

Table 8.1 Quantities of Air Pollutants Generated per Vehicle Kilometre Travelled (grams)

Pollutant	Mini-buses	Buses	Cars	Taxis
NO _x	1.54	6.80	0.71	0.73
RSP	0.12	0.69	0.03	0.01
CO ₂	449	1,615	299	280

8.2.9 There are many factors that may affect the types and numbers of buses that may be operating in the year 2016. The commercial decisions of the bus operating companies will have a major influence. At a strategic level it is not possible to determine the split of single-decker and double-decker, and air-conditioned and non-air conditioned buses operating in the year 2016. However, as RDS-2 has considered high demand corridors that have the potential for rail expansion, it is considered unlikely that single-decker buses would be used, therefore, it has been assumed that all the buses will be double-decker, air-conditioned buses. The selected emission factors reflect this assumption.

Reductions in Vehicle Kilometres

- 8.2.10 The transport modelling undertaken by the main study determined the reduction in vehicle kilometres that could be achieved from the Component Schemes of the urban and regional development options, and also from the implementation of the expanded networks.
- 8.2.11 The expanded networks comprise the Component Schemes and the NOL and WIL schemes. The expanded networks did not include any of the Longer Term Schemes (as the implementation of these schemes will be considered in the next phase of railway planning), nor did it include the REL or the PRL, because, for the REL there are many uncertainties regarding the routing, operator and traffic levels, and because, as the PRL is a freight link, it will have no effect on passenger movements.
- 8.2.12 Tables 8.2 and 8.3 present the projected reductions in vehicles kilometres in the year 2016 for the Component Schemes and expanded networks respectively. The data was generated with reference to the major network assumptions used in the CTS-3 medium scenario.

Table 8.2 Annual Reduction in Vehicle Kilometres for the Component Schemes (2016 millions)

	Component Schemes					
	Regional (ADM)	Urban - MTR (ADM)	Urban - KCR (ADM)	Regional (VIP)	Urban - MTR (VIP)	Urban - KCR (VIP)
Mini-bus	5.1	6.6	3.9	4.5	7.2	4.3
Bus	56.9	47.1	54.3	61.8	48.4	61.0
Car	69.9	60.5	65.6	74.7	62.7	73.6
Taxi	27.2	23.5	25.5	29.0	24.4	28.6
Total	159.2	137.6	149.4	170.0	142.7	167.5