

Preliminary assessment table for alignment options																										
Criteria		Weighting	Option 1			Option 2			Option 3			Option 4			Option 5			Option 6			Option 7			Option 8		
			H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D
Impact on Constraints	Compliance with Highway Design criteria	2	0	0	-2	0	-2	-6	0	0	-2	0	0	0	0	0	0	0	-6	-6	0	-2	-2	0	0	-2
	Impact on Sea Bed i.e. PHO and Harbour users	2	-6	0	2	-6	0	0	-6	0	2	2	2	2	-6	0	2	-6	2	2	-6	2	2	-6	2	2
	Geological profile and related technical difficulty	2	0	0	-2	0	-2	-2	0	0	-2	0	2	-6	0	-2	-6	0	0	-6	0	0	-6	0	0	-6
	Jordan valley drainage culvert	1	1	0	0	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	0	0	1	0	0
	Kerry Godown Dangerous goods storage	1	1	0	-1	1	1	1	1	0	-1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-1
	Public Works Central Laboratory	1	1	0	-1	1	1	1	1	0	-1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-1
	Breakwater of KTTS	1	1	0	1	1	1	1	1	-1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Kwun Tong Bypass	1	0	0	0	0	0	0	0	0	0	-3	-2	0	-3	-3	-3	0	0	0	0	0	0	0	0	0
	Sewage Submarine Outfall	1	0	0	1	1	0	1	1	0	1	1	1	1	1	0	1	1	0	1	1	0	1	1	0	1
	Eastern Harbour Crossing (EHC)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Existing properties in Kwun Tong District	1	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	-3	-1	0	0	0	0	0	0	0	0	0
Total			-2	0	-2	-1	0	-3	-1	-1	-2	1	4	-2	-7	-4	-3	-1	0	-5	-1	3	-2	-1	5	-6

Notes on Assessment Criteria

Grading	Description
3	Significantly less impact than KTED alignment
2	Moderately less impact than KTED alignment
1	Mildly more less impact than KTED alignment
0	Having no significant greater or lesser impact than KTED alignment
-1	Mildly more impact than KTED alignment
-2	Moderately more impact than KTED alignment
-3	Significantly more impact than KTED alignment

Weighting Value	Description
2	High priority item for project.
1	Normal priority item for project

Preliminary assessment table for alignment options (cont'd)

Criteria		Weighting	Option 1			Option 2			Option 3			Option 4			Option 5			Option 6			Option 7			Option 8		
			H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D
Impact on Interfaces	Interface with Central Kowloon Route	2	0	0	0	0	0	0	0	0	0	-6	-6	-6	-6	-6	-6	-6	-6	-6	0	0	0	0	0	0
	At-grade developments on South Apron for the Kai Tak Development (KTD)	2	0	0	0	-2	-2	-4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	-2	0	0	0
	Hospital developments on South Apron	2	-6	0	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	-6	-6	-6	0	0	0
	Environmentally friendly linkage system for KTD (EFLS)	1	-3	0	0	-3	-3	-3	-3	0	0	-3	-3	-1	-3	-3	-1	-3	-3	-1	-3	-3	-1	-3	-3	-1
	At-grade developments on the former Kai Tak Airport runway, part of the Development (KTD)	2	0	0	0	-6	-6	-4	0	0	0	0	0	0	0	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2
	At-grade developments on the former Kai Tak Airport runway, part of the Development (KTD)	2	0	0	0	0	0	0	0	0	0	-6	-6	-2	-2	-2	-2	0	0	0	0	0	0	0	0	0
	Cruise terminal on the former Kai Tak Airport runway, part of the Development (KTD)	1	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	-2	-2	0	-2	-2	0	-2	-2	0
	Interface with Tseung Kwan O – Lam Tin Tunnel (TKO-LTT)	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			-9	0	0	-14	-14	-11	-9	0	0	-9	-9	-3	-5	-5	-3	-7	-7	-3	-15	-15	-11	-7	-7	-3

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			H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D
Impact on Environmental	Air Quality Impact	2	-6	0	2	-6	0	2	-6	0	2	-6	-4	4	-6	-4	2	-6	0	2	-6	0	2	-6	-2	2
	Noise Impact	2	-6	0	2	-6	0	2	-6	0	2	-6	-6	0	-6	-6	2	-6	0	2	-6	0	2	-6	-2	2
	Water Quality Impact	2	2	0	6	4	2	4	2	0	6	6	6	6	4	2	6	4	2	4	4	0	4	4	2	6
	Waste Management	2	4	0	2	4	-2	0	4	0	2	6	0	2	4	0	2	4	-2	0	4	-4	0	2	-2	0
	Landscape and Visual Impact	2	2	0	6	2	2	4	2	0	6	6	6	6	-2	-4	6	2	2	4	2	0	4	2	0	6
	Cultural impact	1	1	0	3	1	1	2	1	0	3	3	3	3	1	0	3	1	1	2	1	0	2	1	0	3
	Marine Ecology impact	2	-6	0	2	-6	0	2	-6	0	2	-6	-2	0	-4	0	0	-6	0	2	-6	-2	2	-6	0	2
	Fisheries Impact	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			-9	0	23	-7	3	16	-9	0	23	3	3	21	-9	-12	21	-7	3	16	-7	-6	16	-9	-4	21

	Weighted Results For Each Alignment																							
Impact on	Option 1			Option 2			Option 3			Option 4			Option 5			Option 6			Option 7			Option 8		
	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D	H	L	D
Design and Constraints	-2	0	-2	-1	0	-3	-1	-1	-2	1	4	-2	-7	-4	-3	-1	0	-5	-1	3	-2	-1	5	-6
Interfaces	-9	0	0	-14	-14	-11	-9	0	0	-9	-9	-3	-5	-5	-3	-7	-7	-3	-15	-15	-11	-7	-7	-3
Environmental	-9	0	23	-7	3	16	-9	0	23	3	3	21	-9	-12	21	-7	3	16	-7	-6	16	-9	-4	21
Total Weighted Score	-20	0	21	-22	-11	2	-19	-1	21	-5	-2	16	-21	-21	15	-15	-4	8	-23	-18	3	-17	-6	12

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