



WL9 Uphall Station to Roman Camp

Start, route and finish

This 1.3 mile (2.1km) path starts near Uphall Station car park where it leaves WL17 Uphall to East Calder and heads east running parallel with and to the south of the Bathgate to Edinburgh rail line. It terminates at the minor road between Broxburn and Almondell Country Park.

Surfaces and features

Between the station car park and Roman Camp the path is a wide whindust track. Approaching Roman Camp this becomes a stone farm track and then through the village and beyond as a tarmaced single track private road.

The experience

A rural path within striking distance of Almondell Country Park for walkers and cyclists.

Opportunities and constraints

There is a proposed major residential development for the Drumshoreland area to south of this path east of Uphall Station/Pumpherstoun. This increased population may mean that this path will need to be tarmaced. Signage has been damaged in this area which will be replaced.

WL17 Uphall to East Calder (northern section of this path is shown on Map O)

Start, route and finish

This 3.2 mile (5.1km) long path starts at the junction of West Main Street and Johnstone Court in Uphall. It heads south cross over the A89 and under the M8 and the Bathgate to Edinburgh Rail line. It then turns east following WL9 Uphall Station to Roman Camp path for a short distance, before striking south to eventually cross the Camps Viaduct over the River Almond at Almondell Country Park and finishes at Main Street, East Calder.

Surfaces and features

The whole path is of a whindust construction generally 3 metres wide although the final section of path between Camps Viaduct up to Main Street, East Calder is approximately 1 metre. There are hunting gates where the path crosses the Drumshoreland to Broxburn road.

The experience

The whole route is through countryside although the shale industry bings and nearby settlements are never out of sight. Crossing the River Almond by way of the former railway viaduct is spectacular.

Opportunities and constraints

The proposed major residential development for the Drumshoreland area to the east of Uphall Station will change the area and bring increased pressure on this route. This path may need to be repositioned, and the increasing local population may mean that the path will need to be tarmaced. Tree thinning work will be needed on the narrow section of path south of Camps Viaduct.

WL18 Feeder Canal Path

Start, route and finish

This 1 mile (1.6km) path, as measured to the boundary with City of Edinburgh Council, leaves WL1 (NCN 75) at the Nasmyth Bridge, in Almondell Country Park. After passing the Visitor Centre on the road access to the country park, the path strikes east and drops down to cross the River Almond by way of a blue metal suspension bridge – the Mandela Bridge. The path then picks up the Feeder Canal and heads eastwards contouring along the southern side of the gorge to eventually meet the WL2b Union Canal after passing under the Linn's Mill Aqueduct and then climbing steeply to reach the towpath.

Surfaces and features

The path is approximately 1.5 metres wide and is close to the feeder canal and has recently been upgraded as a stone path by the council. The feeder canal is owned by British Waterways but there are a number of private land owners to either side and as a consequence there are a number of accommodation tracks which cross the path. There are, therefore, a number of gates along this path. At the Linn's Mill terminus of the path, in City of Edinburgh District, there is a steep flight of steps which lead up to the access track for the canal car park. And then a further steep climb after passing under the aqueduct.

The experience

A very attractive rural path with views over the valley of the River Almond. This path opens up a number of circular walks using the Union Canal towpath (WL2b), minor roads and paths around Almondell Country Park.

Opportunities and constraints

The two flights of steps at the northern end of the path might deter some people and, because of this and its narrowness, it will only be able to be used for walking. The major expansion at Calderwood CDA will place pressure on this route. After recent improvements, further upgrading will be kept under review as the CDA develops in the medium and long term.

