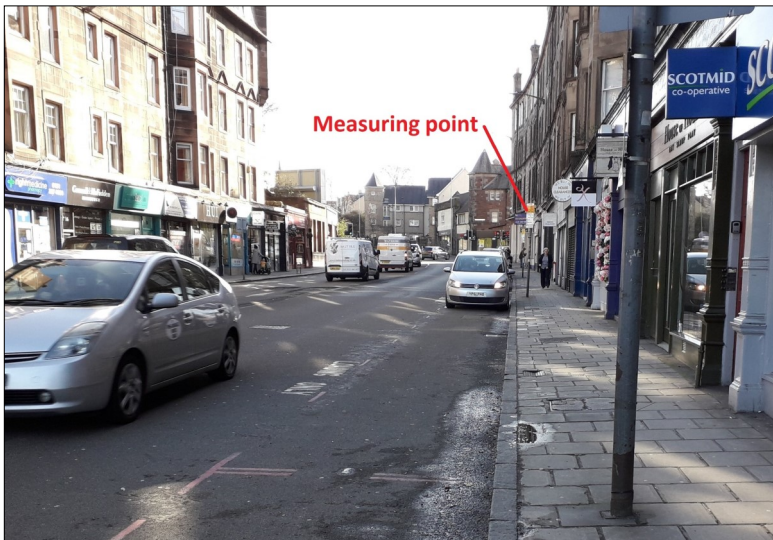


# Roseburn Air Pollution- motion at Community Council meeting 14th May

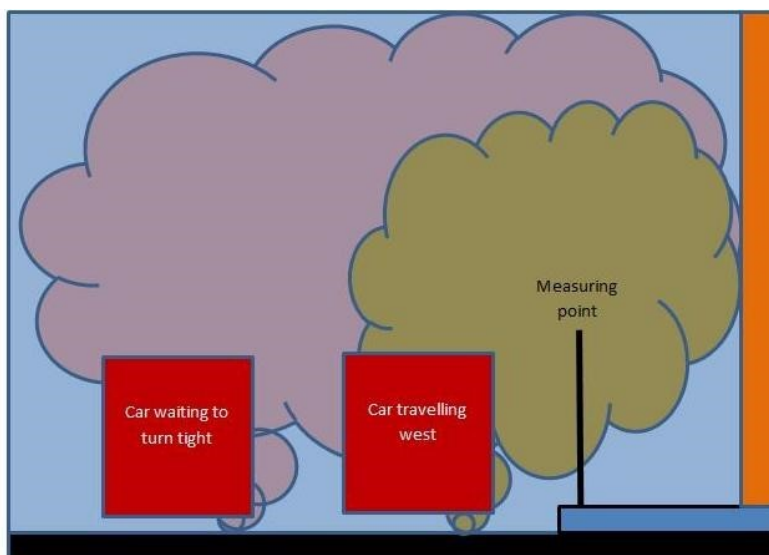
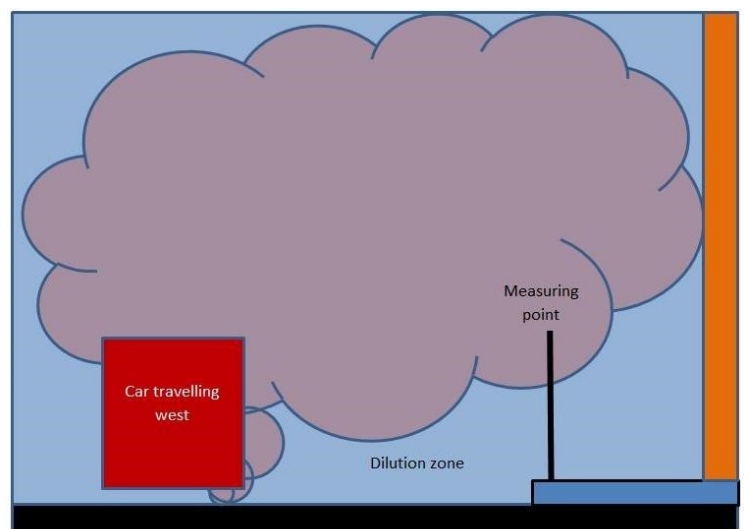
(more at [www.tinyurl.com/track\\_must\\_pay](http://www.tinyurl.com/track_must_pay) )



Here's why we need the Council to get an independent assessment of air quality, post-cycle track. The view is of the south side of Roseburn Terrace, looking east. At present the measuring point records NO<sub>2</sub> in the upper 30s. Parked cars

dilute pollution by keeping traffic away from the shops, preventing a breach of the legal limit of 40  $\mu\text{g}/\text{m}^3$ . But the CCWEL track will cut parking by half.

Current scenario (with dilution zone) →



← .. and with the cycle lane in place- without dilution and with traffic closer to shops. This means NO<sub>2</sub> levels will increase to dangerous levels

The new 5-minute video at [www.tinyurl.com/trackmustpay](http://www.tinyurl.com/trackmustpay) explains why action is needed. Your accommodation will be facing levels of nitrogen dioxide pollution above the legal maximum of  $40 \mu\text{g}/\text{m}^3$  if the cycle track goes ahead.

The Murrayfield Community Council (MCC) will be discussing this motion on Tuesday 14th May and you're invited to join in the debate:

"The MCC call upon the Council's Transport Committee to commission an independent air study analysing the likely impact of CCWEL road layout changes on Roseburn Terrace pollution.

Disturbing new research from a recently retired local SEPA air pollution expert shows a likely risk to public health by the CCWEL. When at SEPA, he had pointed out to CEC the absence of an air pollution impact study.

His work indicates that the canyoning effect is exacerbated by prevailing wind conditions, leading to NO<sub>2</sub> pollution levels at least 34% higher on the south side of the Terrace. Stationary cars act to dilute NO<sub>2</sub> but with the proposed removal of 34m of parking, the fumes from traffic 3m closer to shopfronts will push pollution levels well above legal limits. Asthma, coronary heart disease, stroke, lung cancer and COPD are all known to be caused by high NO<sub>2</sub> levels.

In summary, we believe the proposed changes to the road layout are likely to increase pollution to dangerous levels on the south side of Roseburn Terrace.

Roseburn is part of the City Centre Air Quality Management Area, therefore atmospheric pollution is already exceeding standards that have been put-in-place to protect human health. The impact of the proposed changes on human health should have been assessed by a suitably qualified expert using an approved dispersion modelling tool – such as ADMS-Roads. The findings of this assessment should be made public.

Please also note the FOI request which asks why air monitoring ceased on the south side in 2009 has been given little by way of reply- see [www.tinyurl.com/roseburnair](http://www.tinyurl.com/roseburnair)

The MCC notes that the petition to Edinburgh Council calling for an air impact assessment study on its petitions page has been repeatedly refused, in spite of numerous changes to the text. The petition was lodged by one of the traders most at risk from the feared increased in pollution levels. All traders on the south side of Roseburn Terrace, including the Conservative Party offices, want this study to be carried out asap."

The meeting will be at 7.30pm on Tuesday, after the AGM which starts at 6.45pm. The MCC meet at the Murrayfield Parish Church Hall (upstairs) at 2b Ormidale Terrace, EH12 6EQ.

The reason for the motion is because the Council's refusal to ratify the petition and its fudged response to our FOI shows it is fearful of this issue being discussed. The motion, if passed, will go to the Council Transport Committee meeting on the 16th May.

**SEE YOU ON TUESDAY!**