

## Chapter 4 CTS-3 INPUT ASSUMPTIONS

### 4.1 Envelope of Input Assumptions

4.1.1 The following input assumptions were made when developing the transport scenarios during the Main Model Runs:

### 4.2 Land Use Planning Scenario

4.2.1 The main model runs used three land use planning scenarios (based on Territorial Population and Employment Data Matrices Scenarios I, II and III - prepared for Plan D). Three sets of development assumptions were used so that the impact of their differences on the transport system infrastructure needs and government policies could be investigated.

- Scenario I - The lower growth forecast (for all forecast years) - 2016 population of 8.2 million
- Scenario II - The medium growth forecast (years 2006, 2011 and 2016 only) - 2016 population of 8.9 million
- Scenario III - The high growth forecast (year 2016 only) - 2016 population of 10.1 million

### 4.3 Vehicle Fleet Growth

4.3.1 The following Table 4.3a contains the fleet scenarios used in the Main Model Runs:

**Table 4.3a  
Vehicle Fleet Assumptions in Main Model Runs**

Year	Medium Growth Fleet (Case B)		High Growth (Low End) Fleet (Case C)	
	Cars	Goods Vehicles	Cars	Goods Vehicles
1997	327,000	116,900	327,000	116,900
2001	392,500	127,500	392,500	127,500
2006	483,000	150,700	556,900	166,600
2011	560,000	167,300	746,100	211,600
2016	618,000	184,700	959,700	262,400
	Low Growth Fleet (Case A)		High Growth (High End) Fleet (Case D)	
2016	455,000	141,000	1,084,000	262,400