

# The Design and Alignment of P2



Submitted by The  
Conservancy Association to  
Panel of PLW subcom, LegCo

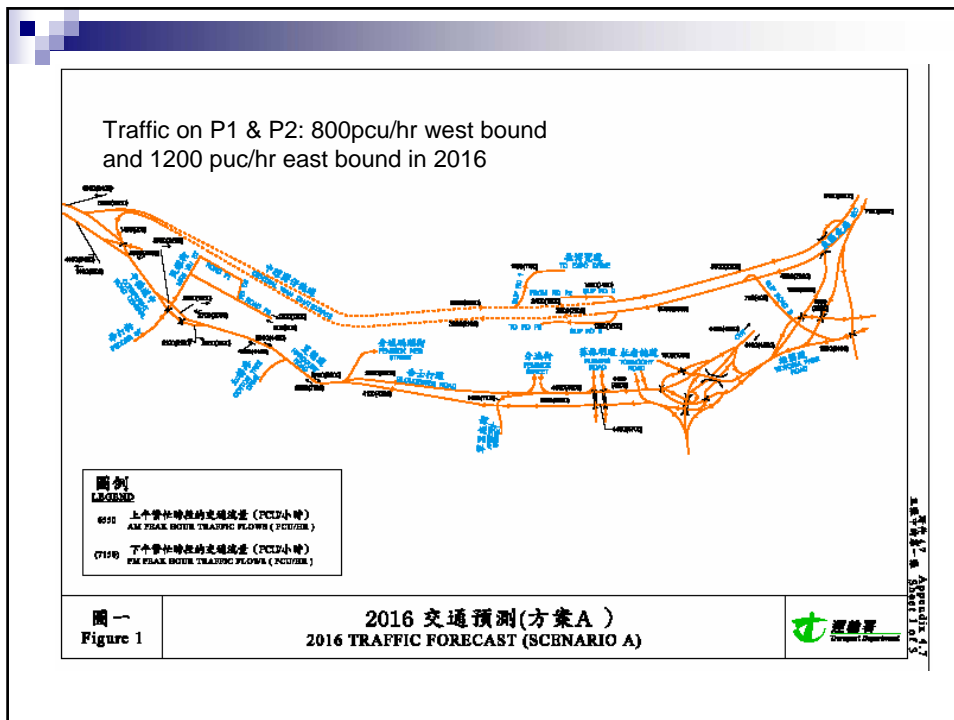
## The Design of P2

Traffic Demand:

- Local Development: IFCs (I &2); Airport Railway Station, Four Seasons Hotel and the ferry piers;
- East-west Bypass traffic through Central

**According to a TD paper on C&W Bypass\*, the predicted traffic on P2 plus P1 is 800 pcu/hr (west bound) and 1200 pcu/hr (east bound) in 2016**

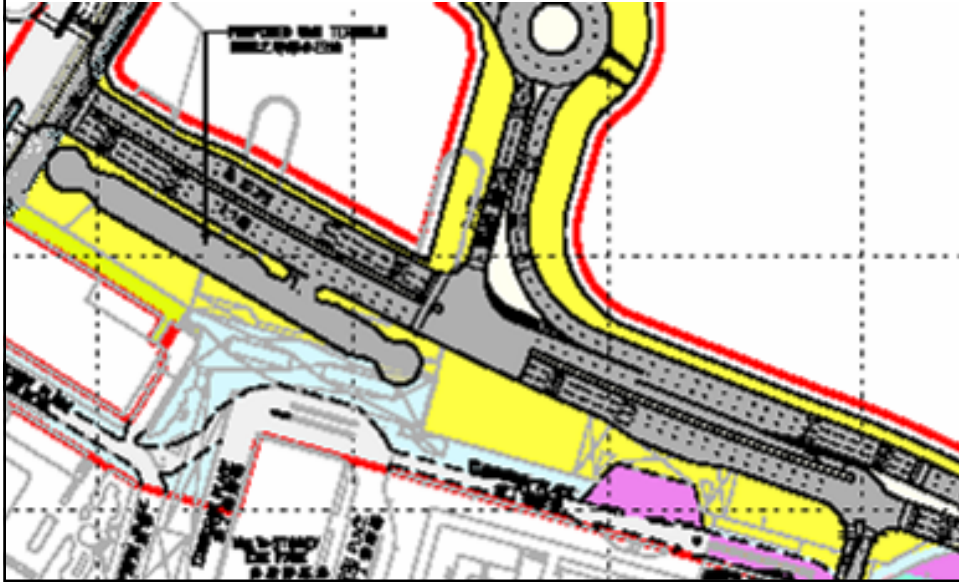
\* Submission to the Expert Panel, Harbour-front Enhancement Committee, Expert Panel Forum on Sustainable Transport Planning and Central-Wanchai Bypass



One traffic lane can usually accommodate 1000 pcu/hr, the amount of predicted traffic demand can easily be met by one lane west bound and two lanes east bound; So the 2x2 lane P2 design is more than adequate.

However, along the short section of concern (i.e., from Man Yiu Street to D7, there is also a P1 (2 x 2 lanes) from Man Yiu Street to D2 to share the traffic load. A total of 10 lanes (in 2 directions) in this short session to meet with this traffic demand (not to mention the future C&W Bypass) is too excessive. From D2 to D7, there are 6 to 8 lanes; it is again excessive.

The sections that pass through old star ferry pier and the existing Queen's Pier are 6 to 8 lanes which is much more than 2 x 2 lanes as specified in TD's paper. This section can certainly be narrowed down.



- Furthermore, P2 is designed to be a district distributor similar to Nathan Road, providing accesses to various points on-route; the design traffic speed should be no more than 50 kilometer per hour (kph); there is no need to have a wide dual carriageway; a narrow central divider is suffice for safety consideration;

- There is no need to put a passing pocket in front of the City Hall which the existing Queen's Pier stands.

In brief, there are ample room to streamline the design of P2 road, in particular, at the concerned section. With these streamlining, it is possible to avoid colliding into the existing QP site.

## Alignment of P2

- If the alignment of P2 has to been altered to avoid colliding into the QP site, it is certainly possible to have a slight adjustment starting from the Man Yiu Street junction. A turning of a few degree to the north will serve this purpose.
- A few degree of turning at the Man Yiu Street junction does not affect visibility of the junction and has minimal safety implication to the turning traffic

## Conclusion

It is both technically feasible and reasonable to make minor changes to the design or alignment of P2 road to avoid cutting into the existing site of Queen's Pier.

The 4-lane P2 road can be accommodated within the gazetted reserve alignment area, hence no re-gazetting is required.