

# North Edinburgh Connections - Briefing Note

**Project name**  
 North Edinburgh  
 Connections

**Client**  
 The City of Edinburgh  
 Council

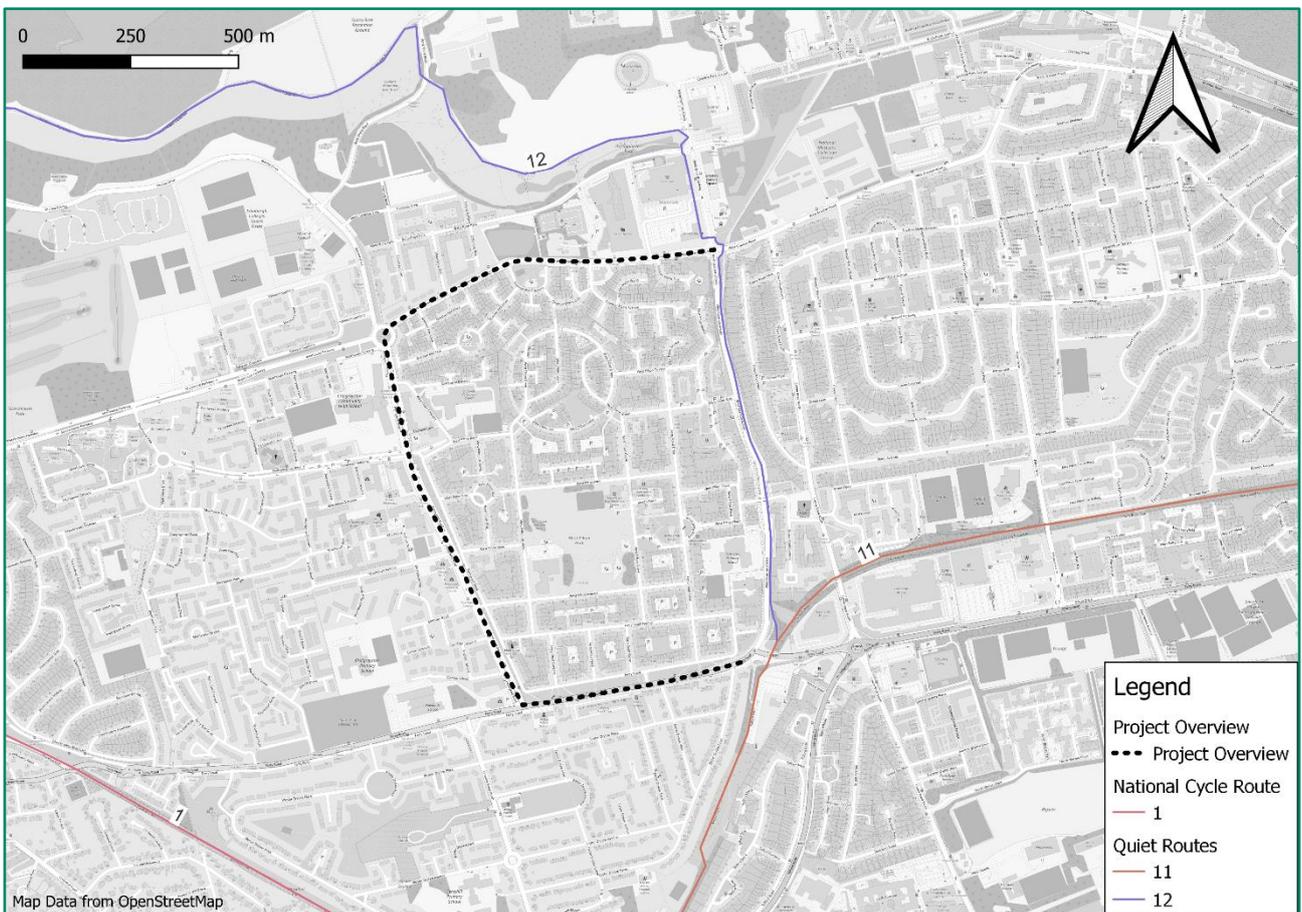
**Date**  
 February 2026

## Introduction

The City of Edinburgh council has commissioned AECOM to develop a safe, accessible and vibrant active travel route in the north of Edinburgh, to improve connectivity for those walking, wheeling, or cycling in the area. The Funding for this project has been committed through Transport Scotland’s Active Travel Infrastructure Fund (ATIF).

By promoting active travel, the route will support the achievement of the [City Mobility Plan](#) which sets out to expand Edinburgh’s active travel network in an aim to reduce carbon emissions and improve climate resilience. The project is included in the council’s [City Mobility Plan Capital Investment Programme](#), agreed at the Transport and Environment Committee in May 2025. Pilton has also recently been announced as a [Neighbourhood Prevention Partnership](#) area for the city, entailing a multi-agency approach to tackling issues arising from poverty, and North Edinburgh Connections will positively contribute towards this partnership.

The project proposes de-dualling Pennywell Road, between the communities of Muirhouse and West Pilton, and providing a segregated cycle track on the west side of the road, while retaining two-way traffic. The proposed route will provide connectivity to Edinburgh’s [Quiet Route](#) 12 which provides access to Quiet Route 11 via the West Granton Access Road and to Cramond via Forthquarter Park and the Silverknowes Esplanade, connecting into the North Edinburgh Path Network at the Red Bridge on Ferry Road and the Granton Waterfront Development in the north via West Granton Road. **Figure 1** below shows an overview of the proposed project and its connectivity to existing infrastructure.



**Figure 1: Project Overview**

The goal of the project is to increase the number of journeys made by walking, wheeling, and cycling, and reducing dependence on private car journeys. The project looks to make the most of placemaking opportunities, reallocating road space, providing segregated cycle lanes, enhancing pedestrian and green space, improving junctions, creating a safe and vibrant place for all to enjoy.

The project objectives are:

- Create a design that promotes active travel and encourages a reduction of car use
- Enhance infrastructure in areas of deprivation, contributing to poverty reduction
- Progress towards the Council's 2030 Net Zero Targets

These objectives align with the three key objectives of the [City of Edinburgh Council's City Mobility Plan](#) 2021-2030:

- People – to improve health, wellbeing, equality and inclusion.
- Movement – to support inclusive and sustainable economic growth and respond to climate change.
- Place – to protect and enhance our environment.

## Work Undertaken to Date (Stages 1 and 2)

RIBA Stage 1 work for North Edinburgh Connections included outline design, option appraisal, preliminary ecological appraisal, initial engagement, integrated impact assessment, monitoring and evaluation plan, count data, and a public life survey.

The development in Stage 1 recommended the following options be taken forward Stage 2 (concept design):

**Table 1. Proposed interventions**

Location	Proposed Infrastructure
Pennywell Road	Bi-directional cycleway, public realm, SuDS and landscaping on western carriageway, with 2-way vehicular traffic on eastern carriageway (existing southbound carriageway) supplemented with new crossing facilities.
Pennywell Roundabout	Retain roundabout and provide separate cyclist and pedestrian crossings on all arms.
West Granton Road	Uni-directional cycleway on West Granton Road between Pennywell Road and West Granton Access. In addition, a small section of bi-directional cycleway from West Granton Access to Crewe Road North (northside).
West Granton Road Junction	Proposed junction upgrade to include single stage crossings, toucan facilities, and reduced crossing distances, with further cycling improvements to be confirmed.
Ferry Road	Quiet Route proposed on Ferry Road service road between Pennywell Road and Red Bridge junction with potential for some landscaping on the existing verge.
Red Bridge Junction	Proposed junction upgrade to include single stage crossings, toucan facilities, and reduced crossing distances, with further cycling improvements to be confirmed.
Muirhouse Neighbourhood Measures	21 minor interventions identified by stakeholders to promote walking and cycling in adjacent community and improve connections into the main cycleways.
West Pilton Neighbourhood Measures	18 minor interventions identified by stakeholders to promote walking and cycling in adjacent community and improve connections into the main cycleways.

During Stage 2 concept designs were developed, and further feedback was gathered on the concept designs, from a Road Safety Audit, Integrated Impact Assessment and Client and Funding Partner comments.

The feedback received during Stage 2 has helped to inform aspects of the current stage of works, [RIBA Stage 3 \(Spatial Coordination\)](#) – which focuses on the public realm aspects of the project as well as design updates from the previous stage of works. Stage 3 commenced in October 2025 and is expected to be complete by April 2026.

The current proposals in

Table 1 are presented in the General Arrangement drawings.

## Proposed Consultation and Engagement (Stage 3)

At this stage of the study, a further round of engagement is planned with Stakeholders and Members of the public. The aim of this engagement is to:

- Provide a level of detail on the project to Elected Members to support decision making;
- Gain a buy-in from the community for improvements to active travel in the area;
- Work with the network of organisations **R2** (R Squared) to achieve a successful and comprehensive community engagement programme;
- Where possible and appropriate, gain feedback from children and young people to gain a different perspective to the project and encourage positive behaviour change; and
- Gather user input in developing designs, from a variety of groups and individuals including stakeholders and members of the public.

Designs are being developed to support further discussions with stakeholders and the public and feedback will be used to help determine the final details, delivered in the Detailed Design stage (Stage 4 – Summer 2026 to Summer 2027).

The proposed engagement includes several approaches, as summarised below:

- **R2 and Community Council Engagement** – Continual engagement with R2 and Community Councils to provide continuity throughout the project.
- **Key Stakeholder Engagement** – Workshop and one-to-one discussions (if required) with key stakeholders to introduce them to the project and allow them to field questions to the project team.
- **Community Stakeholder Engagement** – A Community Stakeholder discussion will be held before public drop-in session to allow community stakeholders the opportunity to discuss and provide feedback in relation to the project to the project team.
- **Public Drop-in Sessions** – Three public drop-in sessions to allow members of the community to discuss and provide feedback on the project to the project team, and to raise awareness of the consultation
- **Online Materials** – An online survey aimed at both members of the public and Stakeholders to provide detailed feedback on the project.
- **School Engagement** – Session with pupils at local schools, providing them an insight into the STEM industry and allowing them to contribute their ideas to the project.

If you have any queries or require any further information, please contact:

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