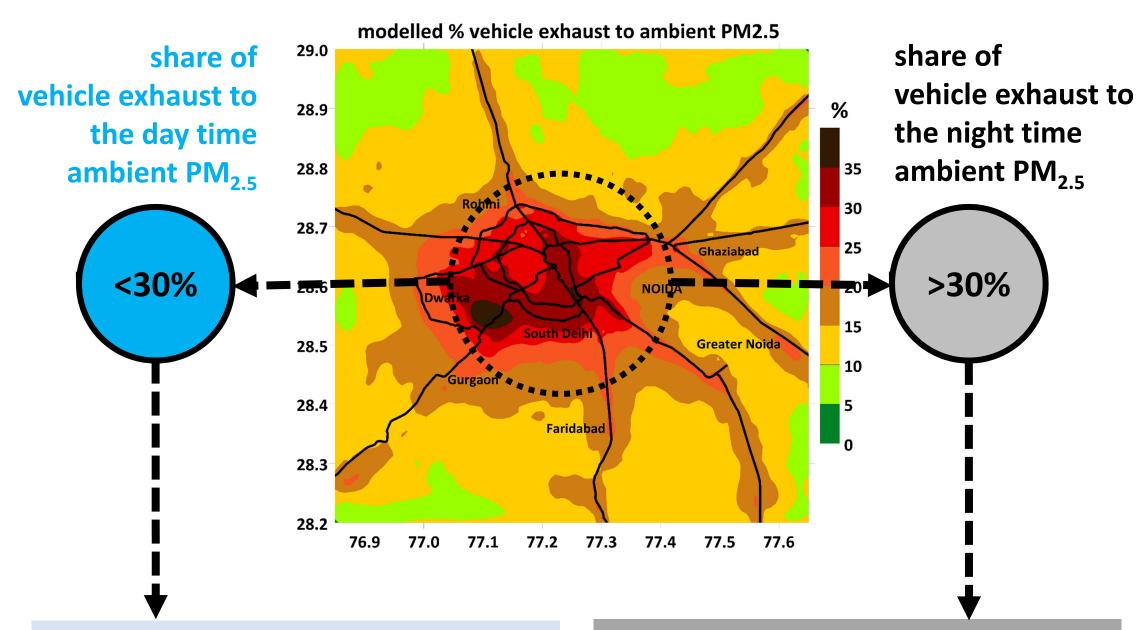
## benefits of restricting day time private vehicles in Delhi

#### vehicle exhaust emissions



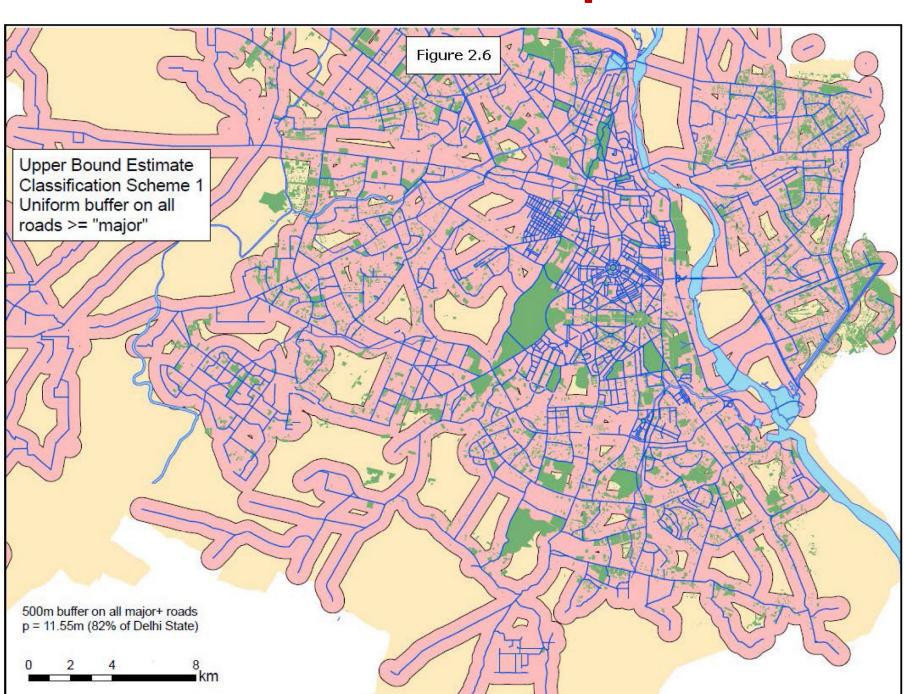
## day time contributors

most of 4 wheelers, 2 wheelers, 3 wheelers, taxis, government and service vehicles, buses, share of light duty and heavy duty trucks

## night time contributors

Most of light duty and heavy duty trucks, long distance buses, small share of 4 wheelers, 3 wheelers, and taxis, and limited 2 wheelers

#### on and near road exposure



55%

of city population is exposed to pollution on-n-within 500 m of the major roads

(source: Health Effects Institute)

50% cut in the day time traffic is expected to substantially drop the day time share of vehicle exhaust to ambient PM<sub>2.5</sub> pollution and exposure to day time vehicle exhaust

# how to restrict vehicle movement?

incentives and disincentives

more public transport
promote safe walking and cycling
more taxi services (3 and 4 wheeler)
free public transport rides
higher parking fees
higher fines for pollution offenders
travel restrictions based on registration

Modelling was conducted for the working domain covering an area of 80 km x 80 km, including the Delhi metropolitan area and its satellite cities, for primary and secondary PM2.5 pollution. References: Guttikunda and Calori (2013); Guttikunda and Goel (2014); Goel and Guttikunda (2015)