

Rail Priority

5.2.27 One of the analyses (Run 94) conducted for 2006 is used to accord priorities to railways. The transport model has removed all the competing bus routes for the East Rail and Tseung Kwan O (TKO) Extension. When comparing with a scenario with the competing bus routes (Run 91), it can be seen that reductions in pollutant emissions are observed. Table 5.2m presents the results in 18 districts for two scenarios in 2006 with and without the competing bus routes. The table shows the pollutant emissions for the transport scenario without the competing bus routes (Run 94) as a percentage of those with the competing bus routes (Run 91) ie $\text{Run 94} \div \text{Run 91} \times 100\%$.

Table 5.2m
Comparison of Scenarios (Rail Priority vs No Rail Priority)

District	Run 94/91 % vkt	Run 94/91 % NO _x	Run 94/91 % VOC	Run 94/91 % RSP	
				Tailpipe	Paved Road Dust
Central & Western	99.8%	100.0%	99.9%	100.2%	99.6%
Wan Chai	98.9%	98.9%	98.9%	98.9%	98.7%
Eastern	99.4%	99.0%	99.2%	98.7%	99.2%
Southern	99.4%	98.8%	99.7%	98.7%	99.2%
Yau Tsim Mong	99.1%	99.6%	99.3%	99.7%	98.9%
Sham Shui Po	98.8%	99.3%	99.0%	99.5%	98.6%
Kowloon City	101.1%	100.9%	101.2%	101.1%	101.9%
Kwun Tong	99.6%	98.6%	99.2%	98.6%	99.4%
Wong Tai Sin	98.6%	96.8%	97.9%	96.2%	98.4%
Kwai Tsing	97.8%	98.8%	98.1%	99.1%	97.6%
Tuen Mun	100.3%	99.4%	99.9%	98.8%	100.1%
Island	99.9%	100.2%	100.0%	100.2%	99.7%
Yuen Long	100.0%	101.8%	100.7%	102.3%	99.8%
Tai Po	98.5%	95.2%	97.7%	95.3%	98.3%
North	99.0%	98.1%	98.6%	98.1%	98.8%
Sha Tin	99.6%	97.1%	99.1%	96.8%	99.4%
Sai Kung	99.7%	100.0%	99.8%	99.8%	99.5%
Tsuen Wan	101.8%	101.1%	101.6%	100.9%	101.6%
Total	99.5%	99.3%	99.5%	99.4%	99.3%

5.2.28 A slight reduction in pollutant emissions is predicted in most districts. The reduction is more evident in districts along the East Rail - Sha Tin, Tai Po, Wong Tai Sin and North. NO_x emissions are reduced by 2.9%, 4.8% 3.2% and 1.9% in these districts respectively as Buses are one of the main contributors to the total NO_x emission (16.5%). The RSP (tailpipe) emissions showed a similar order of reductions in these districts. VOC reduction is less apparent as Buses contribute only about 7% of total emissions for this pollutant. The reduction in RSP (prd) is due to the reduced vkt of the buses serving these districts. Although the territory-wide reduction is small (<1%), it is evident that promoting rail against road transport can have notable effect at the local level.