made using the PATH model by comparing the prediction against Air Quality Objectives.

Results

5.2.11   Tables 5.2c-5.2g present a summary of the vkt and pollutant emissions for each district under different transport scenarios generated by the CTS-3 transport model.

5.2.12   Table 5.2h summarises the total pollutant emissions for each scenario and the associated composite air score. The detailed results for each distirct are shown in the spreadsheets enclosed in Appendix A.

5.2.13   In order to assist the interpretation of the analysis, the contributions to the total vkt and pollutant emissions from each vehicle type for 1997 and the base case in each design year are shown in Figures 5.2b to 5.2f. The base case for each design year consists of the High Fleet infrastructure provision for the respective design years as indicated in Tables 4.5a and 4.5b. The Run Nos. for the base cases are 2001 (Run No 48); 2006 (Run No 95); 2011 (Run No 69) and 2016 (Run No 18). Tables 5.2i to 5.2l presents these results and shows the ranking by vehicle type with 1 being the highest contribution and 10 being the least contribution. (See Para 5.2.1 for a list of the abbreviations used.)

Table 5.2i
Contribution of vkt by Vehicle Types

	1997	2001	2006	2011	2016
M/C	6=	5	5	5	5
P/C	1	1	1	1	1
Taxi	3	3	3	4	4
PV	8	8	8	8	8
PLB	5	7	7	7	7
LGV	2	2	2	2	2
HGV	4	4	4	3	3
NFB	9	9	9	9	9
FBSD	10	10	10	10	10
FBDD	6=	6	6	6	6
Note: 6= means equal contribution

Table 5.2j
Contribution of NO_x by Vehicle Types

	1997	2001	2006	2011	2016
M/C	10	10	10	9	9
P/C	2	2	2	2	2
Taxi	5	5	5	5	5
PV	8	8	8	8	8
PLB	7	7	7	7	7
LGV	3	3	3	3	3
HGV	1	1	1	1	1
NFB	6	6	6	6	6
FBSD	9	9	9	10	10
FBDD	4	4	4	4	4