

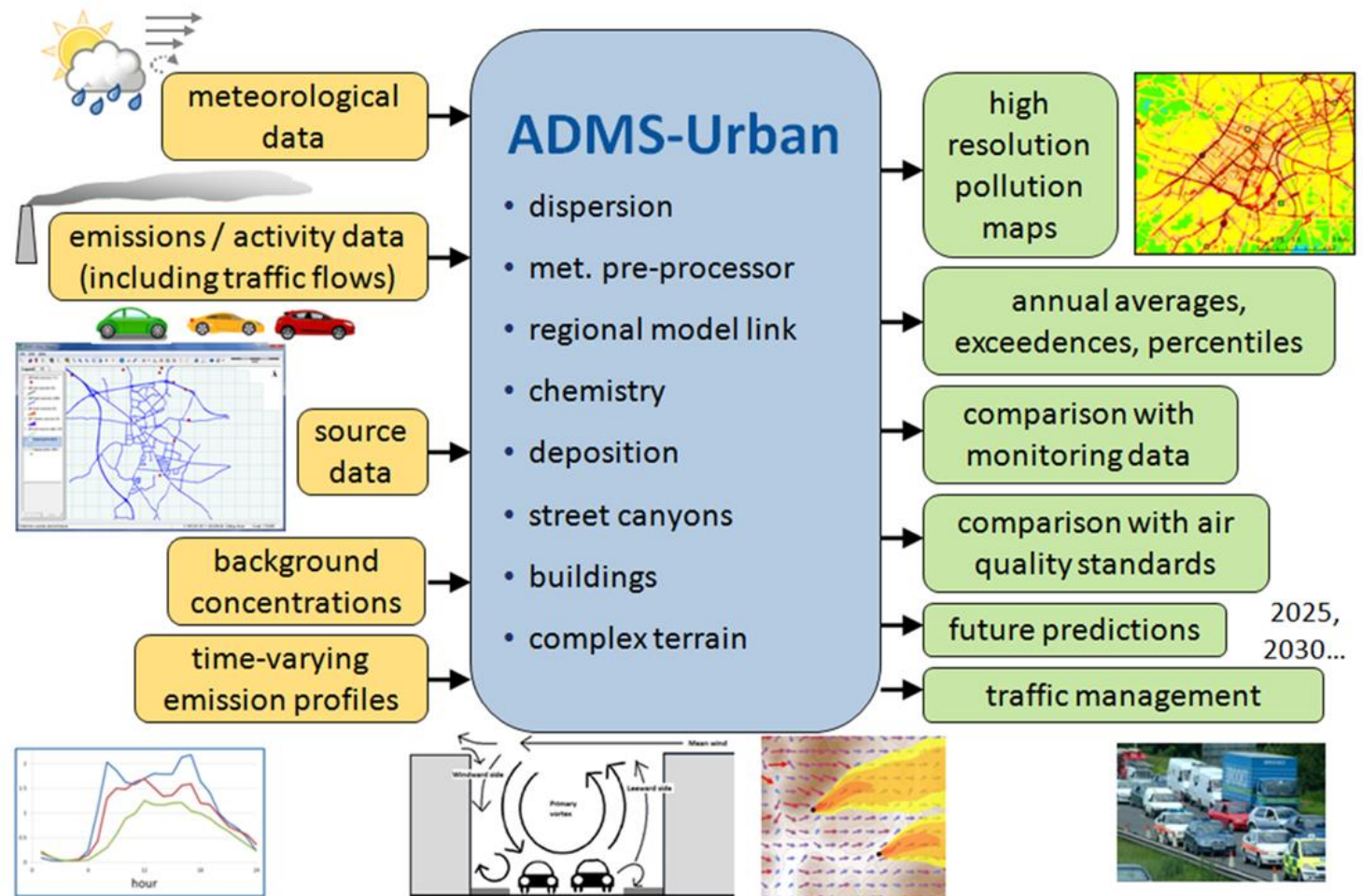
The background of the slide is a photograph of a traffic jam in a city street. Several cars are visible, with a line of exhaust smoke rising from the rear of the vehicles in the foreground, illustrating the concept of pollutant dispersion. The scene is slightly hazy, suggesting air pollution.

Specifics of pollutant dispersion in street canyons

M.Velizarova, R.Dimitrova, A. Burov

Brief description of ADMS-Urban

- local Gaussian dispersion model
- latest understanding of the boundary layer structure
- advanced algorithms for the height-dependence of wind speed, turbulence, and stability
- embedded Street canyon model
- photochemical model for NO_x and O₃



Schematic representation of ADMS-Urban.

(Source: <http://www.cerc.co.uk/environmental-software/ADMS-Urban-model.html>)

Brief description of the Advanced street canyon module in ADMS-Urban

Table 1 Summary of component sources in the advanced street canyon module.

Component source		Canyon effect represented	Dispersion type	Wind direction	Region of influence
ID	Name				
1	Along-canyon	Channelling along canyon	Road source with wall reflections	Along canyon	Within canyon
2	Across-canyon	Direct dispersion across canyon by circulating flow	Simplified road source	Across canyon	Within canyon
3	Recirculation	Recirculation of pollution trapped within canyon	Well-mixed cells with vertical smoothing	n/a	Within canyon
4	Non-canyon	Dispersion through gaps between buildings	Road source	Upstream	Within and outside canyon
5	Canyon-top	Dispersion out of the top of the canyon	Volume source	Upstream	Outside canyon
6	Canyon-end	Dispersion out of the end of the canyon	Volume source	Upstream	Downstream of canyon

(Source: CERC_ADMS-Urban4.1_User_Guide)

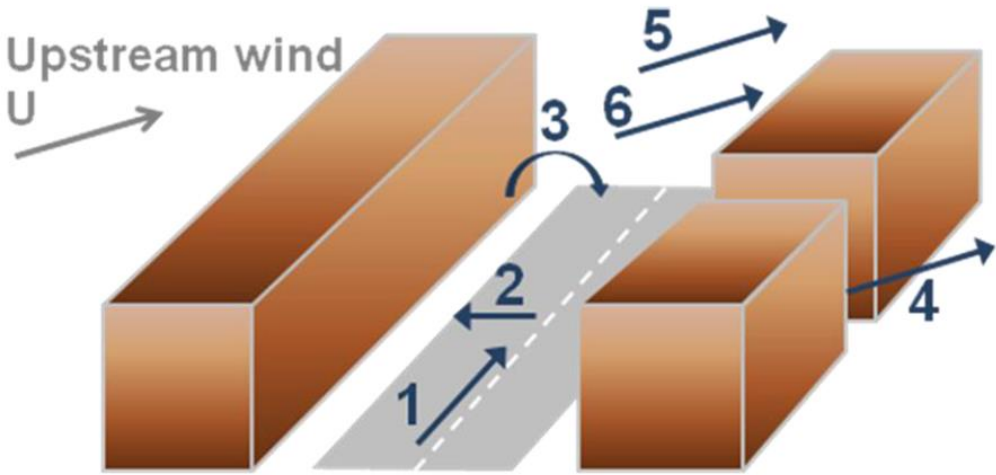


Diagram of the six component sources used in the advanced street canyon module.

(Source: CERC_ADMS-Urban4.1_User_Guide)

Model set – up and simulated cases

Table 2 Values of the aspect ratio H/W of the modelled canyons and values of the aspect ratio H/W corresponding to the different canonical flow regimes.

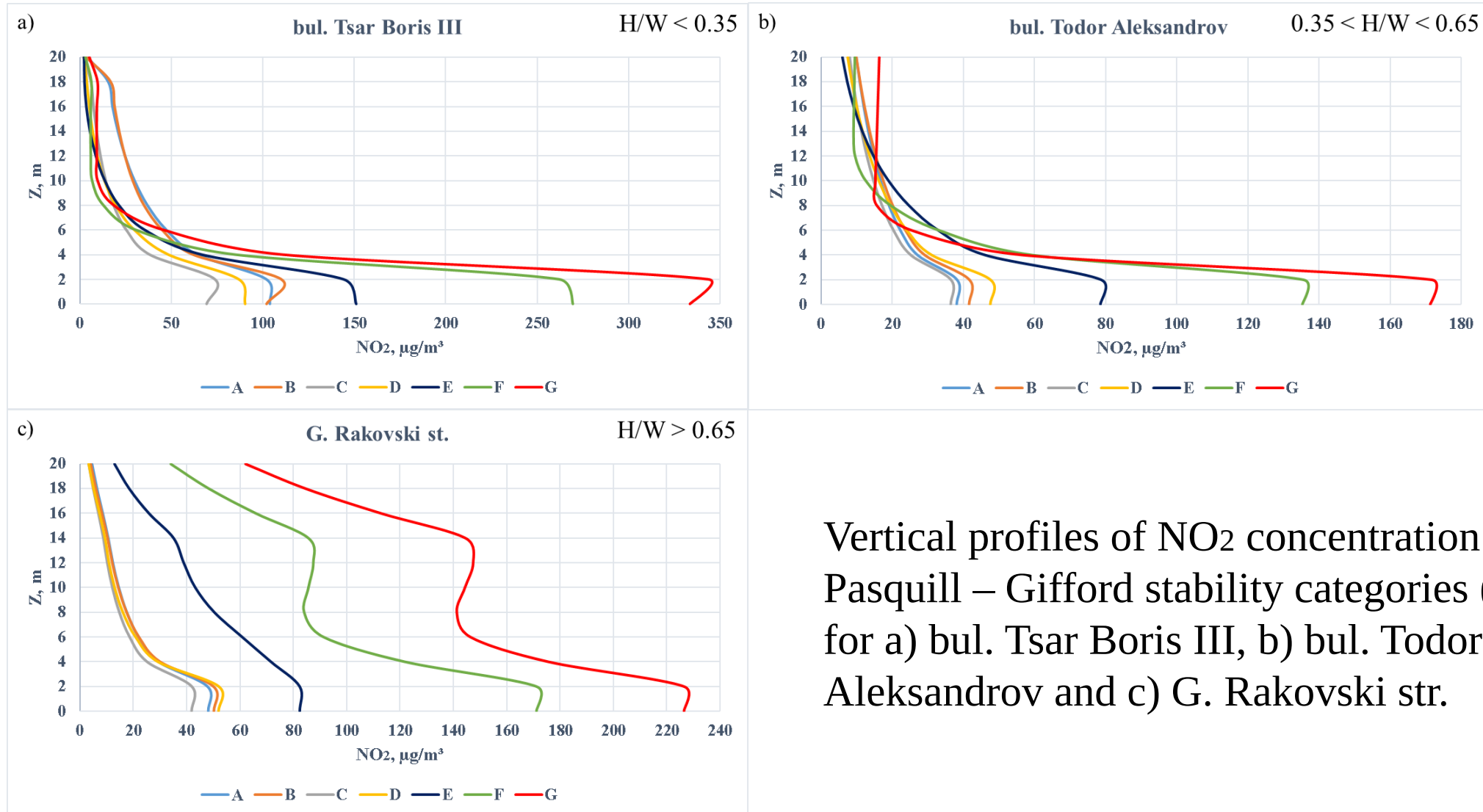
Boulevard/street	H/W	Oke,2017	Canonical flow regimes
bul. Tsar Boris III	0.28	$H/W < 0.35$	Isolated roughness flow
bul. Todor Aleksandrov	0.45	$0.35 < H/W < 0.65$	Wake interference flow
G. Rakovski str.	2.21	$H/W > 0.65$	Skimming flow

U (m/s)	L_{MO} (m)	$1/L_{MO}$ (m ⁻¹)	h (m)	h/L_{MO}	P-G Category
1	-2	-0.5	1300	-650	A
2	-10	-0.1	900	-90	B
5	-100	-0.01	850	-8.5	C
5	∞	0	800	0	D
3	100	0.01	400	4	E
2	20	0.05	100	5	F
1	5	0.2	100	20	G

Table 3 Values of wind speed, Monin – Obukhov length (L_{MO}) and boundary layer height (h), which may be used to represent Pasquill – Gifford categories A–G.

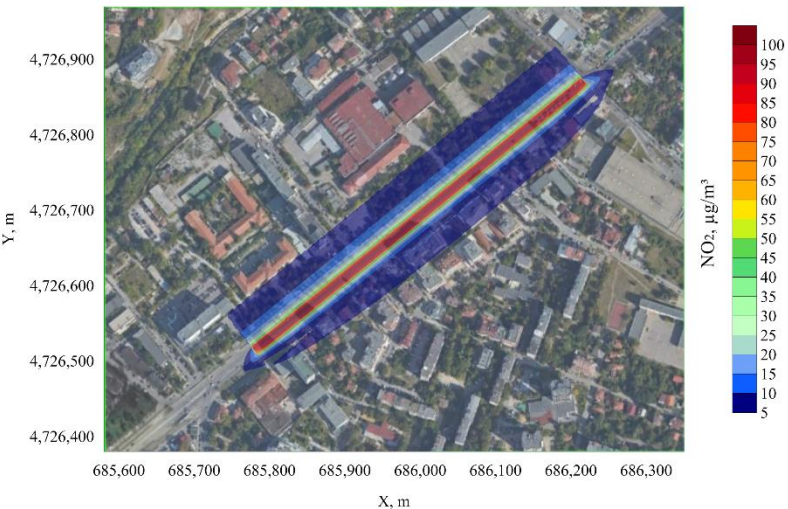
(Source: CERC_ADMS-Urban4.1_User_Guide)

Pasquill – Gifford categories case results



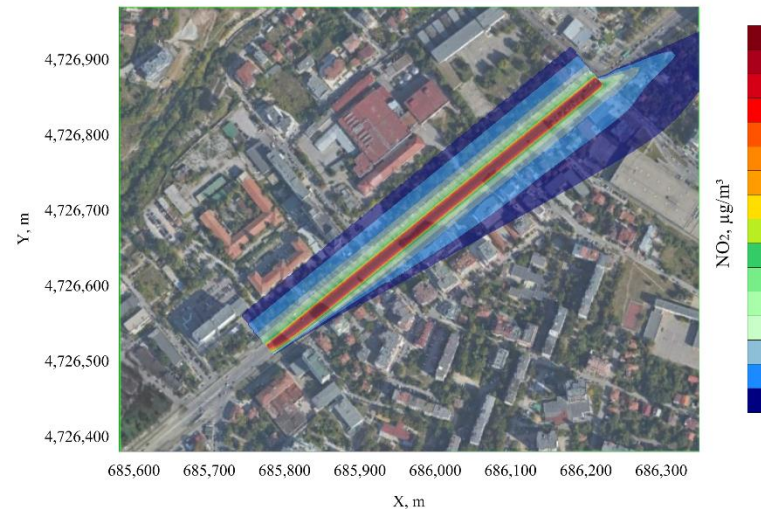
a)

P-G Category: A
z = 2 m



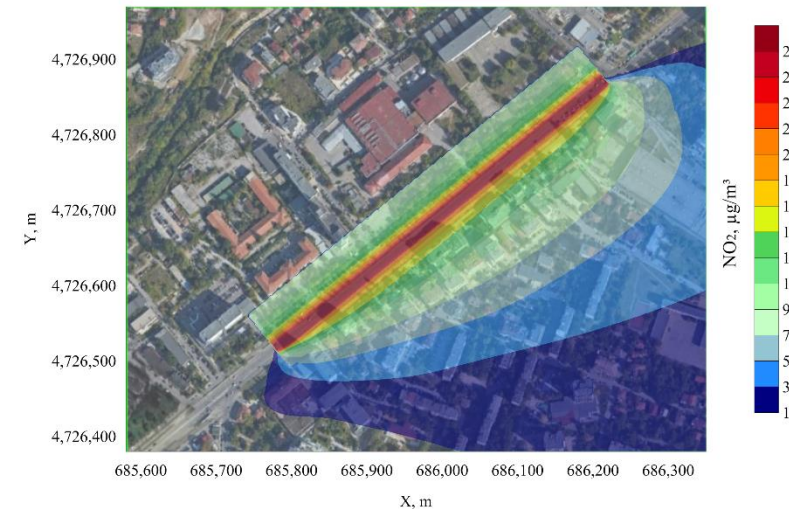
b)

P-G Category: D
z = 2 m



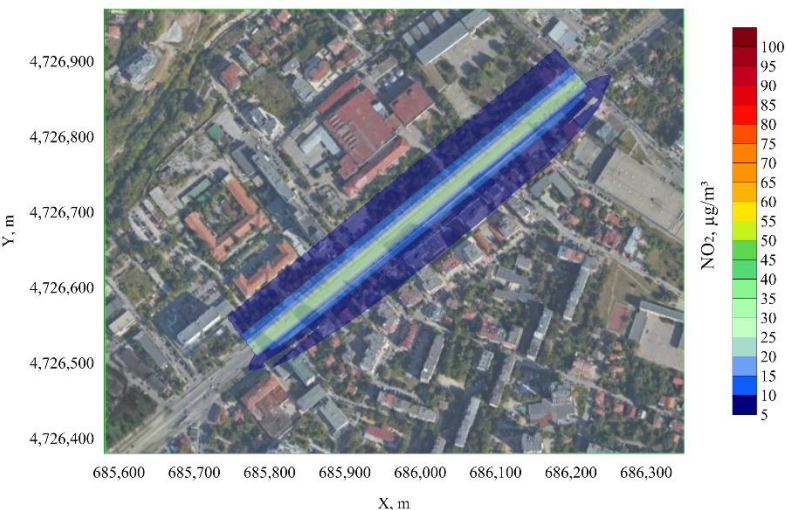
c)

P-G Category: G
z = 2 m



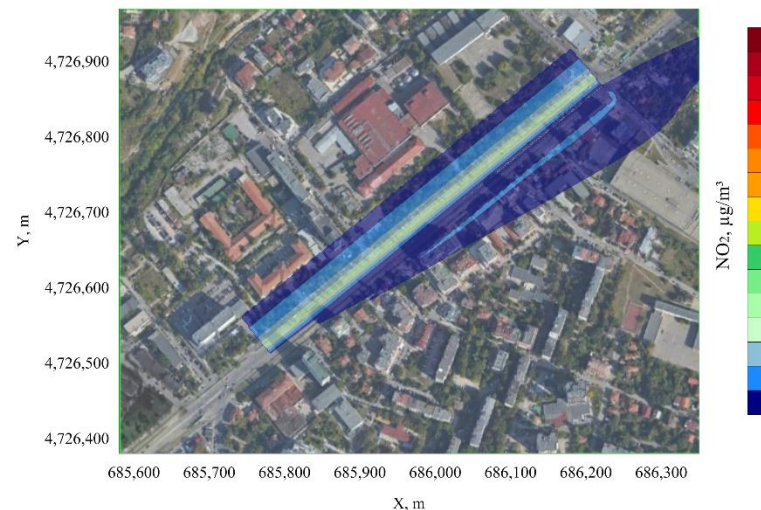
d)

P-G Category: A
z = 10 m



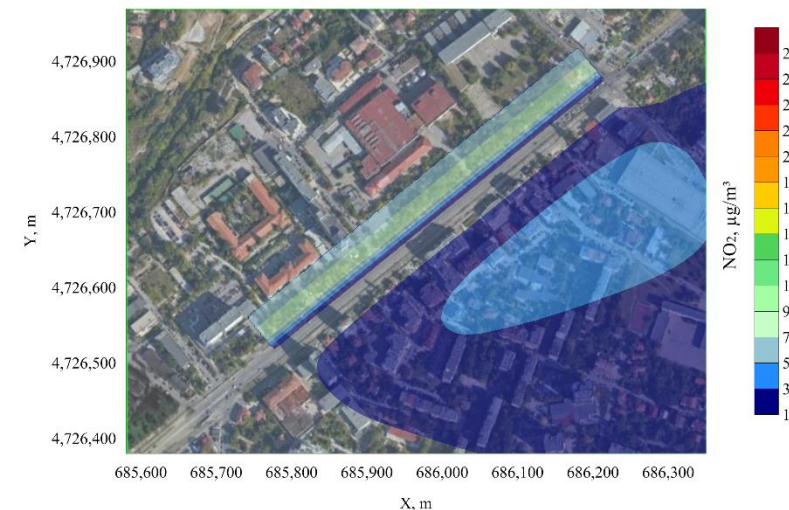
e)

P-G Category: D
z = 10 m

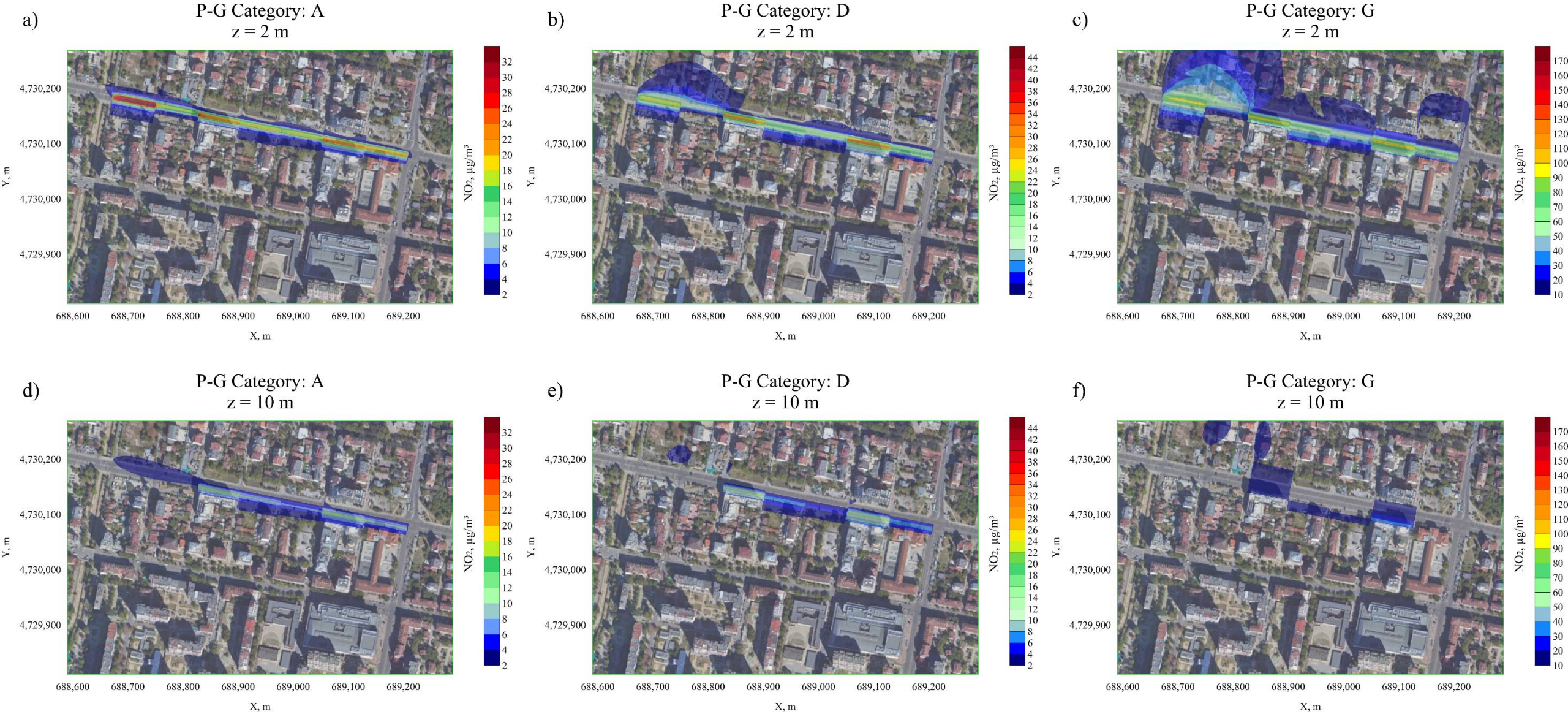


f)

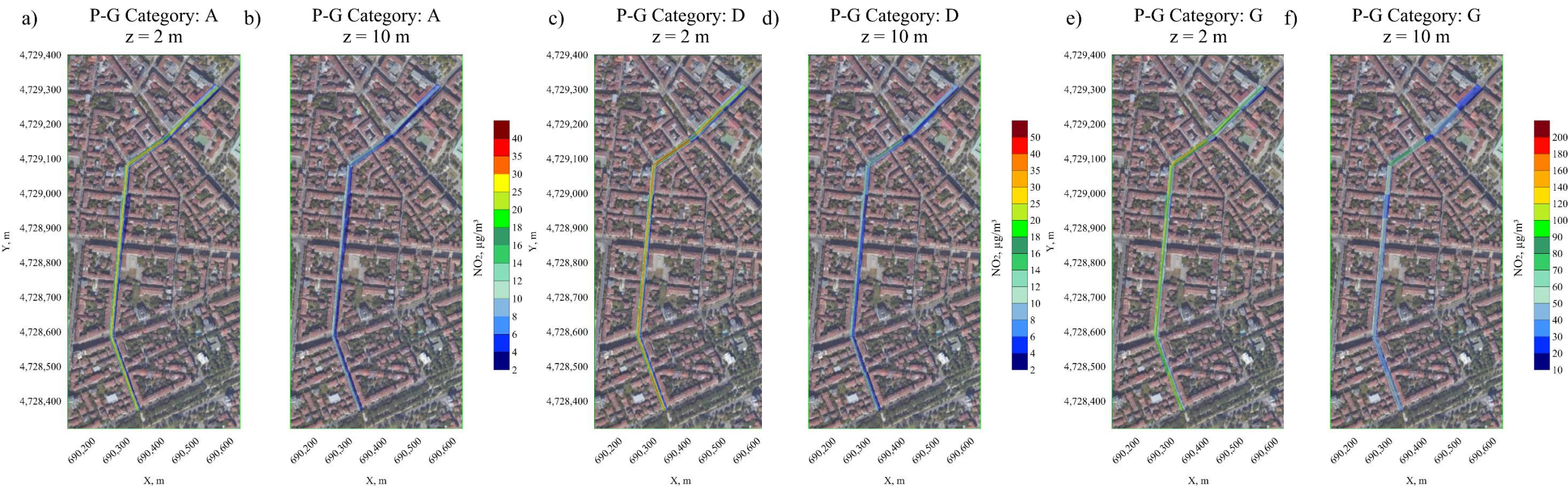
P-G Category: G
z = 10 m



NO₂ concentration field for A (left), D (center) and G (right) stability categories at 2 m – a), b), c) and at 10 m – d), e), f) height for bul. Tsar Boris III. ($H/W < 0.35$)

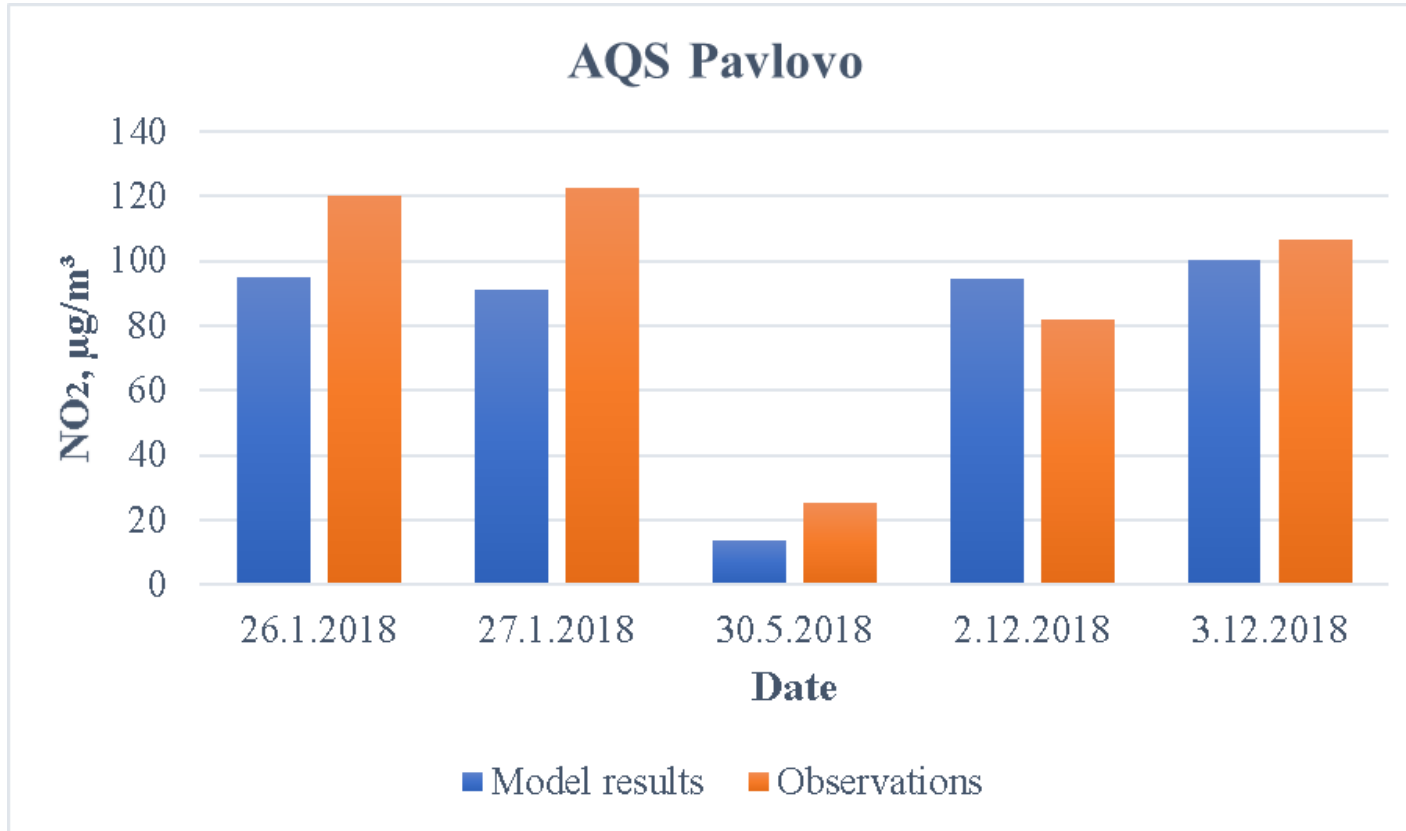


NO₂ concentration field for A (left), D (center) and G (right) stability categories at 2 m – a), b), c) and at 10 m – d), e), f) height for bul. Todor Aleksandrov.
($0.35 < H/W < 0.65$)

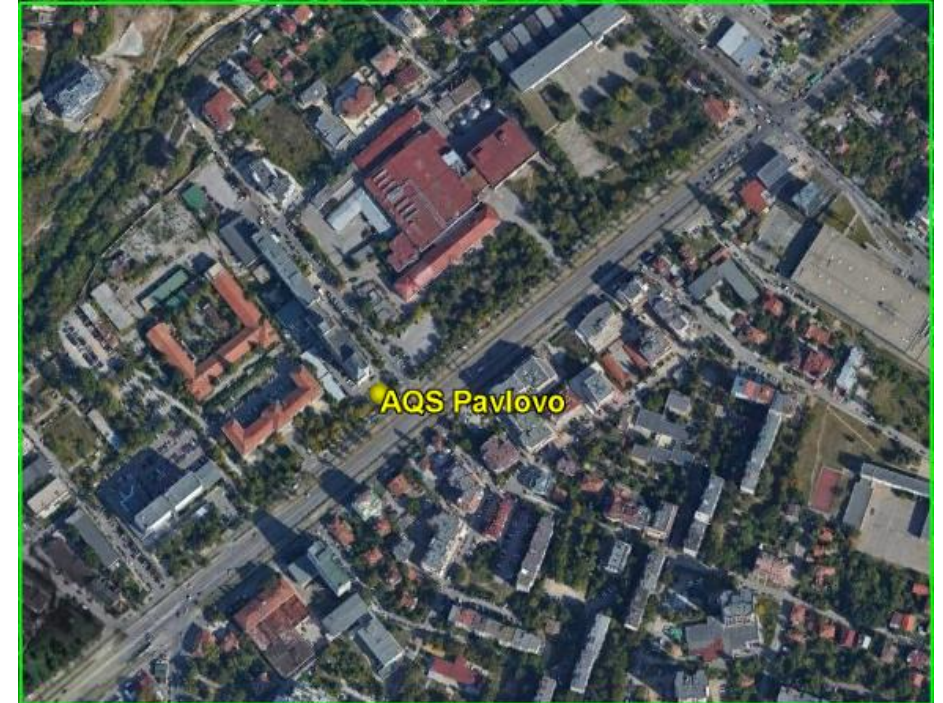


NO₂ concentration field for A (left), D (center) and G (right) stability categories at 2 m – a), b), c) and at 10 m – d), e), f) height for G. Rakovski str. ($H/W > 0.65$)

Real meteorological conditions case results



Daily mean concentrations of NO₂ calculated by the model (blue) and measured at AQS Pavlovo (orange).



Area of the simulations and the measurement site location.

Acknowledgements: This work has been carried out
in the framework of a research project from a
competitive session of the Sofia University "St. Kl.
Ohridski"- 2021 for supporting a doctoral student
N° 80-10-66/22.03.



**Thank You for the
attention!**