

Hong Kong, March 27, 2007

CB(1)1253/06-07(01)

Panel on Planning, Lands and Works
Legislative Council
Legislative Council Building
8 Jackson Road
Central, Hong Kong
(Fax: 2869-6794 / email: cshiu@legco.gov.hk)

Re: Central Harbourfront and Queen's Pier

Honorable Chair and Members,

Keeping Queen's Pier in situ is a matter of will – there is little impact on cost, time, works or roads

There is no need for re-alignment of P2 – no time delay.

A dual 2-lane P2 requires 18.9 meters. There is 23 meters between the corner of Queen's Pier and the northern boundary of the land reserved for P2 and side walks. (Around 40 meters is reserved for P2 – sufficient for 8-lanes or more.) Attached please find drawings of road P2 and Queen's Pier, as well as information from the "Transport Planning & Design Manual" as available from Government.

The Queen's Pier structure can be left in place during construction

A simple steel frame will suffice to protect the structure while underground work takes place for drainage and rail related infrastructure. The extra cost is estimated between HK\$10-30million.

The contract for the Central Reclamation 3 has allowances for additional work.

This is apparent from information available from court proceedings subsequent to the awarding of the CR3 contract.

The demolition of Queen's Pier can be postponed until the changes, if any, to minor roads such as D6 have been cleared. After which the Queen's Pier can be formally declared 'saved'.

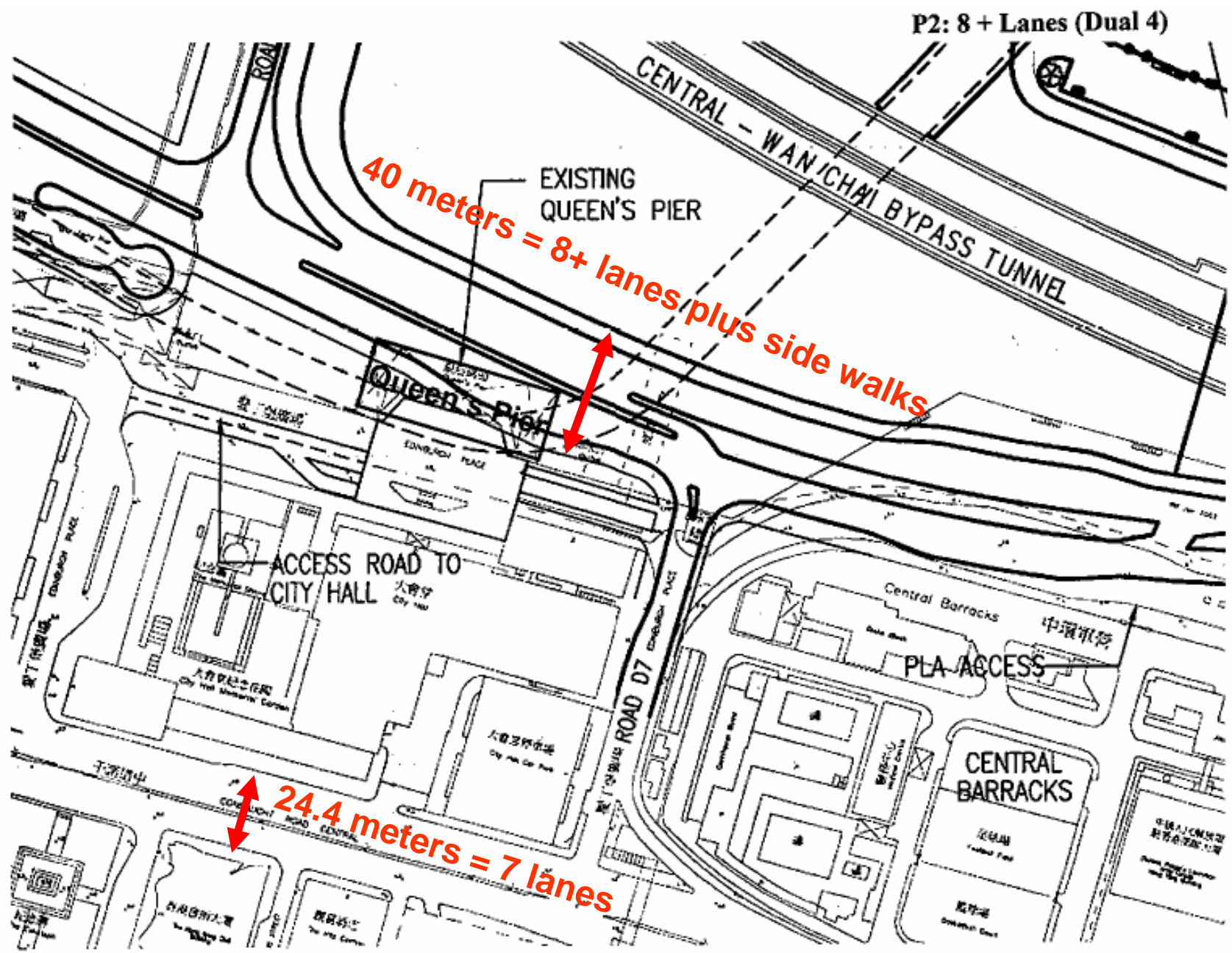
Herewith we so submit for your consideration,

Yours sincerely,



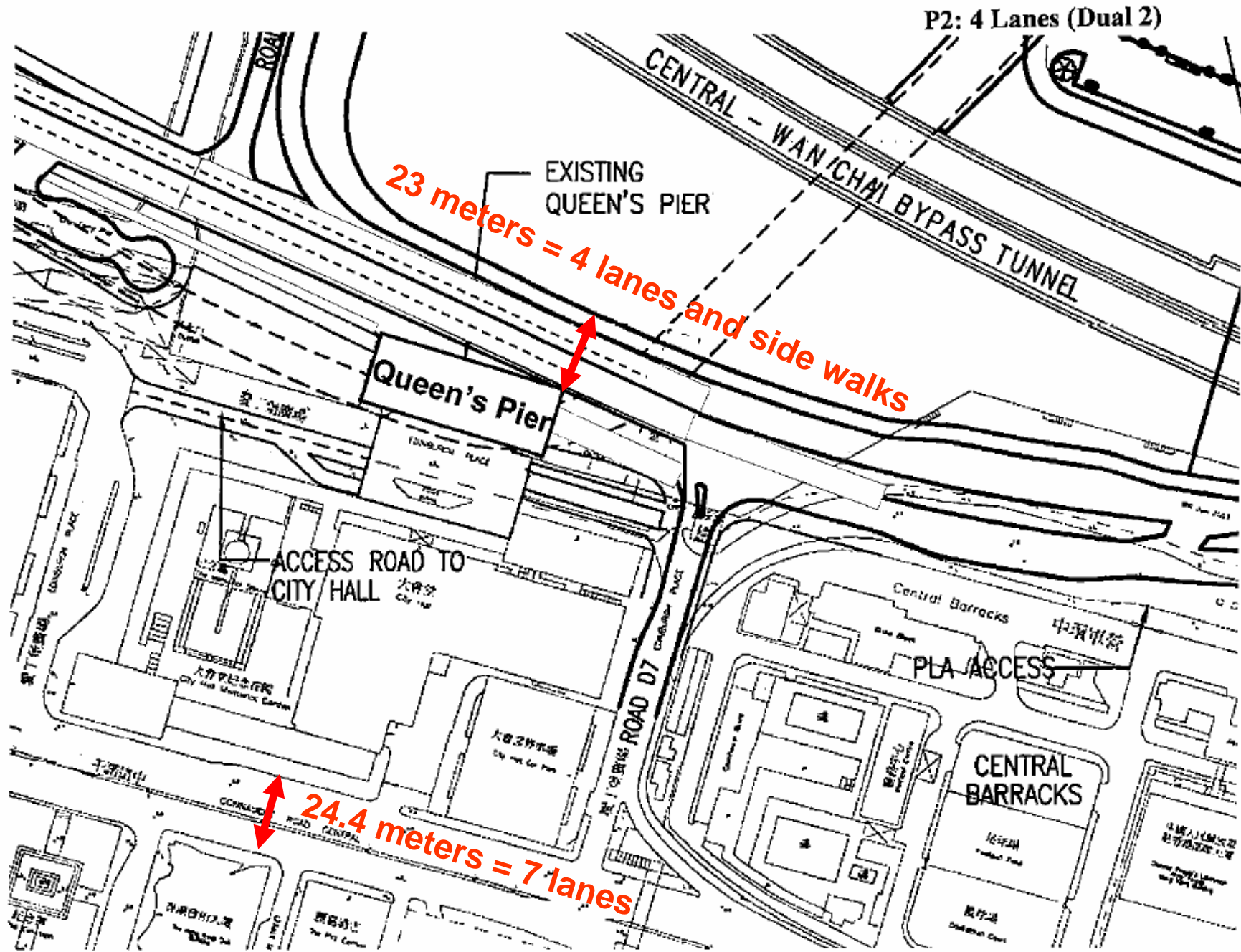
Paul Zimmerman
Convenor, Designing Hong Kong Harbour District
Principal, The Experience Group, Limited

P2: 8 + Lanes (Dual 4)



P2: 8 + Lanes (Dual 4)

P2: 4 Lanes (Dual 2)

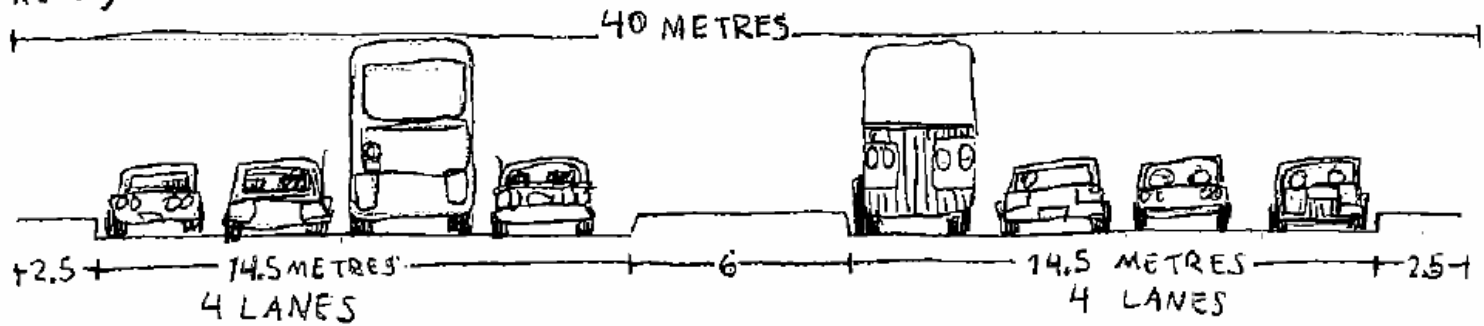


P2: 4 Lanes (Dual 2)

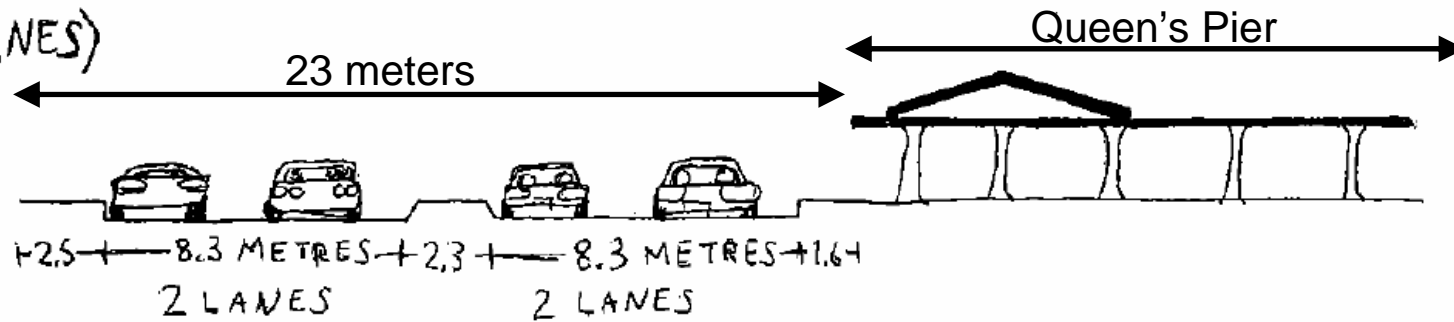
23 meters = 4 lanes and side walks

24.4 meters = 7 lanes

P2 (8+ LANES)



P2 (4 LANES)



BASED ON: TRANSPORT
& DESIGN MANUAL
DIAGRAMS OF PRIMARY
DISTRIBUTOR ROADS

3.4.2.1 The carriageway widths for various types of road are given in Table 3.4.2.1.

Table 3.4.2.1
Minimum Carriageway Widths in Urban Areas

Road Type	Single Carriageway		Dual Carriageway		
	2 lane (m)	4 lane (m)	2 lane (m)	3 lane (m)	4 lane (m)
Trunk Road/ Expressways	--	--	7.3	11	14.6
Primary Distributor	--	--	6.75	10	13.5
District Distributor	7.3 or 10.3	13.5	6.75	10	--
Local Distributor	7.3 or 10.3	13.5	6.75	--	--
Industrial Road - Principal Access	--	13.5	6.75	--	--
Industrial Road - Secondary Access	7.3 (one way) 10.3 (two way)	--	--	--	--
Cargo Handling Areas - Access Road	8 - 10.0	--	--	--	--

3.4.2.2 The width of trunk road carriageways may be reduced below that given in Table 3.4.2.1 if this can be justified on economic or other grounds

Extracted from TPDM Vol. 2