

**For discussion  
on 7 May 2007**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS  
SUBCOMMITTEE TO REVIEW THE PLANNING FOR THE  
CENTRAL WATERFRONT (INCLUDING THE TAMAR SITE)**

**Functions and Layout of Road P2  
in Central Reclamation Area**

**Purpose**

This paper briefs Members on the functions and layout of Road P2 in Central Reclamation Area.

**Alignment of Road P2**

2. Road P2 in the Central Reclamation Area Phase III is an extension of the existing Man Cheung Street. **Annex A** shows the alignment of Road P2. It runs east-west and is broadly made up of the following three parts from west to east -

- (a) a new east-west road of about 400 metres long to the north of the General Post Office and City Hall, and with its western end at the junction of Man Cheung Street and Man Yiu Street;
- (b) a centre section of about 400 metres long which is essentially realignment of the existing section of Lung Wui Road between Edinburgh Place and Tim Mei Avenue (basically moving that section of Lung Wui Road slightly to the north); and
- (c) a eastern section of about 200 metres long which is a new east-west road to the north of the existing section of Lung Wui Road between Tim Mei Avenue and Performing Arts Avenue.

3. According to the longer term plan, Road P2 will be extended further east to join Hung Hing Road in Wan Chai North.

### **Functions of Road P2**

4. Road P2 serves two main functions -
  - (a) in the short term, it will provide an alternative access to the existing developments in the Central Reclamation area and relieves the congestion around the Connaught Road Central and Connaught Place junction; and
  - (b) in the medium to long term, after the completion of the Central–Wan Chai Bypass, Road P2 will serve to distribute traffic from the strategic east-west traffic corridor formed by Central–Wan Chai Bypass and the Rumsey Street Flyover to the neighbouring areas including Central, Central Reclamation, Admiralty, Mid-levels, Wan Chai and Wan Chai North, and vice versa from these areas to the corridor.
5. On the first function, at present traffic generated from Exchange Square, Airport Railway Station, One and Two International Finance Centre, Four Seasons Hotel and the ferry piers has to route through some already congested roads and junctions in Central such as Man Po Street, Man Cheung Street, Man Yiu Street and Connaught Place. Traffic along Man Yiu Street and Connaught Place east-bound has to wait for several traffic light cycles before it can join Connaught Road Central. There is high potential of a gridlock in that area as traffic is unable to exit onto Connaught Road Central, seriously affecting the operation of the existing developments in the same area. Traffic congestion in the vicinity will also adversely affect thousands of ferry passengers using the piers daily for commuting to and from work. With Road P2 and the associated ground level road network in place, it will greatly relieve the very congested eastbound Man Yiu Street and Connaught Place. To relieve the existing congestion in the area, there is an imminent need to construct Road P2.
6. On the second function, a strategic traffic corridor like an

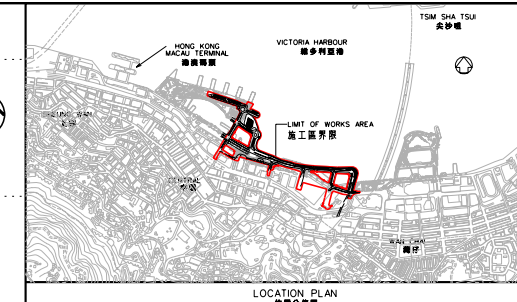
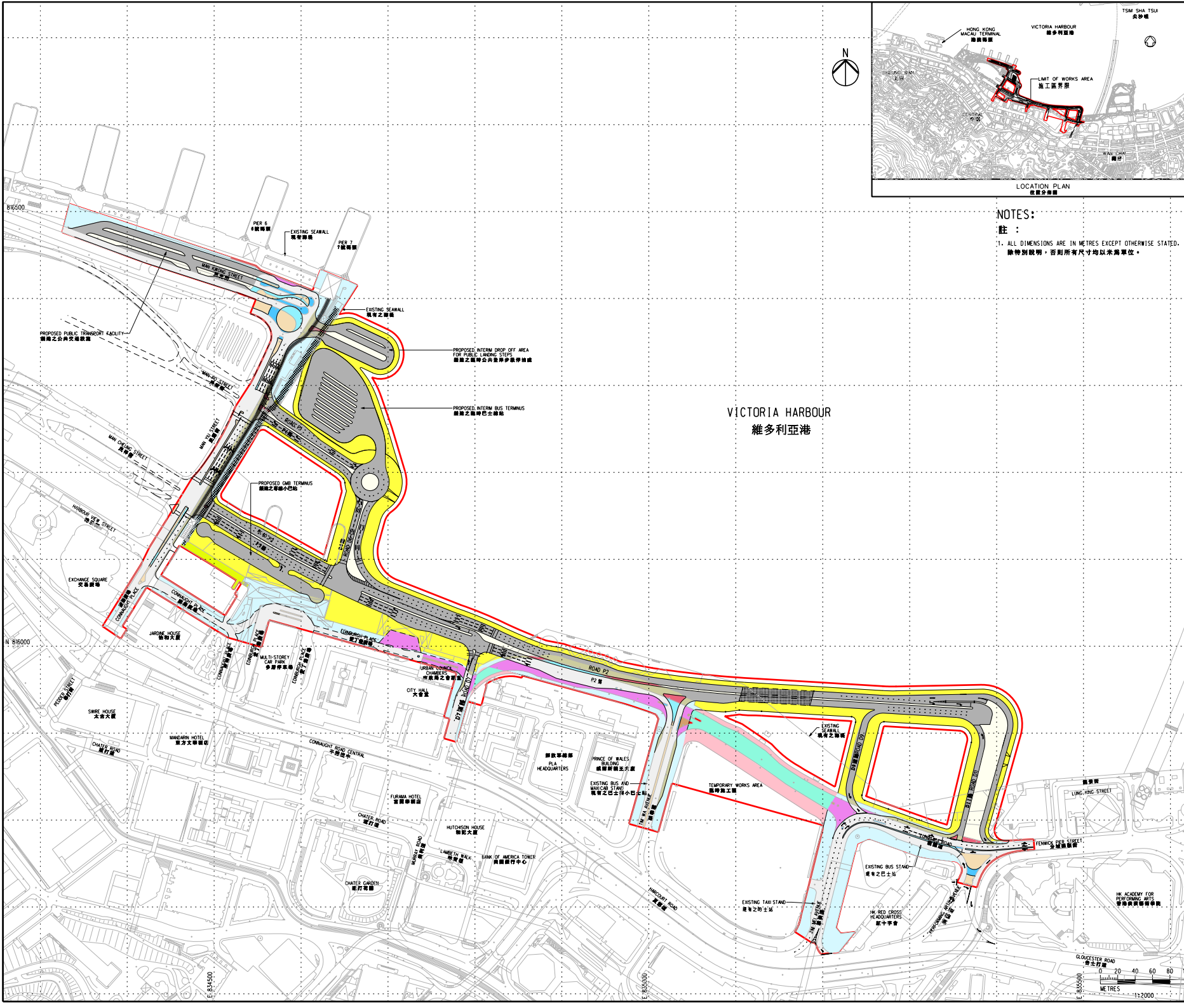
expressway is usually provided with limited exit points for operation reasons and vehicles leaving an exit point will have to travel along distributor road(s) before reaching the local access roads of their destination. This applies similarly to traffic heading the opposite direction. On completion of the Central–Wan Chai Bypass, Road P2 will take up the role of such a distributor road for traffic to and from the neighbouring areas, including Central, Central Reclamation, Admiralty, Mid-levels, Wan Chai and Wan Chai North.

7. Road P2 will also connect the existing roads in the Central Reclamation area and the various north-south roads along its length, thus facilitating the local circulation of traffic around the Central Reclamation area. It will also provide access and pick-up/drop-off points for the future developments in the area including the waterfront promenade to the north of the road, the new LegCo Building and the new Government Headquarters.

### **Layout of Road P2**

8. Road P2 is essentially a dual 2-lane road and will be operated by traffic signals at junctions. Dedicated turning pockets in front of signal controlled junctions are provided to avoid queuing problem. An extra traffic lane is also provided at some junctions to allow safe and smooth weaving of merging traffic.

9. At-grade pedestrian crossings will be provided at junctions of Road P2 to enable unrestricted pedestrian access between the hinterland and the future waterfront. Priority will be given to pedestrians crossing Road P2. Our target is to maintain these at-grade pedestrian crossings as far as practicable in addition to the elevated pedestrian connections to the waterfront area in future.



NOTES:  
註:  
1. ALL DIMENSIONS ARE IN METRES EXCEPT OTHERWISE STATED.  
除特別說明, 否則所有尺寸均以米為單位。

LEGEND  
圖例

1. LIMIT OF WORKS AREA  
施工區界線

2. PROPOSED CARRIAGEWAY  
(ONE ARROW INDICATES ONE LANE)  
擬議之行人車道(每一箭咀指示一行車線)

3. EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED  
FOR CONSTRUCTION OF NEW FOOTPATH  
現有之行人車道將被永久封閉以供興建行人路

4. EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED  
FOR CONSTRUCTION OF NEW CENTRAL MEDIAN/REFUGE  
ISLAND  
現有之行人車道將被永久封閉以供興建新的中央分隔  
安全島

5. EXISTING CARRIAGEWAY TO BE TEMPORARILY CLOSED  
FOR RECONSTRUCTION OF ONE LANE  
現有之行人車道將被臨時封閉以供重建  
(每一箭咀指示一行車線)

6. EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED  
現有之行人車道將被永久封閉

7. PROPOSED FOOTPATH  
擬議之行人路

8. EXISTING FOOTPATH TO BE PERMANENTLY CLOSED  
FOR CONSTRUCTION OF NEW CARRIAGEWAY  
現有人行路將被永久封閉以供興建新的行人車道

9. EXISTING FOOTPATH TO BE PERMANENTLY CLOSED  
FOR CONSTRUCTION OF NEW CENTRAL MEDIAN/REFUGE  
ISLAND  
現有之行人路將被永久封閉以供興建新的中央分隔  
安全島

10. EXISTING FOOTPATH TO BE TEMPORARILY  
CLOSED FOR RECONSTRUCTION  
現有之行人路將被臨時封閉以供重建

11. EXISTING FOOTPATH TO BE PERMANENTLY CLOSED  
現有之行人路將被永久封閉

12. PROPOSED CENTRAL MEDIAN/REFUGE ISLAND  
擬議之中央分隔帶/安全島

13. EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE  
PERMANENTLY CLOSED FOR CONSTRUCTION OF  
NEW CARRIAGEWAY  
現有之中央分隔帶/安全島將被永久封閉以供興建新的行人車道

14. EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE  
PERMANENTLY CLOSED FOR CONSTRUCTION OF NEW  
FOOTPATH  
現有之中央分隔帶/安全島將被永久封閉以供興建新的行人路

15. EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE  
TEMPORARILY CLOSED FOR RECONSTRUCTION  
現有之中央分隔帶/安全島將被臨時封閉以供重建

16. EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE  
PERMANENTLY CLOSED  
現有之中央分隔帶/安全島將被永久封閉

17. EXISTING AT-GRADE COVERED WALKWAY TO BE  
PERMANENTLY CLOSED  
現有之地面有蓋行人通道將被永久封閉

18. PROPOSED ELEVATED COVERED WALKWAY  
擬議之高架行人通道

19. EXISTING ELEVATED COVERED WALKWAY TO BE  
PERMANENTLY CLOSED AND DEMOLISHED  
現有之高架行人通道將被永久封閉及拆除

20. PROPOSED UNDERPASS  
擬議之隧道

21. PROPOSED VEHICULAR ACCESS TO DEVELOPMENT LOT  
(INDICATIVE LOCATION)  
擬議之車出入口(示意位置)

編號 No.	日期 Date	內務簡要 Description	核對 Checked	批准 Approved
修訂 REVISION				
繪圖 Drawn	姓名 Name	簽署 Initials	日期 Date	
核對 Checked	H.C. LAU	SIGNED	19-6-2000	
	KEVIN LEE	SIGNED	20-6-2000	
批准 Approved				
SIGNED 總工程師 Chief Engineer				20-6-2000 日期 Date
SIGNED 運輸局局長 Secretary for Transport				23-6-2000 日期 Date
項目 Project 工務計劃項目第343 CL 號 PPP ITEM NO. 343 CL 中環填海工程第三期 - 擬建之道路工程 CENTRAL RECLAMATION PHASE III - PROPOSED ROADWORKS				
圖則名稱 Plan Title 根據道路(工程、使用及補償)條例(第370章) 於憲報公布之圖則 PLAN FOR GAZETTING UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)				
圖則編號 Plan No.				比例 Scale HK1 - 366 1:2000
辦事處 Office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE				
拓展署 TERRITORY DEVELOPMENT DEPARTMENT				