

# PM2.5 AV Scenarios – Year 0

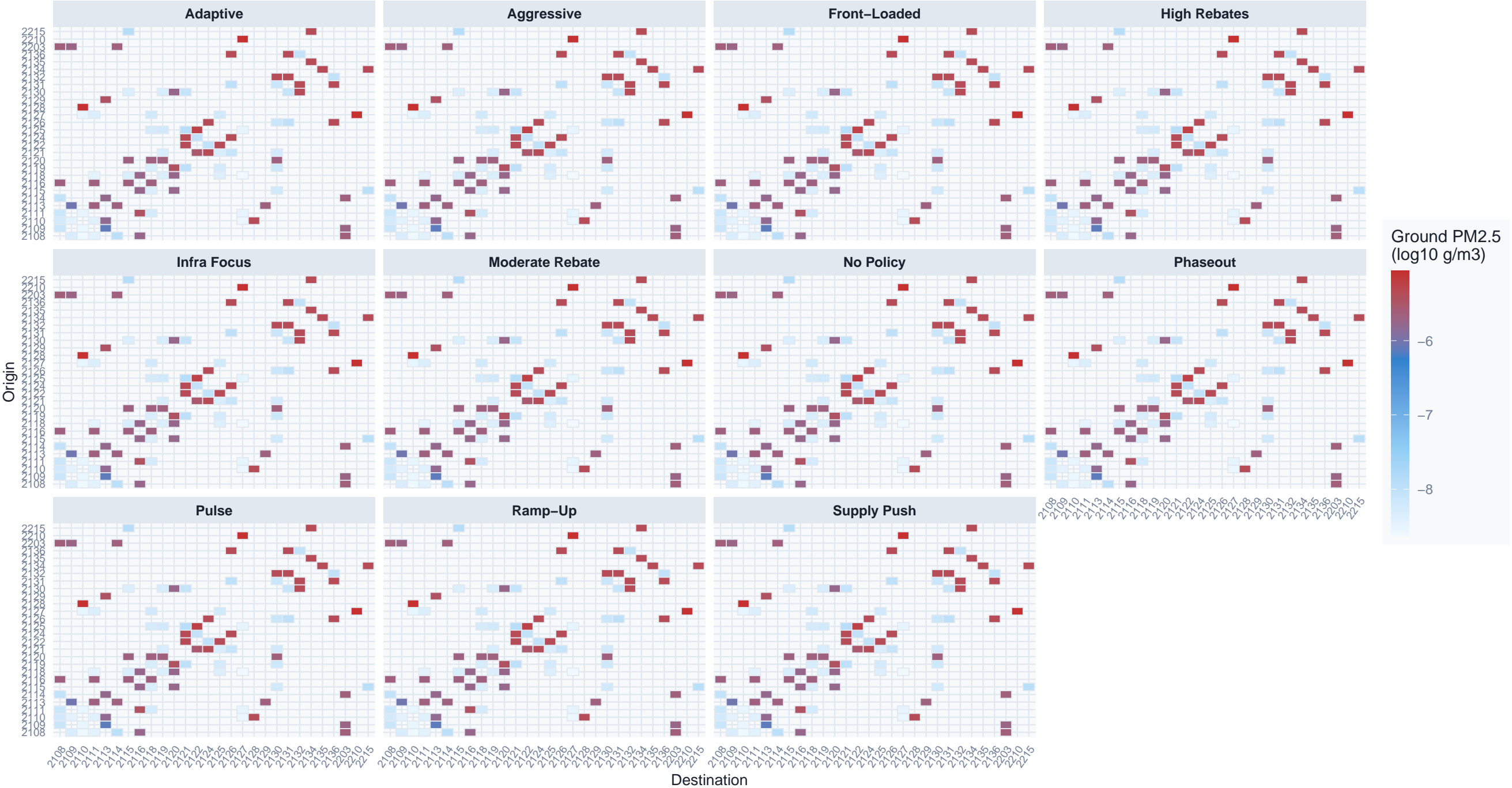
# Total Network Emission Rate by Policy Scenario

Sum of E\_eff across all active flow corridors; % reduction vs baseline scenario



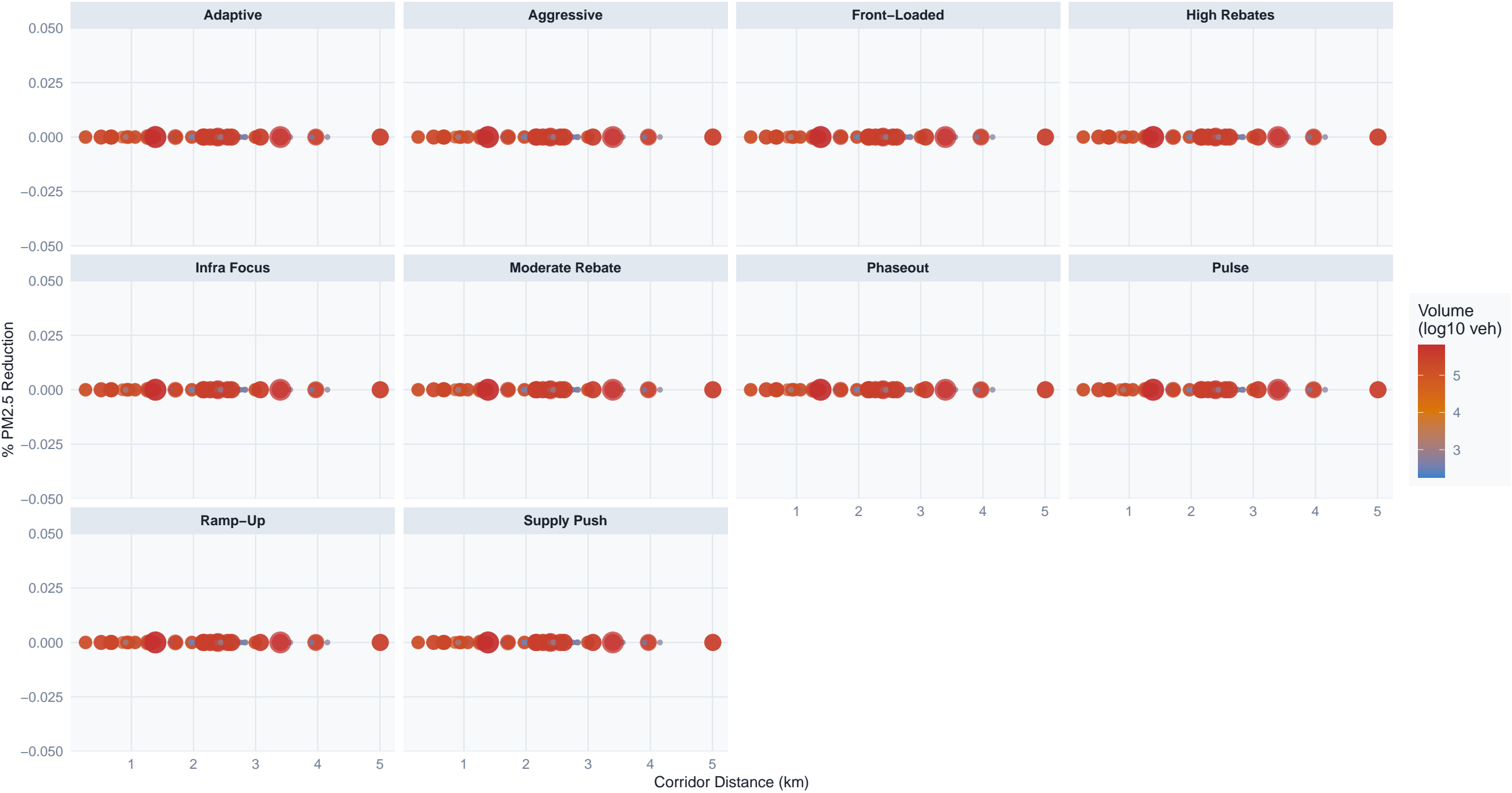
# Ground-Level Peak PM2.5 by Flow Pair

Each cell = one origin-destination corridor, color = peak ground concentration



# PM2.5 Reduction by Corridor vs Baseline

Each point = one flow pair; x = distance, y = % reduction in ground-level PM2.5



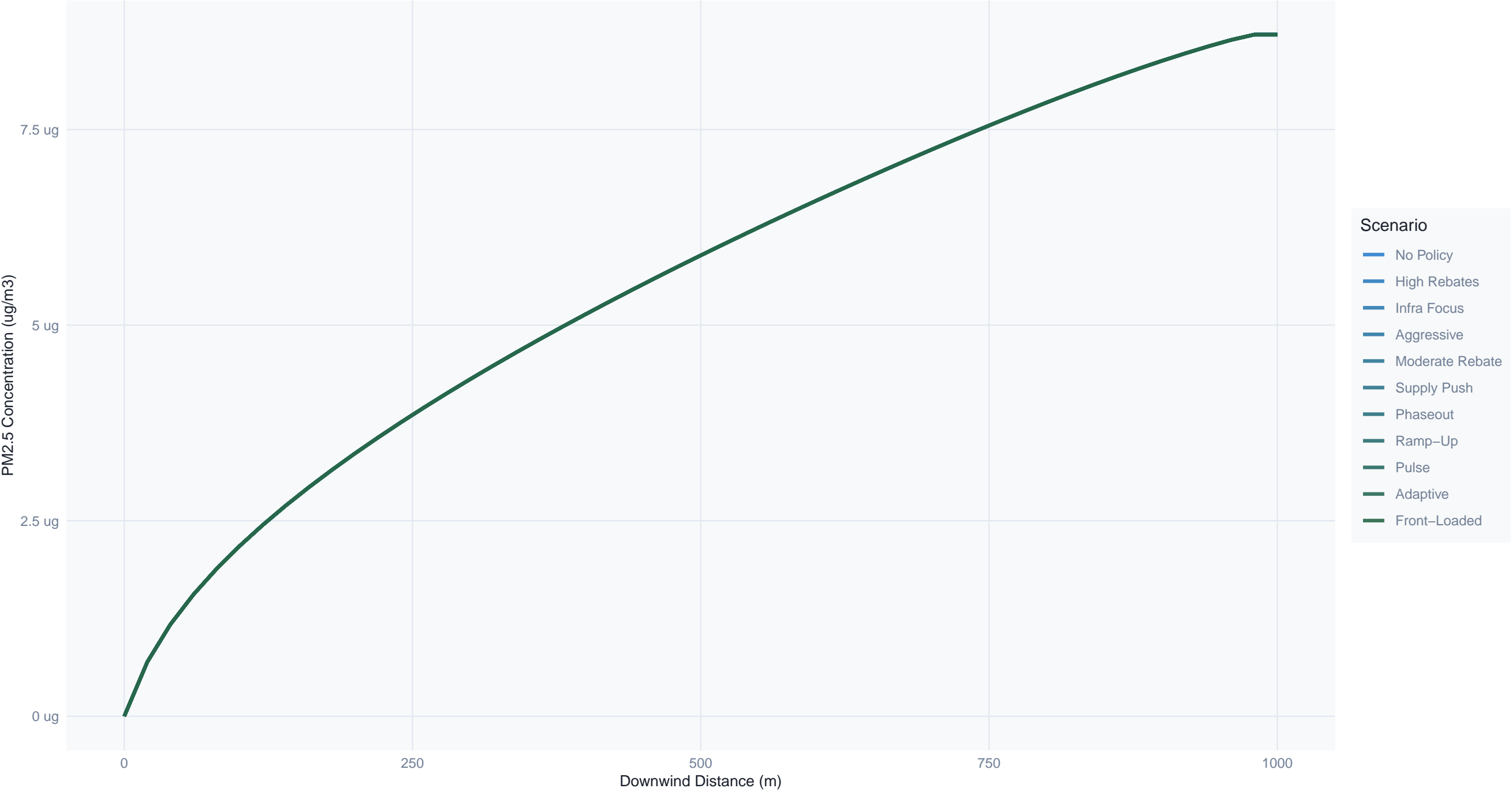
PM2.5 Plume – Busiest Corridor (2127 – 2210)

659,690 vehicles/month, 1.4 km



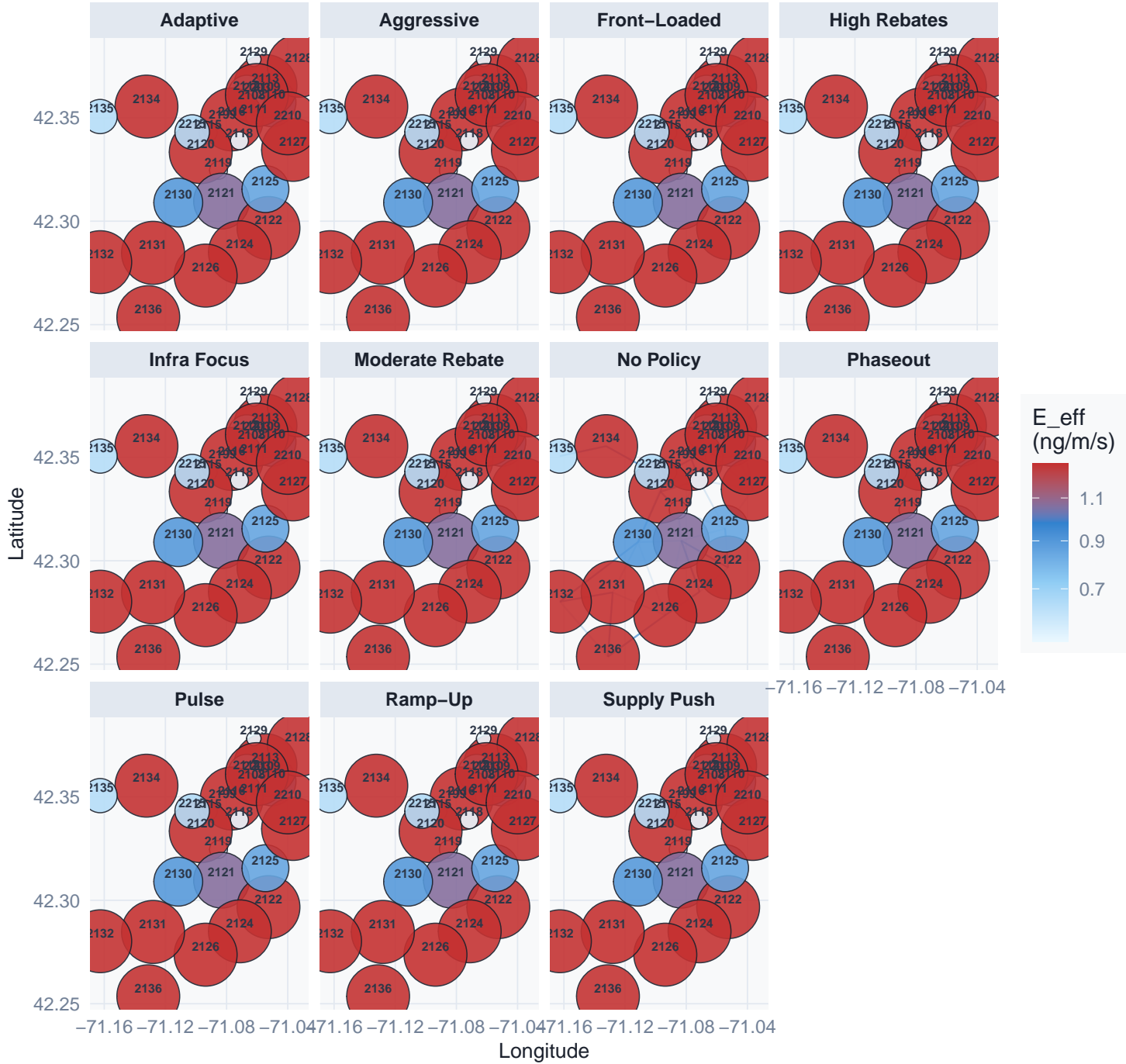
# Ground-Level PM2.5 Profile – 2127 – 2210

Concentration along downwind axis at z = 0 (street level), converted to ug/m3



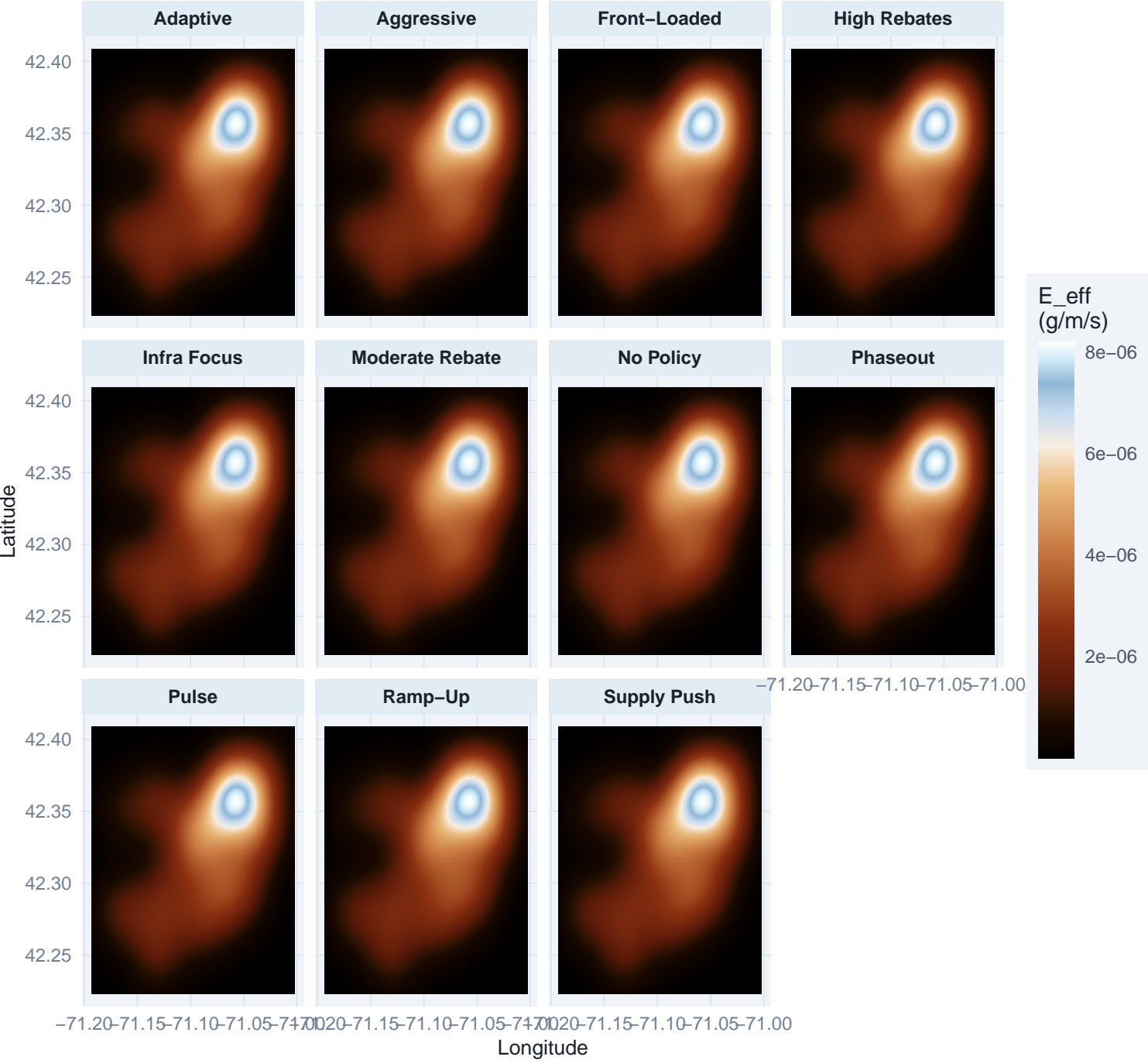
# Spatial Distribution of PM2.5 Emission Burden

Node size = outbound vehicle volume, color = total emission rate



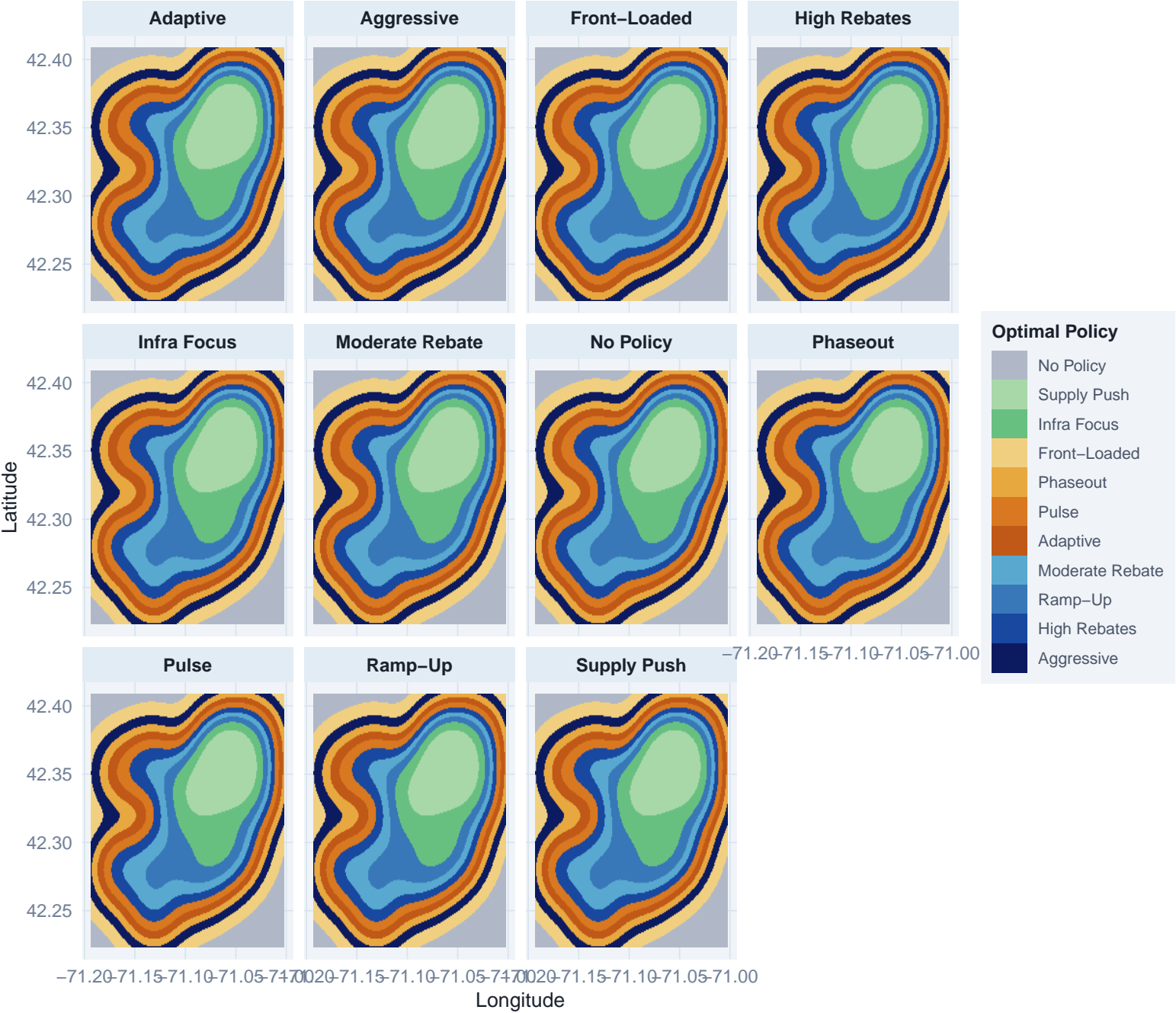
# Spatial Distribution of PM2.5 Emission Burden (Absolute)

Gaussian emission surface per zone, warmer color = more pollution



# Optimal Policy Assignment by Emission Zone

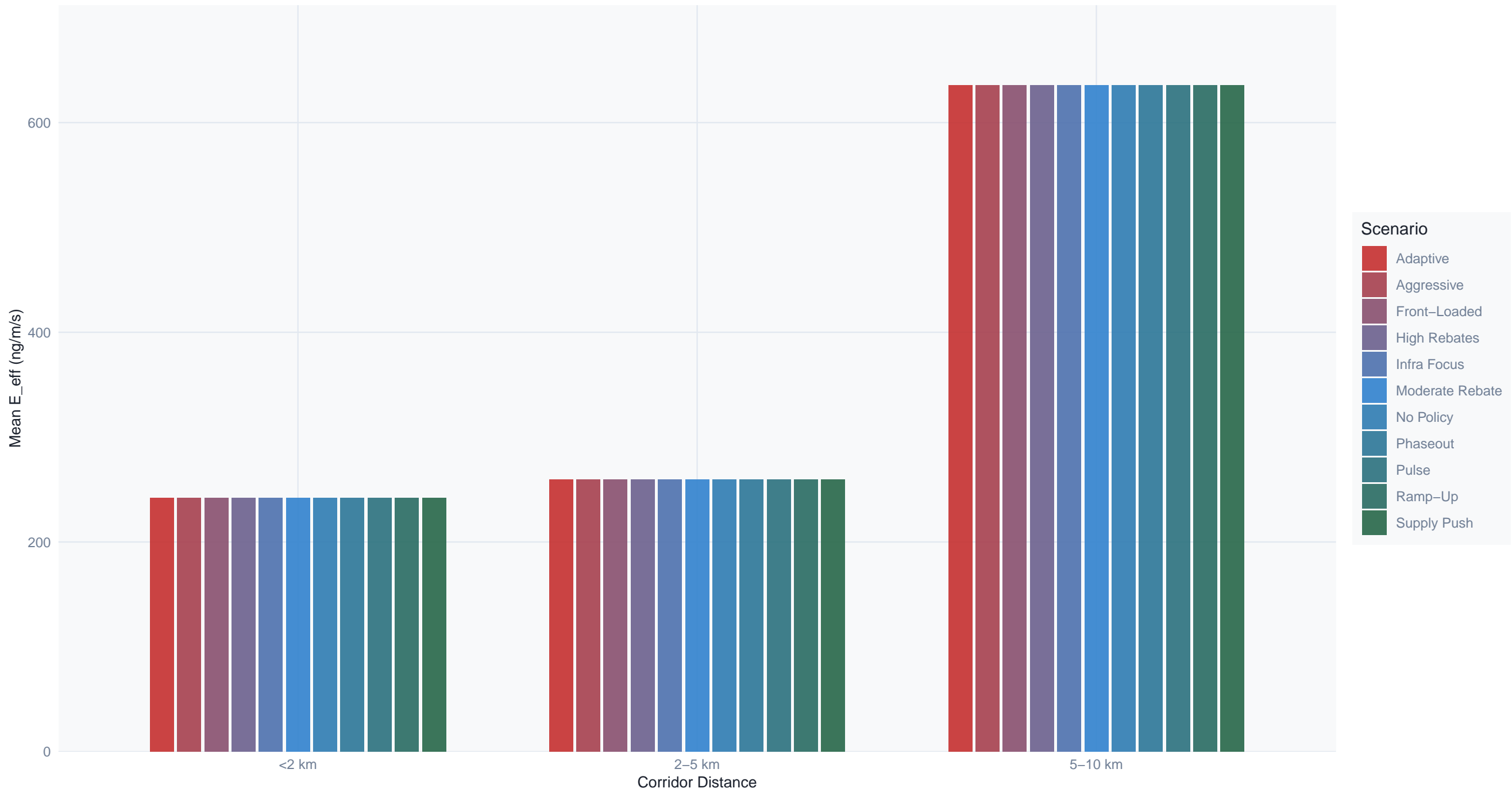
Minimising pollution & spend simultaneously | Reduction weight: 60% | Cost weight: 40%



# Spatial PM2.5 Emission Burden: Deviation from Cross–Scenario Mean

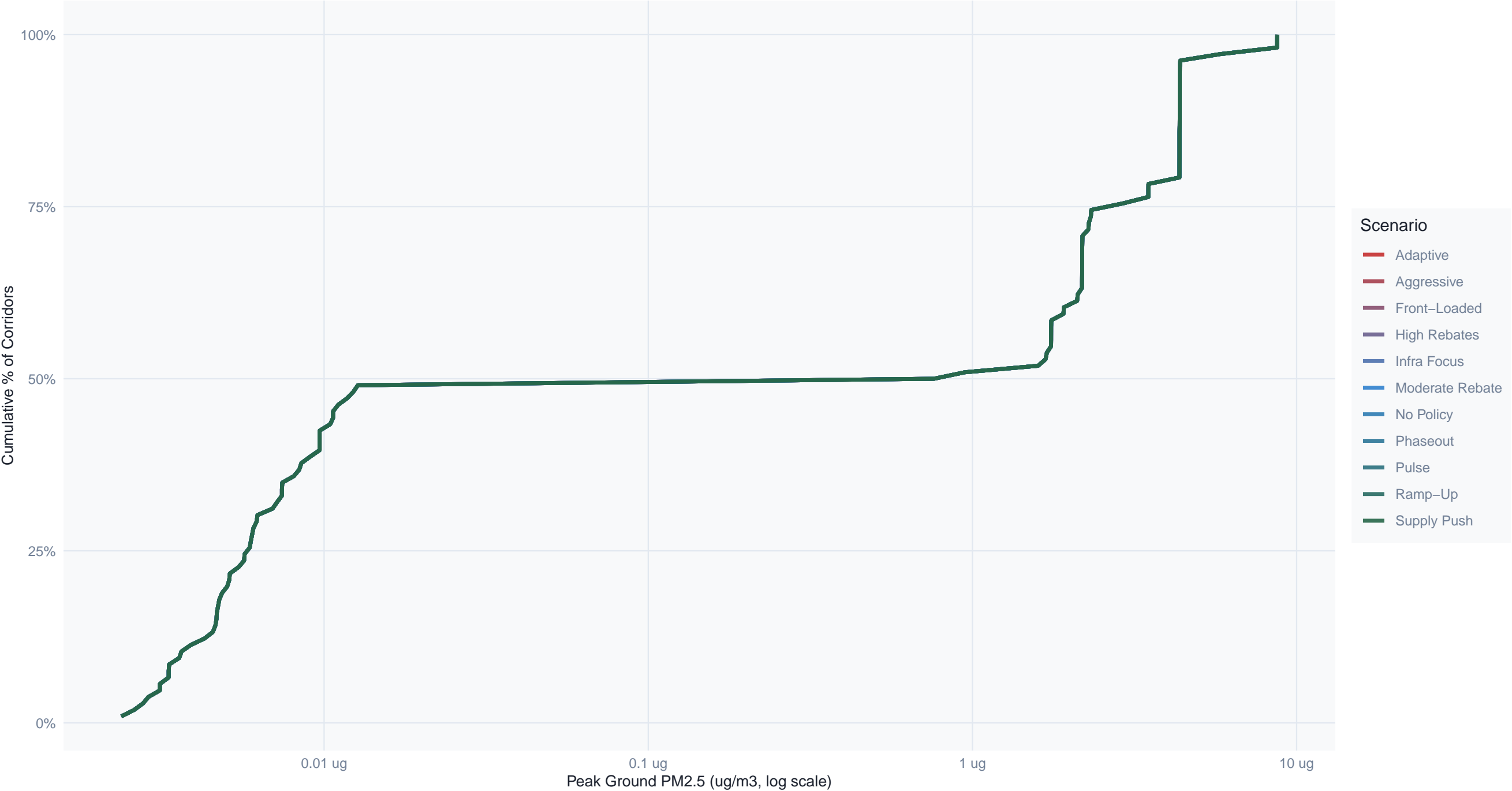
Not shown: all scenarios have identical AV fractions at this year – no variation to display.

Average E\_eff per corridor length category

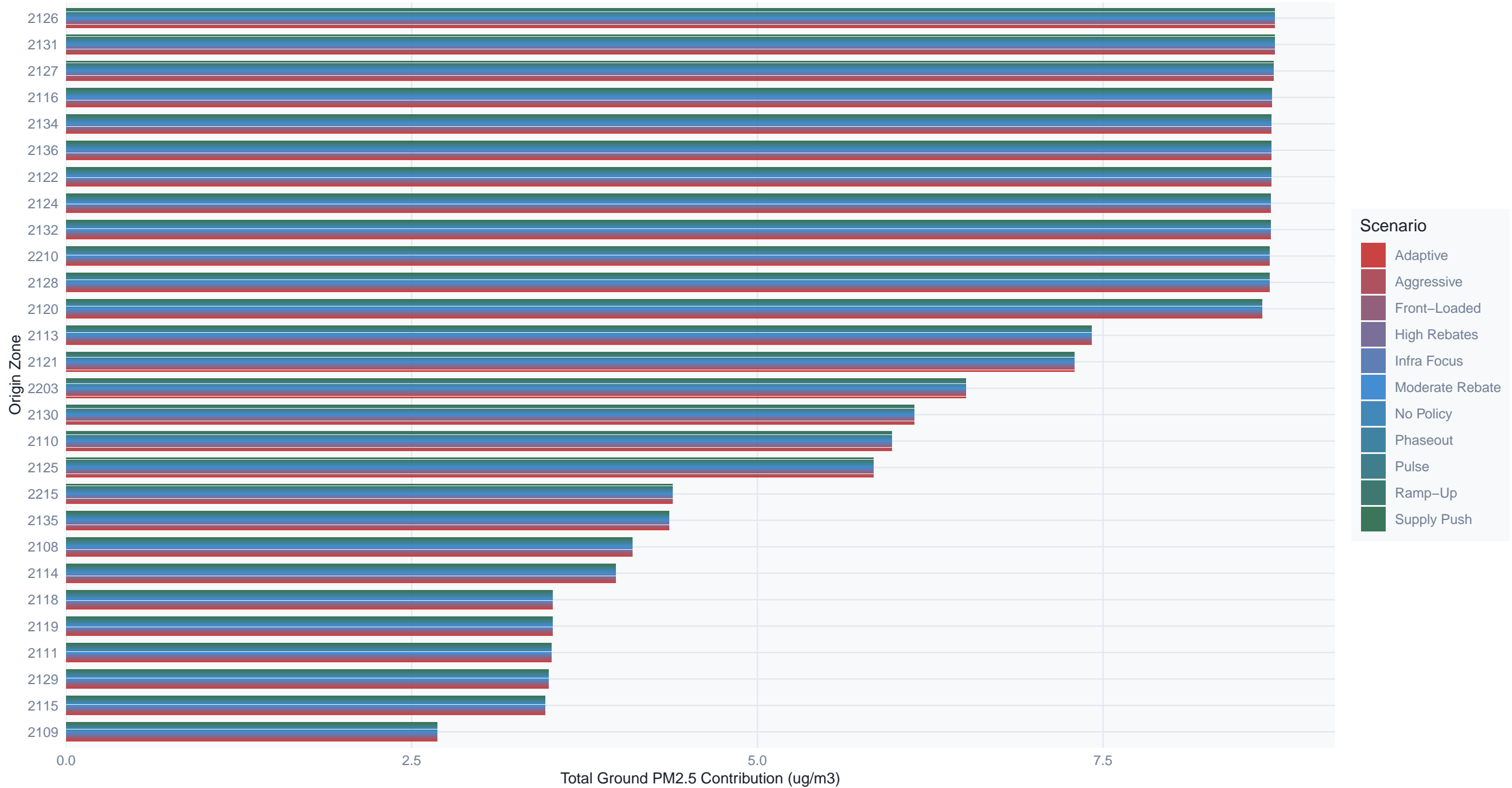


# Cumulative Distribution of Peak Ground-Level PM2.5

Each point = one corridor, rightward shift = worse air quality



## Sum of peak ground concentrations across all outbound corridors per zone



# Vehicle Volume vs. Peak Ground PM2.5 by Corridor

Both axes log scale, color = corridor distance

