

Mr Pete Gregson

Date 26 August 2019

Chuff.chuff@outlook.com

Your ref CCWEL Air Quality
Briefing - Murrayfield
Community Council -
Wed 17 July

Our ref SR1056281/RM

Dear Mr Gregson,

**CITY CENTRE WEST TO EAST LINK AND STREET IMPROVEMENTS PROJECT
ROSEBURN AIR QUALITY**

Thank you for getting in touch regarding the above issue. I am sorry for my delayed response. Please find below some points in answer to the concerns you have raised.

Air Quality Modelling – ADMS and EnViver

The Council, and Council officers have at no point ‘denigrated’ ADMS modelling, it is of course a valuable tool for various tasks. However, due to the complexities involved in air dispersion modelling, especially in street canyons, it was felt that in this context EnViver was an entirely appropriate tool for assessing the overall emissions impact.

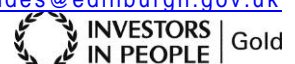
Nonetheless, following the meeting with Murrayfield Community Council on Wednesday 17th of July, the Council instructed AECOM to also carry out ADMS modelling of the CCWEL proposals, given the clear concern from the local community and demand from the Community Council. Due to several factors, including relevant officers’ annual leave, there has been a delay in this work commencing. However, we will arrange a further meeting with Murrayfield Community Council once the ADMS modelling has been completed and we are able to report on the results.

Traffic Flows at Roseburn Terrace

The Road Traffic Statistics which are published by the DfT are a useful source of information. However the level of traffic seen on Corstorphine Road is not necessarily reflective of the level of traffic on Roseburn Terrace.

In addition, the last time a manual count was done on Corstorphine Road by DfT was in 2011. This count showed a 24% decrease in the level of traffic here since a previous count in 2000 (from 29,000 to 22,000 vehicles per day). These counts represent figures between 7am and 7pm.

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In March 2016 we carried out a manual traffic survey at Roseburn Terrace. Our traffic survey counted 15,663 vehicles between 7am and 7pm, this is approximately 30% lower than the figure reported for Corstorphine Road by DfT.

We carried out a manual count again last year, which found a further reduction in the number of vehicles on Roseburn Terrace. However, the 2016 figures are the ones that have been used for all modelling purposes to ensure a “worst case scenario” approach.

I have attached the raw data from the Traffic Counts. The sheet ‘J2 Diagram’ provides a responsive summary of the outputs.

Reporting of Pollution Levels on Roseburn Terrace – South Side

You have suggested, based on input from Mr Lamb, that the council has erroneously reported a figure of 35 micrograms of NO₂ on the south side of the street. We have reviewed this and have decided that Mr Lamb is correct. This figure is based on the location of the kerb, and assumes that vehicles are running along the kerblines. In fact, as vehicles are stopped alongside the kerblines most of the day (outwith the restricted periods), pushing moving traffic further out, an adjustment should be made.

The correct figure for 2017 is 39 micrograms. We are grateful to you, and to Mr Lamb for pointing this out, and future reporting of pollution at this site will include the adjusted figure.

For your information the level of NO₂ at this site recorded in 2018 was 39 micrograms on the south side (and 30 micrograms on the north side).

Traffic Lights – Trialling Changes

Unfortunately, it will not be possible to trial the proposed changes to the traffic light arrangement on Roseburn Terrace for several reasons.

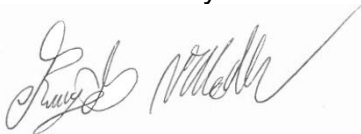
Firstly, the traffic lights at the junction are not connected to those at the crossing, meaning that these would all have to be completely replaced. It is not possible to do this with temporary units as these would block the footway.

In addition, the traffic light arrangement requires the removal of the central island at the pedestrian crossing by Roseburn Gardens. Under the CCWEL proposals this will be made up for by the widening of the footways on the north and south side of the road. However, this will not be achievable during a trial arrangement.

I hope that the above answers your questions, and would like to apologise again for the delay in providing a response.

Should you require any further information on the CCWEL Project, please don't hesitate to contact me on 0131 469 3606, Rurighd.McMeddes@edinburgh.gov.uk

Yours sincerely



Rurighd McMeddes
Stakeholder Liaison Officer
(CCWEL Projects)