

Table 6.3a Noise Scores Summary of Main Model Runs

| Year | Run No. | Description  | Population Scenario | Noise Score |
|------|---------|--|---------------------|-------------|
| 2001 | 39      | LOW / Toll Scheme A  | 1                   | 0.96        |
| 2001 | 40      | LOW / Toll Scheme B  | 1                   | 0.94        |
| 2001 | 41      | LOW / Toll Scheme C  | 1                   | 0.95        |
| 2001 | 43      | LOW / Toll Scheme D1   | 1                   | 0.95        |
| 2001 | 47      | LOW / Toll Scheme D  | 1                   | 0.97        |
| 2001 | 48      | <b>LOW / Budget Toll</b>   | 1                   | <b>0.97</b> |
| 2006 | 49      | High Car High Goods  | 2                   | 1.10        |
| 2006 | 50      | Medium Car High Goods  | 2                   | 1.10        |
| 2006 | 52      | High Car Medium Goods  | 2                   | 1.04        |
| 2006 | 54      | Medium Car Medium Goods  | 2                   | 1.04        |
| 2006 | 58      | Scenario 2, Toll D, HVF, System Test 1   | 2                   | 1.06        |
| 2006 | 75      | Scenario 2, Toll D, HVF, System 2 w/o Route 7                                    | 2                   | 1.08        |
| 2006 | 76      | Scenario 2, Toll D, HVF, System Test 2   | 2                   | 1.05        |
| 2006 | 77      | Scenario 2, Toll D, HVF, System Test 2, w/o CKR                                  | 2                   | 1.10        |
| 2006 | 78      | Scenario 2, Toll D, HVF, System Test 2, w/o Route 9                              | 2                   | 1.09        |
| 2006 | 80      | Scenario 2, Toll D, HVF, System Test 2, w/o IEC                                  | 2                   | 1.07        |
| 2006 | 81      | Scenario 2, Toll D, HVF, System Test 2, w/o T2                                   | 2                   | 1.11        |
| 2006 | 82      | Scenario 2, Toll D, HVF, System Test 2, w/o Route 5                              | 2                   | 1.08        |
| 2006 | 83      | Scenario 2, Toll D, HVF, System Test 2, w/o Route 10                             | 2                   | 1.08        |
| 2006 | 84      | Scenario 2, Toll D, HVF, System Test 2, w/o Route 16                             | 2                   | 1.10        |
| 2006 | 85      | Scenario 2, Toll D, HVF, System Test 2, w/o WCR & Cross Bay Bridge               | 2                   | 1.08        |
| 2006 | 86      | Scenario 2, Toll D, HVF, System Test 2, w/o all                                  | 2                   | 1.15        |
| 2006 | 89      | Scenario 2, Toll D, HVF, System Test 2, w/o TM Southern Bypass & Port Expressway | 2                   | 1.07        |
| 2006 | 91      | Rail Priority Base Case  | 2                   | 1.11        |
| 2006 | 92      | Low Car, Toll B  | 2                   | 1.10        |
| 2006 | 94      | Rail Priority  | 2                   | 1.11        |
| 2006 | 95      | Base Case  | 2                   | 1.11        |
| 2006 | 97      | (Sc I, Lo, Toll D) Least Demand  | 1                   | 0.99        |
| 2006 | 98      | System Test 2 without TKO Rail Phase II  | 2                   | 1.08        |
| 2006 | 102     | Existing Plus Committed Infra  | 2                   | 1.15        |
| 2006 | 106     | <b>Scenario II Full High Budget Toll with New Bus</b>                            | 2                   | <b>1.07</b> |
| 2006 | 107     | <b>Scenario II Practical Medium Budget Toll with New Bus</b>                     | 2                   | <b>1.03</b> |

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|------|---------|--|---------------------|-------------|
| 2011 | 41      | High Car High Goods  | 2                   | 1.21        |
| 2011 | 42      | Medium Car High Goods  | 2                   | 1.19        |
| 2011 | 43      | Medium Car Medium Goods  | 2                   | 1.08        |
| 2011 | 44      | High Car Medium Goods  | 2                   | 1.10        |
| 2011 | 55      | PT Fare Policy   | 2                   | 1.21        |
| 2011 | 69      | ScII, Toll D, Hi, Base   | 2                   | 1.21        |
| 2011 | 69p     | Park and Ride  | 2                   | 1.21        |
| 2011 | 71      | (ScI, TollD, Lo) Least Demand  | 1                   | 1.03        |
| 2011 | 74      | (ScII, TollD, Hi) System Test 4  | 2                   | 1.20        |
| 2011 | 75      | (ScII, TollB, Hi) System Test 4  | 2                   | 1.20        |
| 2011 | 76      | System Test 4 without IWC  | 2                   | 1.21        |
| 2011 | 77      | System Test 4 without Central Wanchai Bypass                           | 2                   | 1.22        |
| 2011 | 78      | System Test 4 without Lantau P1 Road                                   | 2                   | 1.20        |
| 2011 | 79      | System Test 4 without IEC  | 2                   | 1.20        |
| 2011 | 80      | System Test 4 without East-West Link                                   | 2                   | 1.21        |
| 2011 | 81      | System Test 4 without Lantau Road Link                                 | 2                   | 1.21        |
| 2011 | 82      | System Test 4 without Eastern Highway                                  | 2                   | 1.23        |
| 2011 | 83      | (ScII, TollD, Hi) System Test 4 without HK - Lantau Link               | 2                   | 1.23        |
| 2011 | 84      | (ScII, TollB, Hi) System Test 4 (EHX - Toll D)                         | 2                   | 1.19        |
| 2011 | 87      | System Test 4 without North Hong Kong Line (Central to North Point)    | 2                   | 1.20        |
| 2011 | 88      | System Test 4 without West Hong Kong Line (Sheung Wan to Green Island) | 2                   | 1.21        |
| 2011 | 89      | System Test 4 without Hung Hom to Wan Chai (KCRC)                      | 2                   | 1.20        |
| 2011 | 90      | System Test 4 without East Kowloon Line (Tai Wai to Hung Hom)          | 2                   | 1.20        |
| 2011 | 93      | P T Fare Integration   | 2                   | 1.21        |
| 2011 | 97      | Existing Plus Committed Infra  | 2                   | 1.43        |
| 2011 | 103     | High Xborder Case  | 2                   | 1.24        |
| 2011 | 104     | Scenario II Full High Budget Toll with New Bus                         | 2                   | 1.19        |
| 2011 | 105     | Scenario II Practical Medium Budget Toll with New Bus                  | 2                   | 1.11        |
| 2011 | 106     | Port Rail  | 2                   | 1.17        |
| 2011 | 107     | Without Rail Between Tai Wai & Diamond Hill                            | 2                   | 1.21        |
| 2016 | 7       | High Car High Goods  | 2                   | 1.50        |
| 2016 | 8       | Medium Car High Goods  | 2                   | 1.45        |

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|------|---------|--|---------------------|-------------|
| 2016 | 10      | Medium Car Medium Goods  | 2                   | 1.25        |
| 2016 | 12      | High Car Medium Goods  | 2                   | 1.27        |
| 2016 | 18      | (ScI, TollD, Hi, Base)   | 2                   | 1.49        |
| 2016 | 19      | (ScI, TollD, Low) Least Demand   | 1                   | 1.18        |
| 2016 | 21      | (ScII, TollB, Base, Low Car, Hi GV)  | 2                   | 1.48        |
| 2016 | 23      | (ScIII, TollD, Hi) Most Demand   | 3                   | 1.59        |
| 2016 | 35      | System Test 2A - M4 Northern Bias  | 2                   | 1.38        |
| 2016 | 36      | System Test 2A - M3 Lantau Bias  | 2                   | 1.33        |
| 2016 | 37      | System Test 2A without IWC   | 2                   | 1.38        |
| 2016 | 38      | System Test 2A without Route 81  | 2                   | 1.39        |
| 2016 | 39      | System Test 2A without TST P1 Road   | 2                   | 1.39        |
| 2016 | 40      | System Test 2A without TMS Link  | 2                   | 1.40        |
| 2016 | 41      | System Test 2A without TM Western Bypass   | 2                   | 1.39        |
| 2016 | 42      | System Test 2A without HK - Lantau Link  | 2                   | 1.43        |
| 2016 | 43      | System Test 2A without HK North Bypass   | 2                   | 1.40        |
| 2016 | 44      | System Test 2A without Kin Northern Bypass So Kwun Wat to Tai Mo Shan Link       | 2                   | 1.44        |
| 2016 | 45      | System Test 2A without TM-CLK Link   | 2                   | 1.38        |
| 2016 | 46      | System Test 2A without Further Widening YL HW                                    | 2                   | 1.40        |
| 2016 | 47      | System Test 2A without IEC Imp   | 2                   | 1.38        |
| 2016 | 48      | System Test 2A without Hong Kong Rail  | 2                   | 1.40        |
| 2016 | 49      | System Test 2A without Siu Sai Wan Station                                       | 2                   | 1.38        |
| 2016 | 50      | System Test 2A without WR Yen Chow Street to TST                                 | 2                   | 1.40        |
| 2016 | 51      | System Test 2A without SE KL West-East Rail                                      | 2                   | 1.40        |
| 2016 | 52      | System Test 2A without Outer Western Corridor                                    | 2                   | 1.39        |
| 2016 | 53      | System Test 2A without MOSR Ext  | 2                   | 1.38        |
| 2016 | 54      | System Test 2A without XB Western Corridor                                       | 2                   | 1.37        |
| 2016 |         | Recommended Infrastructure with New Kowloon Northern Bypass & So Kwun Wat to Tai |                     |             |
| 2016 | 55      | Mo Shan Link   | 2                   | 1.38        |
| 2016 | 64      | Existing Plus Committed Infra  | 2                   | 1.84        |
| 2016 | 75      | High Xborder Case  | 2                   | 1.52        |
| 2016 | 82      | High Growth (Low End)  | 2                   | 1.39        |
| 2016 | 83      | High Growth (High End)   | 3                   | 1.50        |

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| 2016 | 84      | Medium Growth                | 2                   | 1.27        |
| 2016 | 86      | Low Growth                   | 1                   | 1.06        |
| 2016 | 87      | High Growth Networks         | 3                   | 1.49        |
| 2016 | 88      | Practical Networks           | 2                   | 1.25        |
| 2016 | 89      | Without 4th Harbour Crossing | 2                   | 1.39        |
| 2016 | 90      | Without T1                   | 2                   | 1.39        |