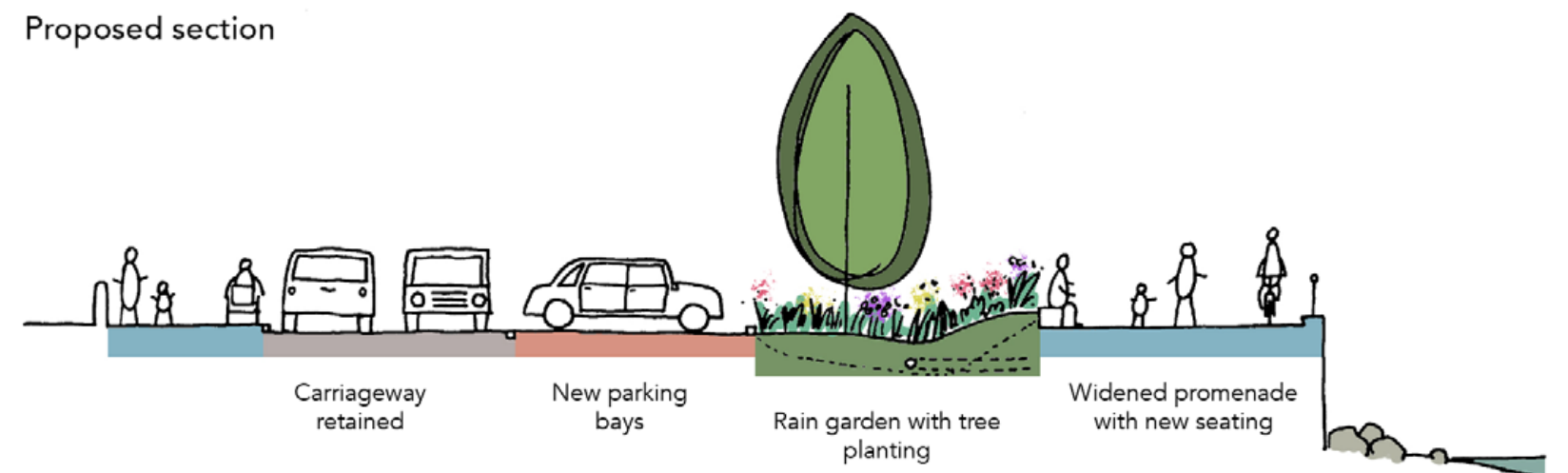


Existing space

Existing section



Proposed section



Rain garden

Existing



0 15 25 35 m



Proposed



Rain garden with trees

Bench seating wall

Hedges

Widened promenade shared path

Rain garden with trees

Accessible bays

Crossing point

Continuous footway

Parking bays

Crossing point

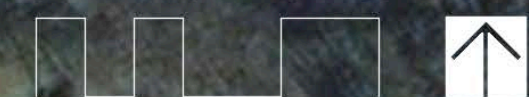
Parking bays

Crossing point

Bus parking

Accessible bays

0 15 25 35 m





Existing



Proposed visual

Clermiston Priority Site

An under-used series of open green spaces in the heart of suburban Clermiston offer an opportunity to create biodiverse and interesting spaces for residents and wildlife. The spaces are designed to be multifunctional, with areas of amenity for surrounding residents to enjoy active lifestyles, meadow and swales and basins to collect and attenuate surface water during periods of intense rainfall.

New planting and trees provide cover and food sources for birds and insects. Maintenance operations will be less frequent and Clermiston’s climate adaptive landscape will contribute to making the City of Edinburgh more resilient to climate change and help improve biodiversity. They will also provide a place to pause on the John Muir Way and look north towards the Forth Estuary.

The following proposals are made :

- 1. Creating swales to capture surface water flows.
- 2. Detention basins to retain surface water and slowly release it back into the system.
- 3. New tree planting.
- 4. Meadow areas, adaptive to fluctuations in ground water levels.
- 5. Space for seating and walking within the open spaces.

Authority : City of Edinburgh

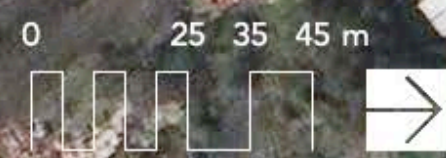


Urban SuDS



Existing space

Existing



Proposed



New cycle route running between rain gardens connects to shared use path

Swale captures surface water flow from roadway

Bridge across swale

Detention basin

Tree planting

Amenity grass

New footpath through green space

Meadow grass

Detention basin

Bridge across swale

Tree planting

Inlet to swale, surface water flow intercepted

Amenity grass

Seating / social area

New footpath through green space

Detention basin

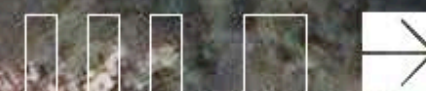
Meadow grass

New footpath through green space

Meadow grass

Inlet to swale, surface water flow intercepted

0 25 35 45 m





Existing



Proposed visual

Silvan House Priority Site

As the home of Forestry and Land Scotland, along with the Scottish Environment Protection Agency and NatureScot, Silvan House has a positive outlook to Corstorphine Road, however the John Muir Way cycle braid runs through a sea of hard surfacing at the rear of the building.

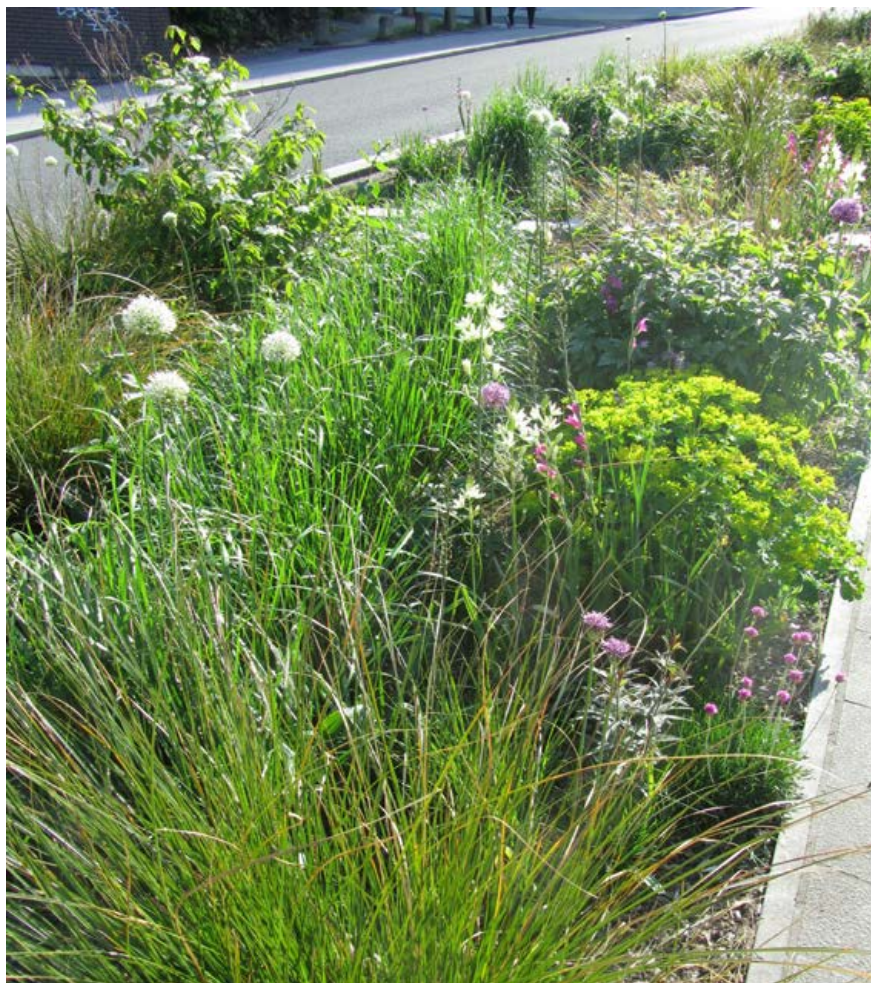
Pluvial flooding is an identified issue within the car parking, so the proposals strive to improve biodiversity and visitor experience along the John Muir Way as well as making a positive change to the water management and reduce pressure on the combined sewer system.

The potential impact is a loss of approximately 10 car parking spaces however there are benefits to the outlook and environment of FLS, SEPA, NatureScot staff and visitors to Silvan House along with adaptation to climate change resilience.

The following proposals are made :

1. Introduction of rain gardens to intercept surface water flows from the car parking.
2. Relocate parking bays provide space for rain gardens.
3. New tree planting.

Authority : City of Edinburgh

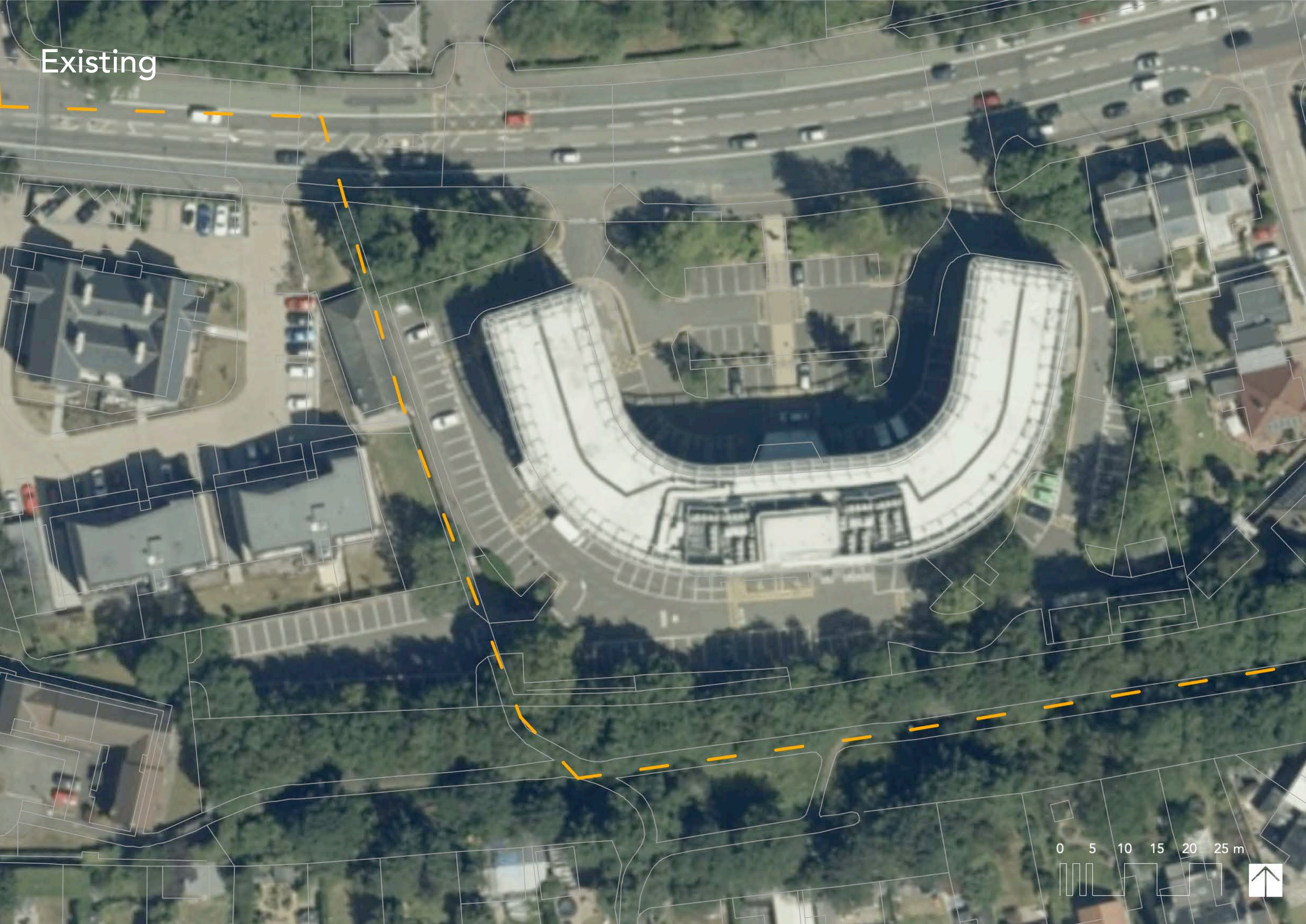


Urban SuDS



Existing car park

Existing



0 5 10 15 20 25 m



Proposed



Existing trees

Tree planting; species choice will reflect FLS operations and history

Tree planting

Parking bays adjusted

Planted buffer to John Muir Way path

Parking bays re-marked to give room for raingardens to be retrofitted

Parking bays re-marked to give room for raingardens to be retrofitted

Raingardens capture surface water

0 5 10 15 20 25 m





Existing



Proposed visual

Baird Drive Priority Site

Green infrastructure and water management are important to make our cities climate resilient. As weather patterns change, cities need to be adapted to slow water entering combined sewer systems and to provide treatment and infiltration at source.

Retrofitting rain gardens into city streets will contribute to slowing down water run-off from roadways. Planting in rain gardens improves biodiversity for urban pollinators and provides a pleasant addition to the street. Placemaking improvements separate people from traffic.

Baird Drive rain gardens could be an example of best practice for on-street interventions across Edinburgh and throughout Scotland.

The following proposals are made :

1. Removing paving around the existing trees.
2. Installation of rain gardens to manage surface water flow from Baird Drive.
3. Selecting planting that focusses on pollinator-friendly species.

Authority : City of Edinburgh



Precedent: Greener Grangetown



Existing streetscape

Existing



Proposed



Existing build-outs excavated and retrofitted with raingardens

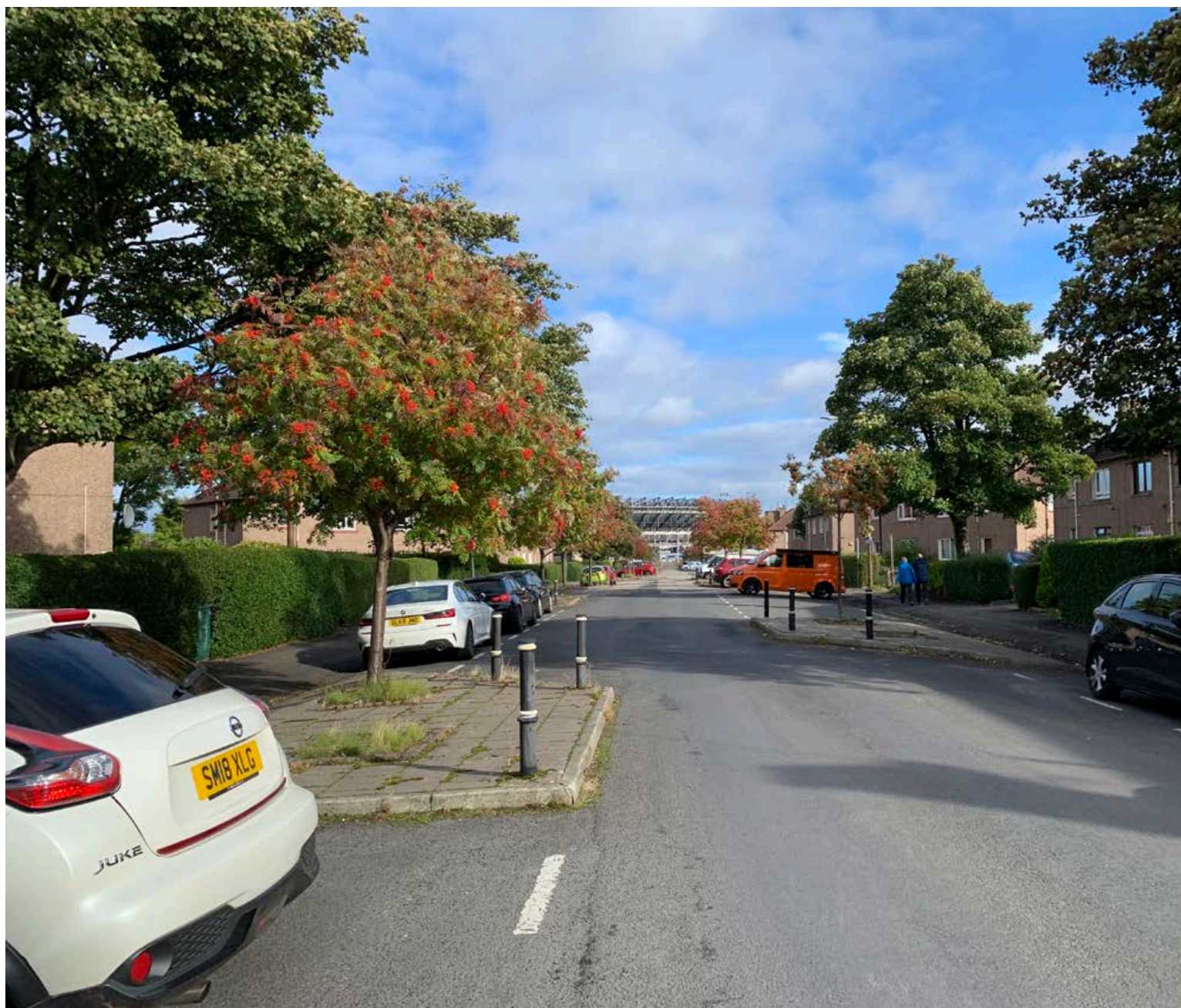
New planting and placemaking at junction

Footpath between raingardens

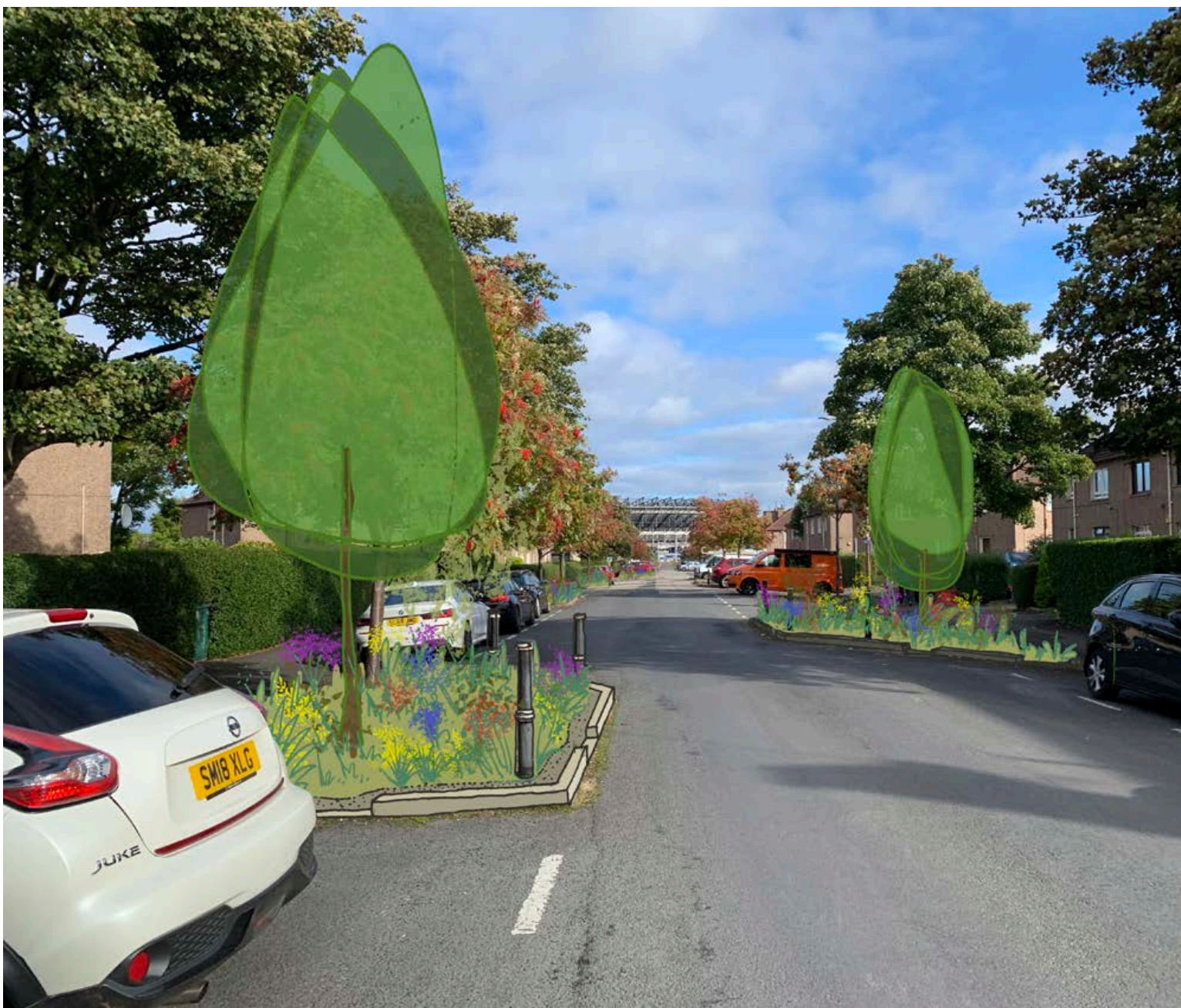
Road drains to channel lines; water flow directed into rain gardens

0 25 35 45 55 m





Existing



Proposed visual

Fisherrow Priority Site

A substantial area of amenity grass monoculture, Fisherrow links present an opportunity to extend coastal habitat which links with the adjacent Musselburgh Ash Lagoons.

The forthcoming Musselburgh Flood Protection Scheme gives further scope to improve the route and experience for those on the John Muir Way and casual visitors accessing the coast.

One potential solution for the flood protection scheme is for a new sea wall with bund on the inland side. This could incorporate an active travel link at the upper level and provide a new continuous route along this section of coast.

The bund offers opportunity to extend coastal grasses inland, filtering into meadow consistent with the links amenity and sports portion of the park.

Clumps of trees and scrub within these grass areas will retain views out to sea, whilst also offering important habitat networks for migrating birds.

The following proposals are made :

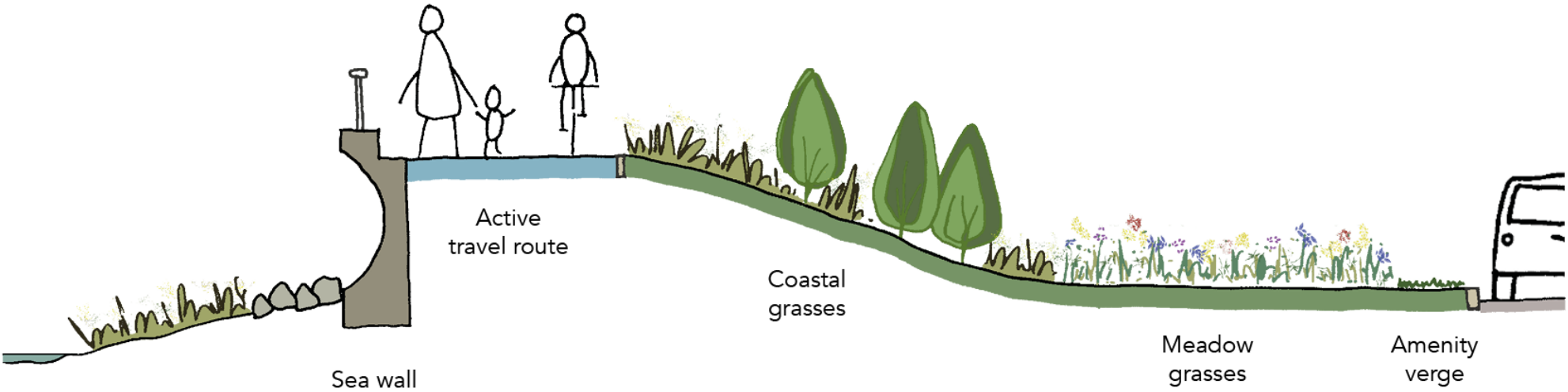
- 1. Providing a flexible and accommodating habitat connection to Musselburgh Ash Lagoons.
- 2. Accommodating work being carried out by the Musselburgh Flood Protection Scheme.
- 3. Extending coastal grassland inland to provide improved habitat.
- 4. Relaxing mowing regimes around Musselburgh Links to improve habitat and opportunity for pollinators and ground-nesting birds.
- 5. Tree and scrub planting to provide shelter and habitat for migrating birds.
- 6. Enhancing the active travel paths along the front of the coast; potentially along the top of a new sea wall.
- 7. New tree planting and pictorial meadow at New Street park, creating a common language from the A199, past the harbour to the links.
- 8. Seating improvements.

Authority : East Lothian



Existing greenspace

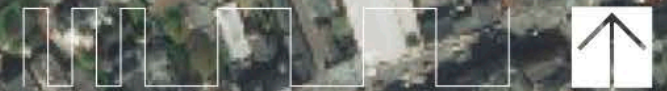
Proposed section with potential flood protection scheme



Existing



0 50 80 110 140 170 200 m



Proposed



Potential new bridge across Esk

Coastal grasses

Potential active travel route to top
of flood protection structure

Meadow grasses

Existing seating + artwork

Pictorial meadow

Create new access points into new street park

Coastal grasses

Meadow grass management
with new tree and shrub
planting

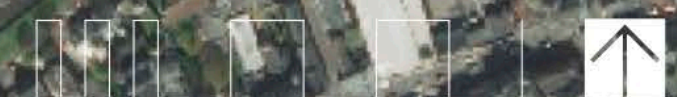
Amenity grass

Benches every 50 m
for less mobile people

Pitches + amenity grass retained

Pictorial meadow

0 50 80 110 140 170 200 m





Existing



Proposed visual

Yellowcraig to Invereil Priority Site

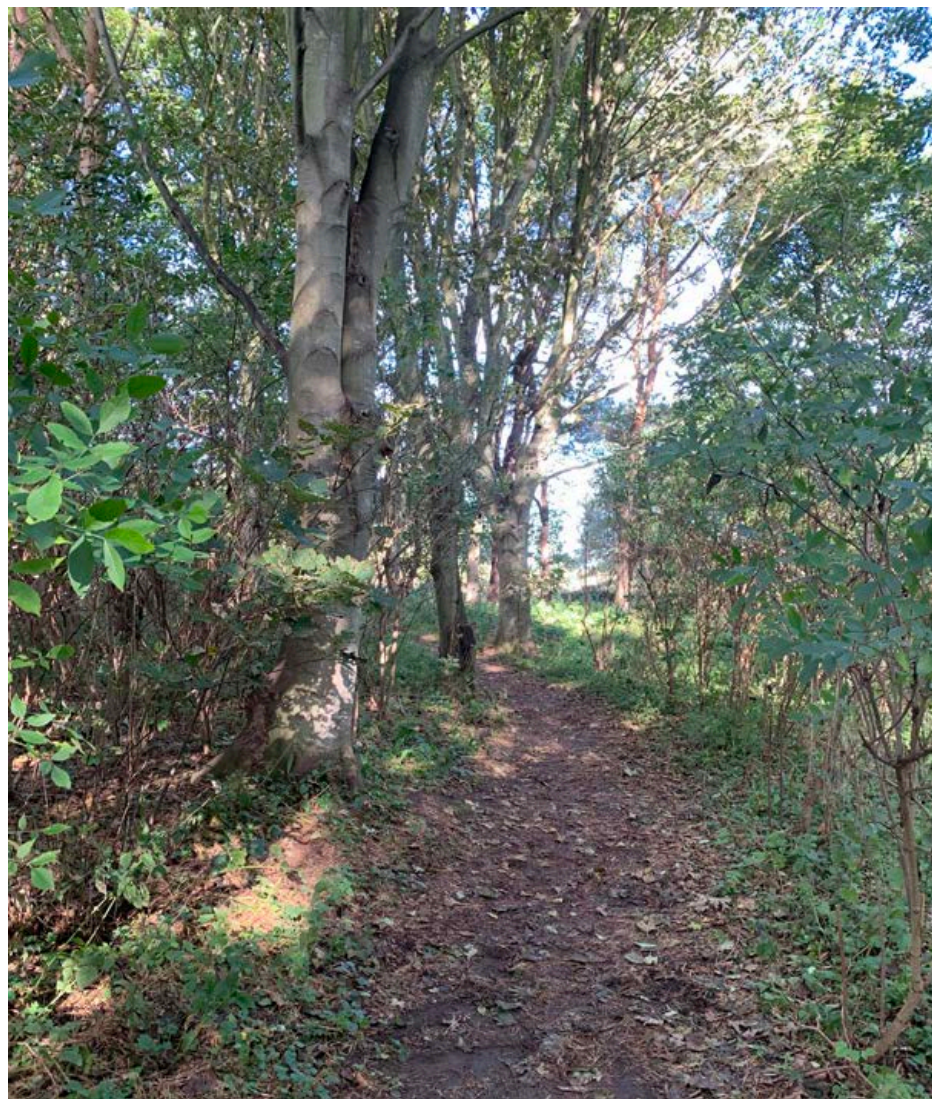
Field paths offer opportunity to combine travel with habitat for game, invertebrates and grass species. The current field path runs diagonally through an arable field and is subject to variations in weather due to the non-permanent nature of the path surface. The biodiversity and green route experience is limited.

The proposal is to continue the path through the Yellowcraig tree belt towards the West Links and run a combined path, hedge, tree planting and meadow strip between the field edge and the golf course. This will connect Yellowcraig to the wood surrounding Invereil House giving a continuous vegetated strip between the two areas of woodland habitat.

The following proposals are made :

1. Extending the path through woodland strip at Yellowcraig.
2. Creating a new path between the golf course and arable field between Yellowcraig and Invereil.
3. New hedge planting with hedgerow trees.
4. Game strip naturalised grass boundary to the field edge

Authority : East Lothian



Existing woodland path typology



Existing path through field

Existing



0 25 35 45 55 m



Proposed

Path re-routed through
existing woodland

Gate repositioned

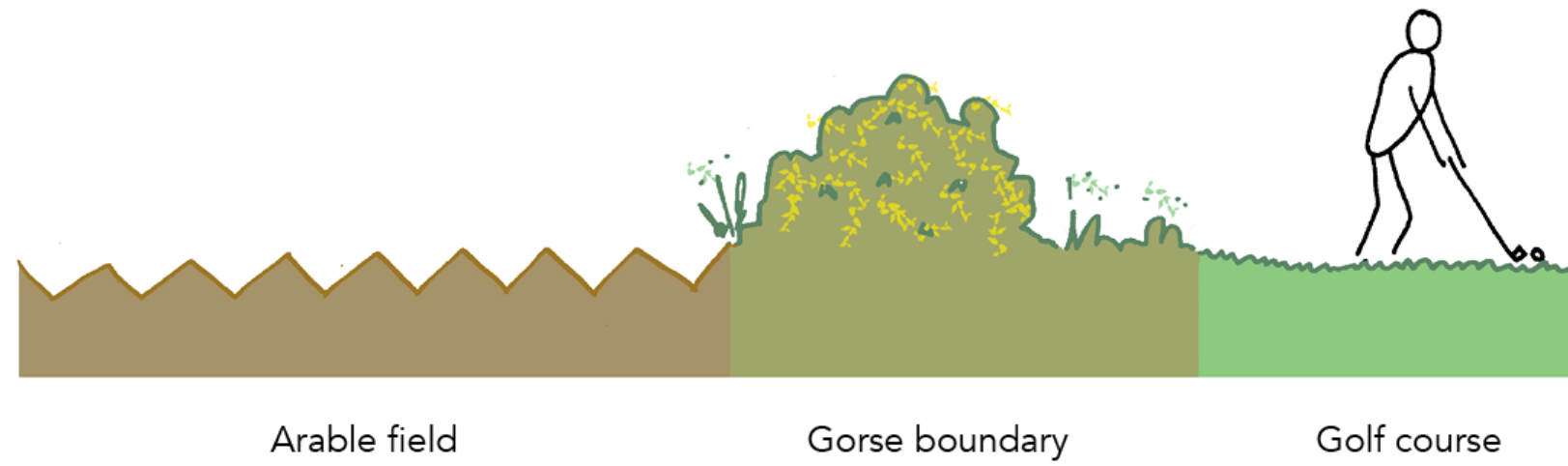
New hedge with tree planting

Permanent path running through 6 m
wide game strip of meadow grasses

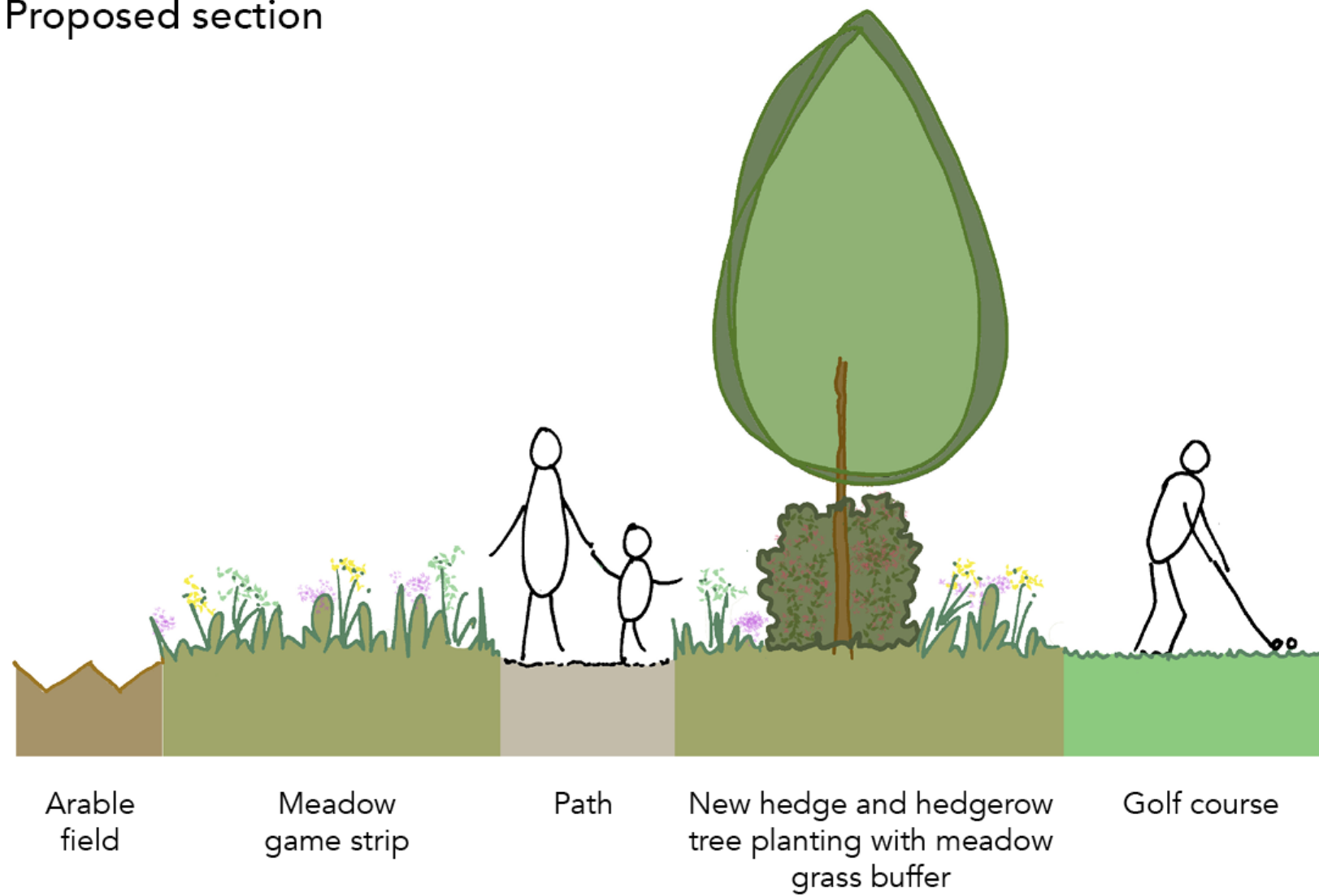
0 25 35 45 55 m



Existing section



Proposed section



Becky's Strip Priority Site

An important and much-loved rural path typical of East Lothian, the upper and lower sections of Becky's Strip are wide and habitat-diverse with hedgerows, trees and wide meadow verges. The central section is narrow and features two small meadow strips beside the path. There is little space for species such as hare to find cover and forage for food.

This proposal aims to continue the typology found at the northern section of Becky's Strip, southwards to provide improved and continuous habitat.

The proposals connect the upper and lower sections with a species-rich habitat that will give upper-canopy for birds to feed and commute, along with lower scrub planting which will contribute to a year-round food-source for small mammals.

The following proposals are made :

1. Extending meadow verges along the central section of Becky's Strip.
2. Tree planting.
3. Low-level scrub planting.

Authority : East Lothian



Existing upper section of Becky's Strip

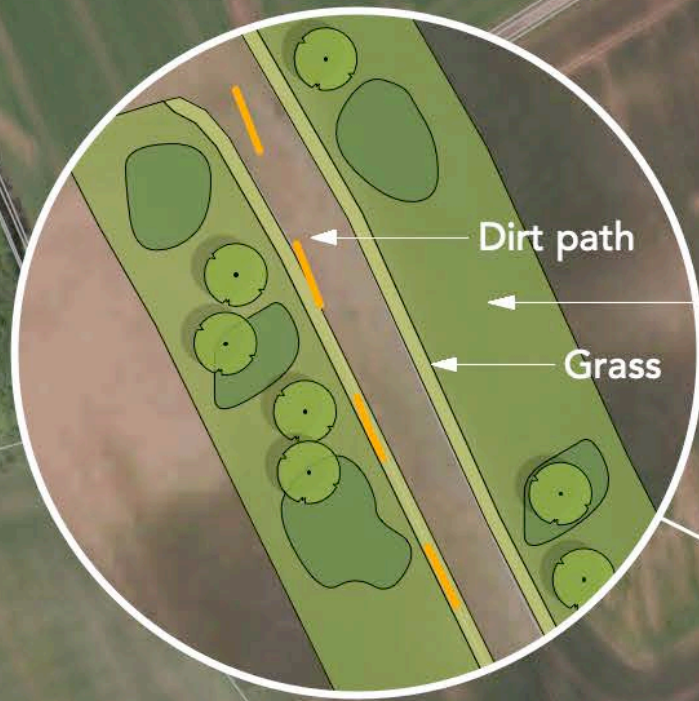
Existing



0 50 100 150 m



Proposed



Dirt path

Long grass with trees
+ scrub planting

Grass

0 50 100 150 m





Existing



Proposed visual

Existing section



Existing section with
narrow meadow strip

Proposed section



New game strips to either side of
existing path: new tree and scrub
planting; meadow grasses beneath

Wamphray Farm Priority Site

The farm tracks at Wamphray could provide an improved habitat connectivity network by changing management, planting trees to connect at canopy level and increasing areas of scrub and meadow to give additional food and cover for mammals and game.

The interventions are typical and consistent with the East Lothian landscape, and could provide a valuable precedent to improve field boundaries for wildlife, and user experience.

Working with the landowner to identify appropriate funding streams, which improve biodiversity, will be a key opportunity to make valid contribution to local and wider habitat networks.

The following proposals are made :

1. Extending meadow verges.
2. Tree planting, sometimes within hedge lines.
3. Low-level scrub planting.

Authority : East Lothian



Existing southern path section

Existing



0 50 100 150 m



Proposed

Typology 2

6 m wide game strip to south and east of hedge line. Tree planting with scrub between. Meadow grasses beneath.

Typology 3

6 m wide game strip to north of farm track. Tree planting with scrub between. Meadow grasses beneath.

Typology 1

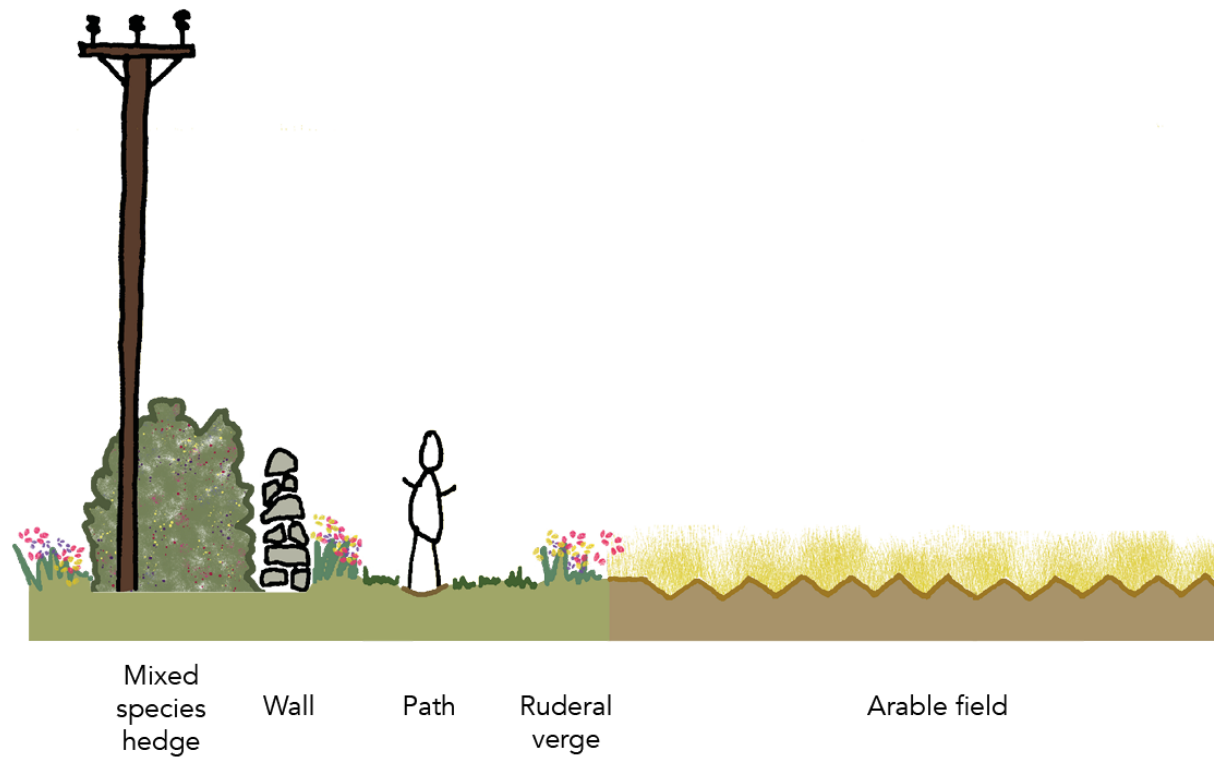
6 m wide game strip to west side of path. Tree planting with scrub between. Meadow grasses beneath.

0 50 100 150 m

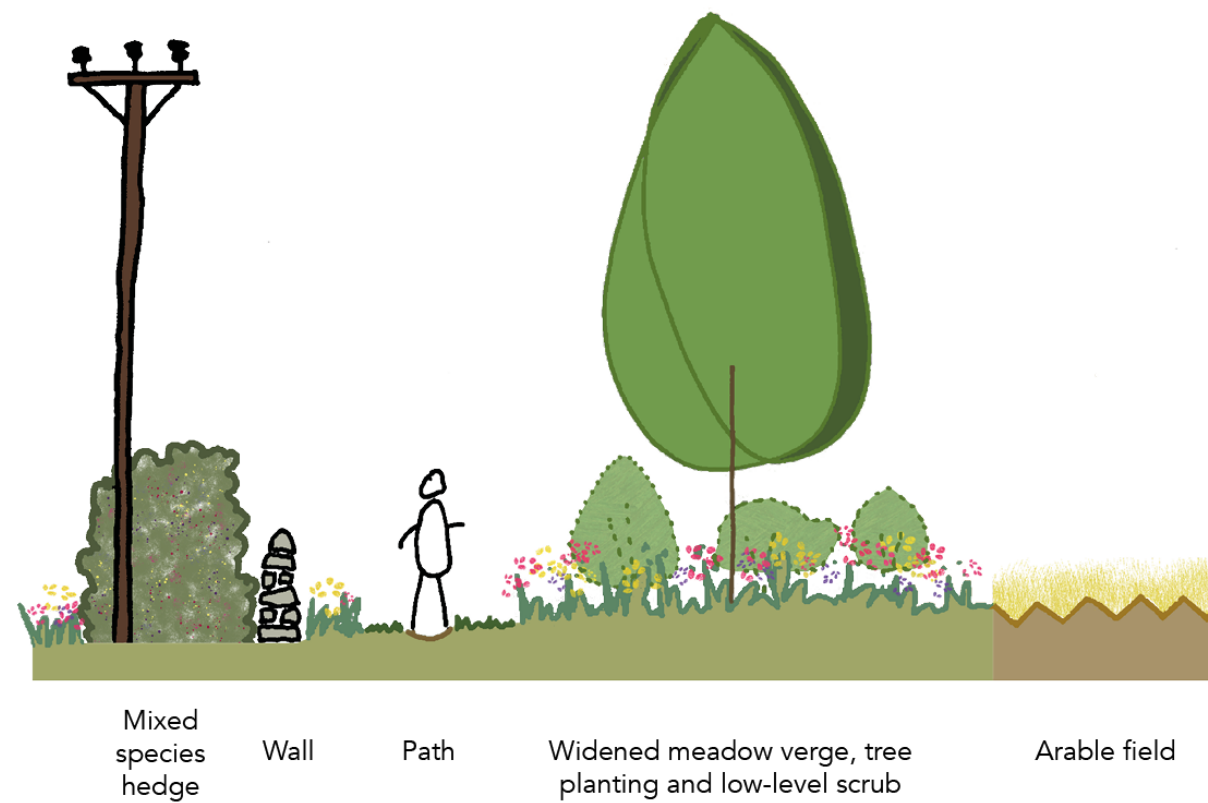


TYPOLGY 1

Existing section

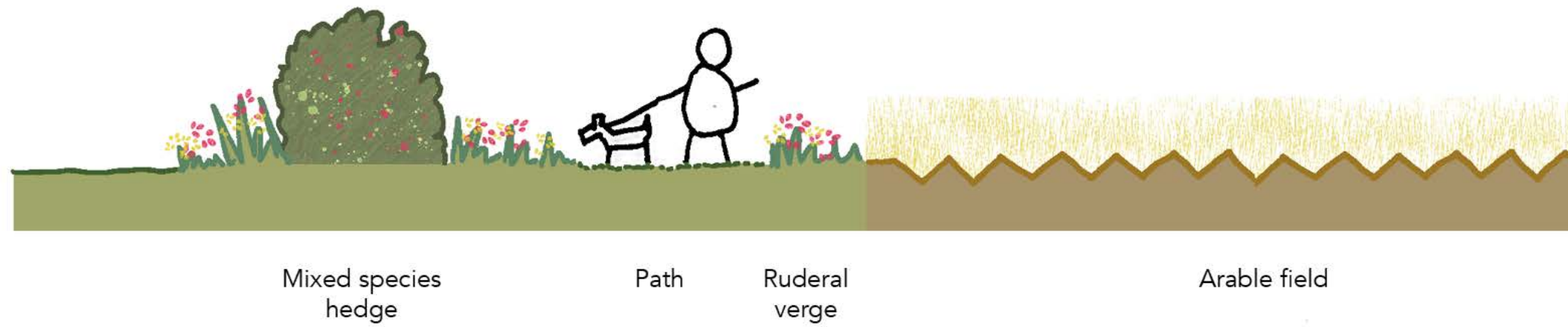


Proposed section

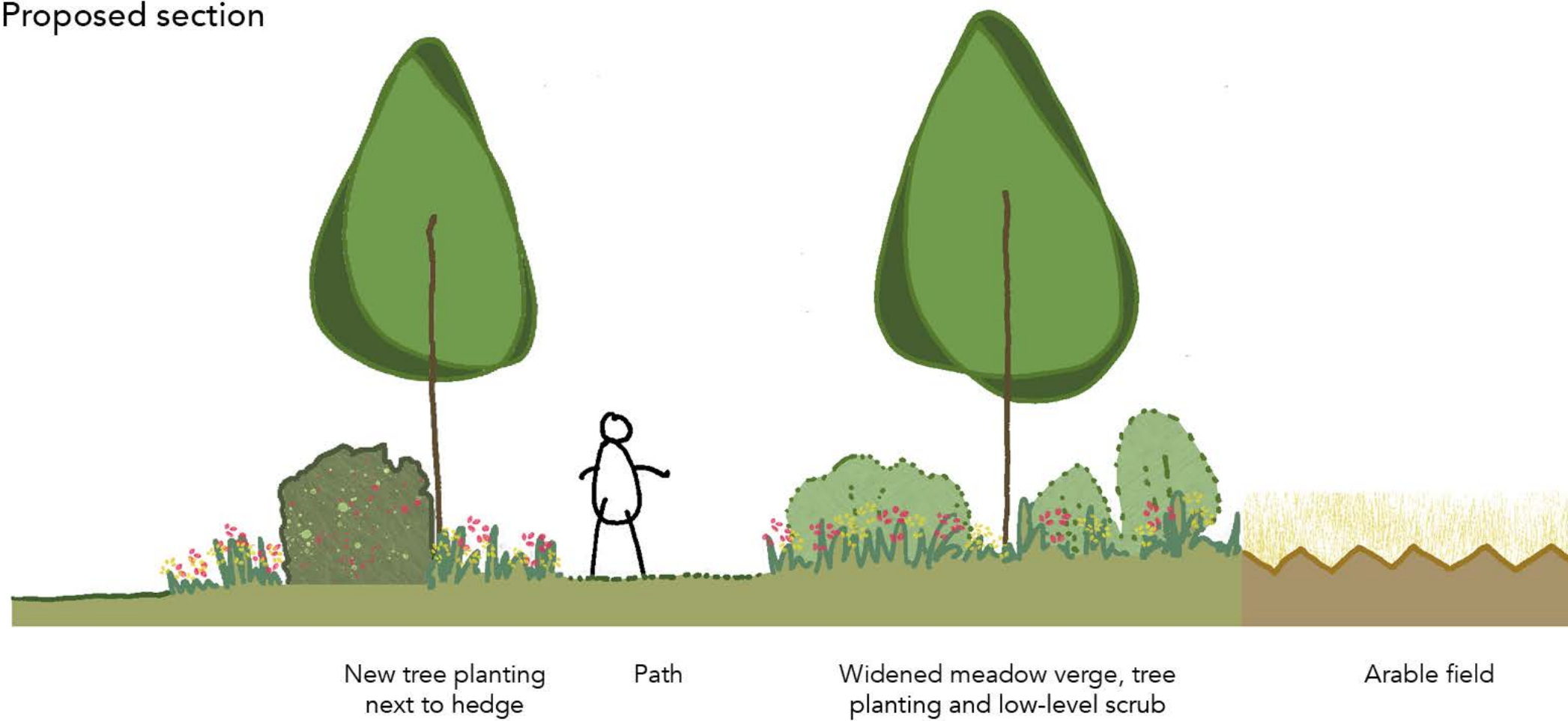


TYPOLGY 2

Existing section

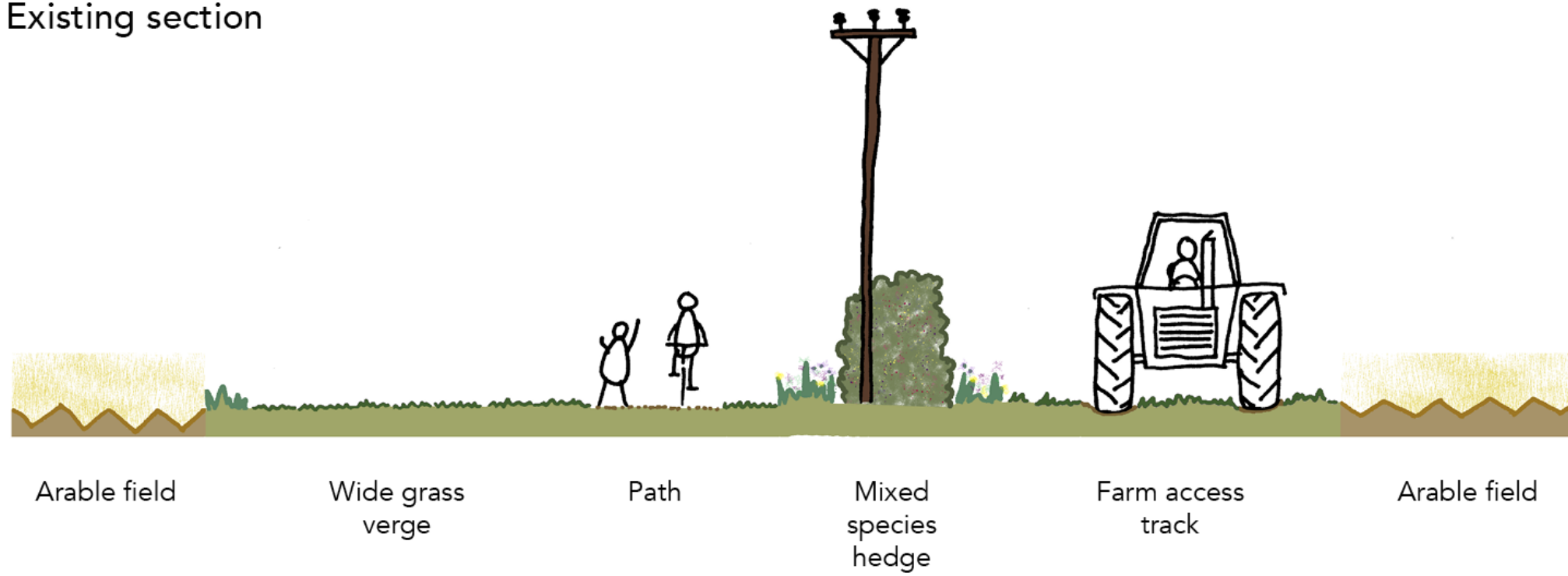


Proposed section

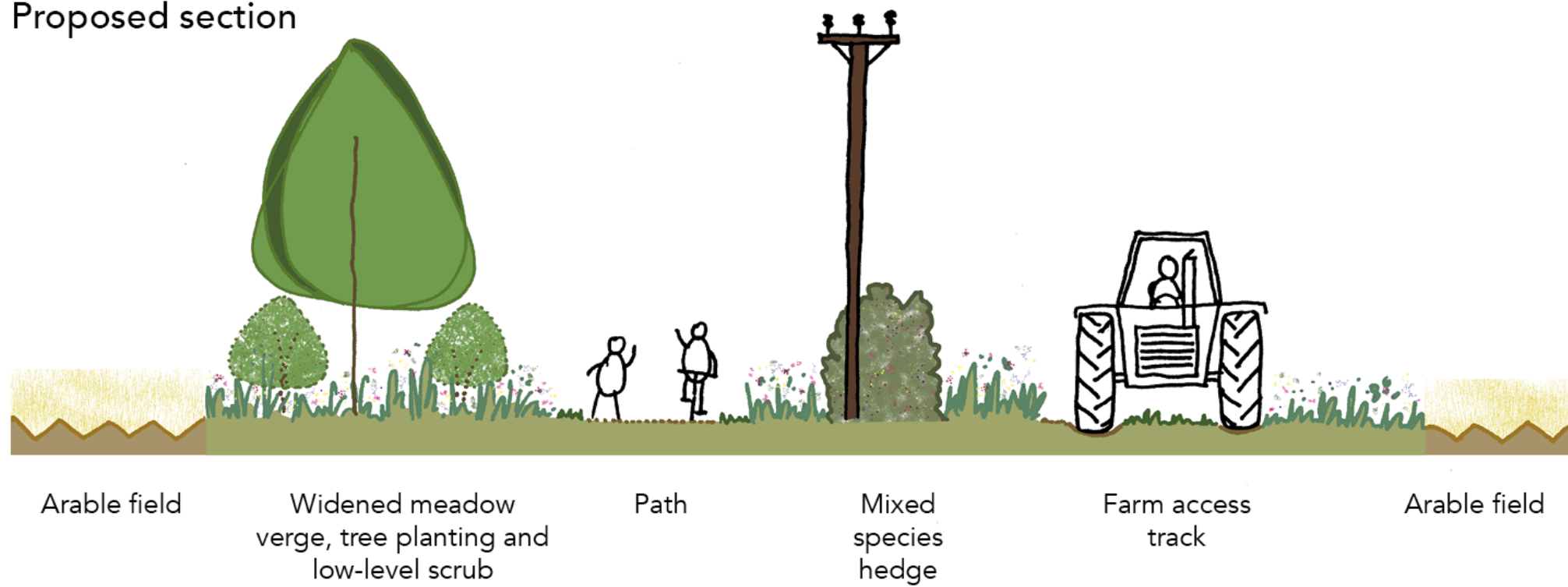


TYOLOGY 3

Existing section



Proposed section



Dunbar Sea Front Priority Site

Towards the end of a journey along a national route, there can be a sense of anticipation but also dolour that the journey is nearing its end. The Victorian promenade ends at a set of steps, climbing from the last greenspace on the John Muir Way towards the final destination of the John Muir Birthplace Museum.

Reaching the steps, the visitor is drawn to pause and look out across the North Sea towards Bass Rock and reflect on their journey. Currently there is little to encourage people to dwell and enjoy this view.

Creating a final flourish for the John Muir Way, drawing on John Muir's love of botany and search for new species would serve to reinforce his love of the outdoors in its many forms. Improving seating, surrounding it with planting noted from his travels across the world, will establish a space where people can look to Bass Rock and reflect on their journey, surrounded by the very nature that drove John Muir on his own voyage of discovery.

The following proposals are made :

1. New improved seating.
2. Planting surrounding the viewpoint, giving colour and interest.
3. Interpretation detailing planting selection, species and connection to John Muir.
4. Large shrub planting to create separation from the road.

Authority : East Lothian



Existing viewpoint

Existing



0 5 7 9 11 13 15 m



Proposed

- Bench refurbished and set on new paving terrace
- Existing interpretation set within new paving terrace
- New bench seat with back and arm rests set on new paving terrace
- Feature shrub planting
- Biodiverse planting chosen to reflect John Muir's journey to the Americas
- New interpretation explaining planting choices; set on new paving terrace

0 5 7 9 11 13 15 m





Existing



Proposed visual

Dunbar High Street (John Muir Birthplace Museum) Priority Site

John Muir's connection to Dunbar is part of the town, and Scotland's, proud history. The start and end point of the John Muir Way is the Birthplace Museum on the High Street, it is a building that fits the typology of its surroundings, but this success makes it somewhat nondescript. Parked cars outside the Birthplace Museum devalue its status as a place of importance.

Widening the pavement, planting a tree and flowering plants of interest will establish a botanical link to John Muir's home. A bench and cycle racks encourage those who are finishing their journey in Dunbar to stop and dwell, and make a visit to the Birthplace Museum. Moving the statue of John Muir to outside his home creates a strong draw for all visitors and relates his work back to his point of origin.

The following proposals are made :

1. Creating a strong destination / start point for the John Muir Way.
2. A small garden space that faces the John Muir Birthplace Museum.
3. Focal tree on the high street.
4. On-street cycle racks and bench seating for weary John Muir Way travellers.
5. Relocating the John Muir statue to the front of the Birthplace Museum.

Authority : East Lothian



Birthplace museum dominated by car parking

Proposed plan



Planting beds feature species discovered and favoured by John Muir

Bench seat

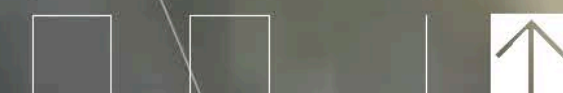
John Muir statue relocated to front of birthplace museum

Flowering hedge to attract pollinators

Feature tree outside birthplace museum establishes green on-street presence

Cycle racks for people completing the John Muir Way to secure their bike and visit the birthplace museum

0 3 5 m





Existing



Proposed

This is a supplementary document to support information in the GIS StoryMap which is available to view at bit.ly/JMWGSstorymap

For further information, please contact the Green Action Trust www.greenactiontrust.org



This work was commissioned by the Green Action Trust on behalf of John Muir Way partners and has been financed by the Scottish Government and the European Community LEADER 2014–2020 Programme.