

- 8.5.4 However, of more relevance to landtake is the total length of new railway that are proposed to be located above ground (either at grade or on viaduct). In total, six of the potential schemes were found to include possible sections of above ground track. Table 8.9 presents the lengths of above ground track.

Table 8.9 Lengths of Above Ground Track

Scheme	Length (m)
Tai Wai to Diamond Hill Link (through running with MOS)	900
Northern Links	11,750
East Rail Express (Hung Hom to Lo Wu)	5,700
West Rail Express	5,700
Port Rail Line	1,400
Total	19,800

- 8.5.5 It can be seen from the above that the 'worst case' total length of track that is proposed to be above ground is 19.8 km.
- 8.5.6 A relatively large component of this above ground length would be made up from the ERX and WRE both of which are schemes which are at an early stage of development. Consequently, the actual lengths of above ground track may differ significantly as the alignments are refined. Additionally, it is likely, certainly in the immediate future, that the implementation of a regional express service would be through the implementation of either the ERX or the WRE. It is not envisaged that both options would be implemented; therefore the permanent landtake impacts will be proportionally less than implied above.
- 8.5.7 Section 5 of Annex B presents information regarding the comparative landtake and landuse implications of roads in comparison to rail. The above data on lengths of above ground railways can be related to this discussion.

8.6 Cumulative Hazard Impacts

- 8.6.1 The EPIs were used to assess the potential cumulative hazard implications.
- 8.6.2 Five of the currently proposed routes have sections of alignment that pass within the Consultation Zones of PHIs. For each of these routes where the alignment entered the Consultation Zone (CZ), Table 8.13 summarises the PHI in question, together with details of the number of stations (if any) and the length of track within the CZ.
- 8.6.3 The EPIs suggest that the length of above ground alignment that is within the CZ is reported. Whilst it is noted that the scope for potential hazard related implications both to and from the operation of the railway is likely to be significantly lower for underground sections of alignment, Table 8.10 also provides details of the length of underground alignment that is within a CZ.