



啟德河邁向

綠意盎然新景致

An emerging green scenery

along Kai Tak River





多年來一直肩負東九龍排洪重任的啟德明渠，隨着河道重建及改善工程預計於年內完成，將朝着成為優美綠化河道的願景邁進。

活化明渠 更添綠色空間

啟德河原稱「啟德明渠」，總長約2.4公里，由黃大仙蒲崗村道起，沿彩虹道流經東頭邨和新蒲崗，最終流入啟德發展區內的啟德明渠進口道。啟德明渠初建於1920年代，以配合當時啟德濱住宅區的需求。此後，隨着周邊地區發展，明渠幾經多次改道，見證了香港經濟高速增長的年代，同時亦因工業污水非法排放、污水渠錯駁至雨水渠和其他原因，受到嚴重污染。

為改善啟德明渠水質，環境保護署聯同渠務署自80年代中着力堵截非法污水排放、糾正錯誤接駁和實施「吐露港經處理排放水輸送計劃」等多項措施。經兩個部門共同努力，明渠水質於2005年已大有改善，而公眾亦開始把明渠改稱「啟德河」。

為配合啟德發展計劃，政府於2011年展開啟德河改善工程。渠務署負責進行黃大仙區內一段長約1.1公里啟德河的重建及改善工程，並於彩虹道地底加建箱形暗渠。土木工程拓展署則負責進行啟德區內長約1.3公里下游段的重建及改善工程，主要包括建造一條由開放式河道和多管道箱形暗渠組成的排水道，以及興建兩個密封式淤泥清理站，旨在提升排洪能力之餘，也釋放河岸兩旁空間，日後將其發展為河畔公園，為公眾提供更多園景休憩空間。



位於黃大仙區內經渠務署活化後的啟德河
Revitalised Kai Tak River by DSD in
Wong Tai Sin District

Having served as a main drainage channel in Kowloon East for years, Kai Tak Nullah is now one step closer to becoming a green urban river corridor following the completion of reconstruction and enhancement works this year.

Enhanced nullah to open up green space

Kai Tak River, originally called Kai Tak Nullah, is 2.4km in length. It runs from Po Kong Village Road in Wong Tai Sin through Choi Hung Road to Tung Tau Estate and San Po Kong, and finally discharges into Kai Tak Approach Channel in the Kai Tak Development (KTD) area. Kai Tak Nullah was first built in the 1920s to meet the needs of the Kai Tak Bund residential district. Along the development of the

nearby areas, the nullah had been repeatedly re-routed. As a witness to Hong Kong's rapid economic growth over the years, the nullah became seriously polluted due to illegal sewage discharge from factories, the misconnection of sewers to stormwater drains and other reasons.

To improve the water quality of Kai Tak Nullah, the Environmental Protection Department and the Drainage Services Department (DSD) have implemented a range of measures since the mid-1980s, including the rectification of illegal sewage discharge and misconnected pipe works and implementation of the Tolo Harbour Effluent Export Scheme. Through concerted effort by the two departments, the water quality has significantly improved since 2005 and the public have since then called the nullah "Kai Tak River".

To dovetail with the developments at Kai Tak, the Government have launched improvement works in relation to Kai Tak River since 2011. The DSD was responsible for the reconstruction and improvement works for a section of Kai Tak River measuring about 1.1km in length located in Wong Tai Sin District. A box culvert was also constructed underneath Choi Hung Road. For the 1.3-km downstream section within the KTD, the Civil Engineering and Development Department (CEDD) was in charge of the reconstruction and upgrading works. The project mainly includes the construction of a drainage channel consisting of an open river channel and multi-cell box culverts as well as two enclosed desilting compounds, with a view to enhancing the drainage capacity while freeing up space on the riverbank for future development of a riverside park with more landscaped leisure area for the community.



知多一點點 Do you know ...

由土木工程拓展署負責的啟德河重建和改善工程，既有河道重建、加設箱形暗渠和河岸美化工作，亦包括建造兩個密封式淤泥清理站。

淤泥清理站的作用，是便利工程人員定期及有系統地清理積聚於排水道及箱形暗渠的淤泥，對維持啟德河排洪能力，實屬重要。這兩個淤泥清理站將以密封式建造，以確保淤泥清理工作可在完全密封的範圍內進行。為配合周邊環境和啟德的可持續發展目標，淤泥清理站具有多項節能及可持續發展設施，而其流線外型和美化的園景設計，以及整體達六成以上的綠化比例，更使其獲頒香港綠建環評新建建築1.2版最高級別的暫定鉑金級評級。

In addition to watercourse reconstruction, box culvert construction and riverbank beautification, the reconstruction and improvement works taken forward by the CEDD also include the construction of two enclosed desilting compounds.

The two desilting compounds facilitate the regular and systematic removal of sediments accumulated along the river channel and box culverts in fully enclosed buildings. They are important components in maintaining the drainage capacity of Kai Tak River. In order to achieve sustainable development in the KTD and to blend in with the surrounding area, the compounds feature a number of



energy-saving and sustainable elements. Also, their streamline design, coupled with the landscape design of the surroundings and a greenery coverage of over 60% have all contributed to its award of the Provisional Platinum rating under the BEAM Plus New Buildings Version 1.2 given by the Hong Kong Green Building Council.



重建工程也為優化啟德河帶來契機。經注入不同綠化元素後的啟德河，將蛻變為市區中的綠化河道，營造煥然一新的城市景觀。

重塑河道

Revitalising the river with ecological elements

注入生態元素

The reconstruction works have also brought opportunities for the enhancement of Kai Tak River. With various green elements incorporated, Kai Tak River will transform into an attractive green urban river corridor refreshing the cityscape.



活化河道生態：沿黃大仙區內的啟德河河壁裝設不規則的仿石並栽種植物，模擬天然植物在河畔石縫間生長的景貌；加設魚洞穴及導流石，形成靜水區以供魚群在水流較急時休息。

Revitalisation of the waterway ecology: constructing irregular-shaped artificial rockwork with plants along the river walls of Kai Tak River in Wong Tai Sin District to simulate natural riverside plant growth; and providing fish caves and current deflectors to serve as a resting area for fish during strong river flow.

綠化河畔：啟德內的開放式河道兩旁日後將建成河畔公園，種植面積達56%，為雀鳥和小生物提供棲息環境。

綠色河道走廊：有別於人工渠道常用的直行走線及垂直堤岸，位於啟德內的啟德河露天河段採用蜿蜒的走線，配以傾斜的河岸、綠化帶及具不同層次的人造岩石，模擬天然河流地貌。

重建及改善工程至今進展順利。渠務署和土木工程拓展署預計項目可於年內完成。

Extensive greening at the riverside: both sides of the open section of the river in KTD will be turned into a riverside park with up to 56% of greenery coverage, providing a habitat for birds and other creatures.



在河壁裝設仿石
Installing artificial rockwork along the river walls

蜿蜒的河道走線
Meandering river course



Green river corridor: unlike most artificial rivers that use straight alignment and vertical quay walls, the open section of Kai Tak River has a meandering course, complemented by a slanted riverbank, green belt and layered artificial rocks to simulate a natural river environment.

The reconstruction and improvement works are progressing smoothly. The DSD and the CEDD expect the project to be completed within this year.

位於黃大仙區內經渠務署活化後的啟德河
Revitalised Kai Tak River by DSD in
Wong Tai Sin District





病房室內設計
Interior design of a ward



中央復康花園
Central Rehabilitation Garden

Located at the KTD fronting Victoria Harbour, the newly built Hong Kong Children's Hospital is the first public hospital in Hong Kong that specialises in paediatrics. With a site area of about 22 000m², the hospital comprises two 11-storey towers and has a capacity of 468 beds. It is expected to commence service in phases starting from the fourth quarter of this year. Apart from handling serious, complex and rare paediatric cases, it is also equipped with research and training facilities.

With children's needs in mind, the hospital has a homey design. Between the two towers is the Central Rehabilitation Garden which provides activity space for the patients and their families with refreshing open views

extending through to the harbour and beyond. Much thought has been poured into the interior designs, such as its colourful jungle-themed interior which features eight different animals on different storeys, creating a relaxing atmosphere. Additional spaces are made available in between beds to accommodate sofa beds on the side. There are also 20 rooms in the parents' quarters available for overnight stay by family members.

The Hong Kong Children's Hospital is the first public hospital to be awarded the Provisional Platinum Rating under the BEAM Plus New Buildings Version 1.2, with a greenery coverage reaching 40%. District Cooling System, environment-friendly building materials and solar water heating and power systems are applied to save energy.



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香港街馬 @ 九龍

踏足前跑道首次開放路段

連續五年舉辦的香港街馬@九龍，今年已於2月25日舉行，報名參賽人數超過13 000人，盛況空前。本屆亮點之一，是跑手可於賽道的最後一公里踏足位於前跑道內首予開放的工地通道，朝着以維港為背景的終點衝刺。

經考慮主辦機構和其他不同持份者的意見後，土木工程拓展署於賽事當日特別安排開放現正進行「啟德發展計劃—前跑道南面發展項目的基礎設施工程第二期」範圍內的一段工地通道，作為賽道，方便更有效管理人流和交通。事前，土木工程拓展署聯同工程顧問和承建商，與主辦機構密切聯繫，並多次實地視察，統籌相關安排細節和安全措施，務求為跑手和觀眾帶來美好的「街馬」體驗。

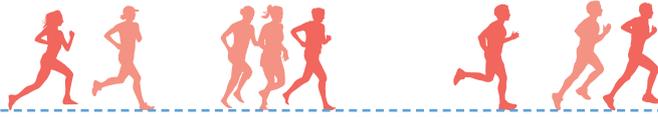


最後 1 公里
Last 1 KM
終點在望!
Victory Ahead!



位於前跑道的工地通道首次開放
A construction access at the former runway was opened for the first time

2018



HONG KONG STREETATHON@kowloon

Setting foot on a first open section of the former runway

Staged for the fifth consecutive year, the HONG KONG STREETATHON@kowloon held on February 25 was more popular than ever, attracting over 13 000 registrations. This year’s highlight was the final kilometre of the route where runners could set foot on a construction access at the former runway which was never opened for public access before, allowing them to embrace the beautiful view of Victoria Harbour when dashing towards the finishing point.

Taking into account the views of the organiser and other stakeholders, the CEDD opened on the day of the event a section of the construction access as the race course, which was within the project area of “KTD – Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway”, for better crowd and traffic control. Prior to the event, the CEDD,

together with the consultants and contractor, liaised closely with the event organiser, and conducted several site visits to coordinate the implementation of relevant arrangement details and safety measures in a bid to ensure an enjoyable “streetathon” experience for the runners and spectators.

「前跑道南面發展項目的基礎設施工程第二期」工程團隊合照
A group photo of the project team of “Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway”



—眾嘉賓主持開步禮
A group of guests officiated the opening ceremony

