

Table 5.3y
Traffic contributions to annual average RSP concentrations

AQMS	High Growth (Low End) % traffic contribution	Medium Growth % traffic contribution
Central/Western	34%	33%
Mong Kok	50%	48%
Sha Tin	48%	47%
Yuen Long	42%	40%
Tseun Wan	23%	23%
Kwai Chung	37%	36%
Sham Shui Po	37%	36%
Kwun Tong	37%	37%
Tai Po	27%	26%

Note: Contribution from traffic are in terms of general air quality, traffic contributions to roadside air quality are expected to be higher.

- Central/Western, Mong Kok, Sha Tin, Yuen Long, Kwai Chung, Kwun Tong and Shum Shui Po AQMS: The percentage of annual average nitrogen dioxide concentrations attributable to traffic emissions from within the SAR were estimated in the range from 14% to 27%. The percentage of annual average RSP concentrations attributable to traffic emissions from within the SAR were estimated to range from 37% to 50%. The relatively high contribution of vehicle emissions to the predicted annual average RSP concentrations is considered to reflect the relatively high traffic volumes in these areas and could be used as the basis for prioritising these areas for the introduction of measures to further reduce vehicle emissions.
- Tsuen Wan and Tai Po AQMS: The percentage of annual average nitrogen dioxide concentrations attributable to traffic emissions from within the SAR was estimated to be approximately 11% and 16% respectively. The percentage of annual average RSP concentrations attributable to traffic emissions from within the SAR was estimated to be 23% and 27% respectively and hence further measures to reduce vehicle emissions in these localities are given high to medium priority.

The values reported in this section are produced by PATH model which uses a 1.5km grid size to generate air quality predictions a territory-wide basis. The numbers generated are indicative of ambient air quality and not air quality at roadside locations. The implications for this study is that the percentage contribution could be expected to be significantly greater at the roadside and hence the concentrations would be greater than those presented in this document.

The roadside air quality generally differs from the general air quality as illustrated by Air Pollution Index (API) published by the EPD. The roadside API is, in general, higher than the general API. The main contributing pollutants to high roadside API are Respirable Suspended Particulates and Oxides of Nitrogen - pollutants typically