



## 啟德海濱公園

香港兒童醫院段

**Kai Tak Promenade**

**Hong Kong Children's  
Hospital Section**



# 全新公共休憩空間

## A New Public Leisure Space



**啟**德海濱公園（香港兒童醫院段）已於今年2月正式對外開放。作為啟德發展計劃的其中一個項目，公園貫徹了締造啟德發展計劃的規劃願景，發展成一個「維港畔富有特色、朝氣蓬勃、優美動人及與民共享的社區」。這個全新的休憩區不單坐擁維多利亞港的壯麗景致，更具備各種消閒康樂設施及綠化空間供市民享用。

這個海濱公園屬於茶果嶺延伸至馬頭角的連貫海濱長廊的一部分，位於九龍灣香港兒童醫院南面海濱，長約340米，面積接近6,700平方米，在景觀上與位於兩幢醫院

大樓之間的廣場連接起來。遊人可使用兒童醫院廣場前的入口直達公園，另外兩個入口則分別位於祥業街和啟德橋。

為配合兒童和一家大小的需要，這片休憩空間設有行人步道、兒童遊樂場、附設長椅和蔭棚座椅的園景區，以及長者友善洗手間和育嬰間等附屬設施。為了讓遊人緬懷舊機場的風采，公園的設施及兒童遊樂設施特別融入多項「航空」元素，包括利用政府飛行服務隊提供的舊螺旋槳而設計的特色裝置。與此同時，公園擁有綠化面積約達四成，並採用了太陽能照明裝置。



## 臨海設計 Lawn to Sea Design



公園運用臨海大草坪，以草坪毗連臨海的玻璃圍欄營造通透的視覺效果，突顯海濱景色及空間感。此外，啟德橋入口處也設有開揚的台階式座位，供遊人觀賞日落美景。

To showcase the glamorous view of the waterfront and create a sense of openness, a lawn to sea design, which featured lawn space abutting the seaside glass balustrade, has been adopted. In addition, stepped seating is provided near the Kai Tak Bridge entrance for visitors to enjoy the sunset.



The Kai Tak Promenade (Hong Kong Children's Hospital Section) was officially open in February this year. As part of the Kai Tak Development (KTD), it adheres to the KTD's vision of becoming a "distinguished, vibrant, attractive and people-oriented community by Victoria Harbour". In addition to offering panoramic views of Victoria Harbour, this new open space is equipped with leisure and recreational facilities as well as green features for public enjoyment.

This promenade, located at the southern waterfront of the Hong Kong Children's Hospital (HKCH) in Kowloon Bay, forms part of a planned continuous waterfront promenade extending from Cha Kwo Ling waterfront to Ma Tau Kok waterfront. It is approximately 340 metres long with a total area of about 6,700 square metres. A visual linkage is provided between the promenade and the piazza between the two hospital blocks. A pedestrian

entrance in front of the piazza offers direct access from the HKCH, while two other entrances can be found on Cheung Yip Street and Kai Tak Bridge respectively.

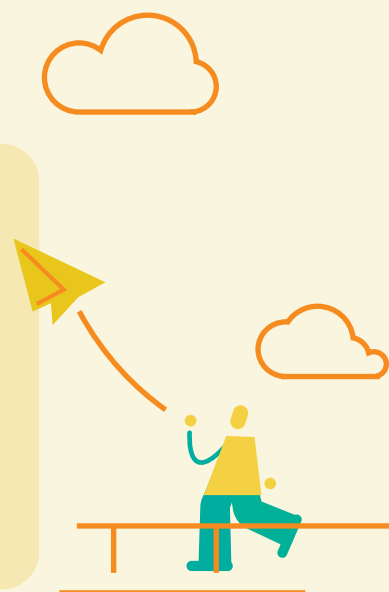
To cater for the needs of children and families with all ages, the waterfront promenade has a pedestrian walkway, a children's play area, a landscaped area with benches and sheltered seating, as well as a service block with ancillary facilities such as elderly-friendly toilets and a baby care room. As a tribute to the former airport, the facilities at the waterfront promenade and the children's play equipment, have adopted elements of "aviation", for example, a featured installation using an old propeller from the Government Flying Service. Meanwhile, green coverage makes up approximately 40% of the promenade and environment-friendly features including solar powered lighting are used.



## 紙飛機休憩亭 Paper Airplane Pavilion

位於香港兒童醫院廣場前方的休憩亭，設計靈感來自紙飛機。

The large pavilion in front of the HKCH piazza is designed in the form of a paper airplane.



位置圖  
Location Map

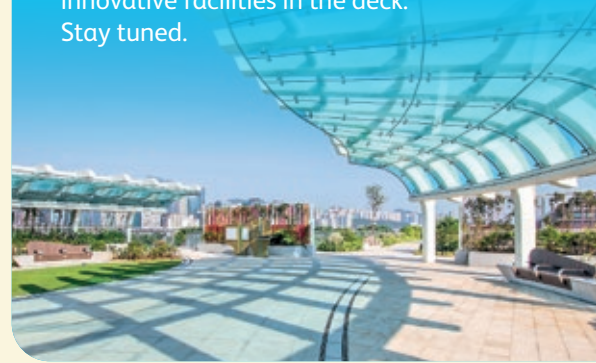


### 下期精彩內容

啟德空中花園快將開放，我們會介紹園內以航空為主題的設計及其他新穎設施，大家密切留意。

### Look out for the next issue

Kai Tak Sky Garden will open soon. We are going to introduce the aviation-themed design and innovative facilities in the deck. Stay tuned.



### 「航空」遊樂設施 Aviation Play Equipment



「航空」主題貫穿了公園的整體設計，包括兒童遊樂設施。

The theme of "aviation" is found throughout the design of the promenade, including the children's play equipment.

### 藝術裝置

#### Art Installation

利用政府飛行服務隊的舊螺旋槳而設計的特色裝置展示於祥業街入口處。

A featured installation using an old propeller from the Government Flying Service is placed at the Cheung Yip Street entrance.



**啟**德發展區設有全港首個區域供冷系統。作為一項主要基礎設施，區域供冷系統從中央製冷機組生產的冷凍水，通過地下管道輸往區內各座相關建築物作空調用途。

區域供冷系統極具環保價值，能源效益遠較傳統空調系統為高。系統在全面推行後，可為啟德發展區每年節省高達 8,500 萬度電，相當於減少排放 59,500 公噸二氧化碳。用戶無須為樓宇安裝獨立的製冷機組，可節省前期建築費用，以及其後的維修和營運費用。在建築規劃上，採用區域供冷系統有助節省空間，令樓宇設計更具彈性，亦可在天台等適當的地方進行綠化及裝設太陽能板，以收環保和美化之效。

啟德區域供冷系統工程於 2011 年展開，於 2013 年起分階段投入服務。經過約十年的努力，啟德發展區的環形冷凍水管道已於 2020 年年底合龍。在環形管道覆蓋之下，系統可由不同路徑輸送冷凍水到區內各座建築物，大大提高系統服務的可靠性。目前，系統已接駁至啟德發展區內 11 個用戶。整項工程預計於 2025 年年底完工。



## 啟德區域供冷系統 帶來多重效益

### District Cooling System at Kai Tak Offers a Wide Range of Benefits

#### 現有區域供冷系統用戶 Existing DCS Consumers

- |   |  |
|---|--|
| <p>1 啟德郵輪碼頭<br/>Kai Tak Cruise Terminal</p> <hr/> <p>2 晴朗商場<br/>Ching Long Shopping Centre</p> <hr/> <p>3 工業貿易大樓<br/>Trade and Industry Tower</p> <hr/> <p>4 聖公會聖十架小學<br/>S.K.H. Holy Cross Primary School</p> <hr/> <p>5 保良局何壽南小學<br/>Po Leung Kuk Stanley Ho Sau Nan Primary School</p> <hr/> <p>6 機電工程署總部大樓<br/>Electrical and Mechanical Services Department Headquarters</p> | <p>7 香港兒童醫院<br/>Hong Kong Children's Hospital</p> <hr/> <p>8 啟德站<br/>Kai Tak Station</p> <hr/> <p>9 宋皇臺站<br/>Sung Wong Toi Station</p> <hr/> <p>10 文理書院（九龍）<br/>Cognitio College (Kowloon)</p> <hr/> <p>11 東九龍總區總部及行動基地暨牛頭角分區警署<br/>Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station</p> |
|---|--|



The District Cooling System (DCS) at the Kai Tak Development (KTD) is the first of its kind in Hong Kong. As a major infrastructure, chilled water is produced at the central chiller plants, and then distributed to relevant buildings in the KTD through an underground water piping network for air-conditioning purpose.

The DCS offers significant environmental benefits. Being much more energy efficient than traditional air-conditioning systems, the DCS at the KTD will save up to 85 million kilowatt-hour (kWh) in electricity consumption annually upon its full implementation, with a corresponding reduction of 59,500 tonnes of carbon dioxide emissions. As DCS users do not need to install their own chiller plants, they can save upfront capital costs as well as subsequent maintenance and operation costs. In respect of

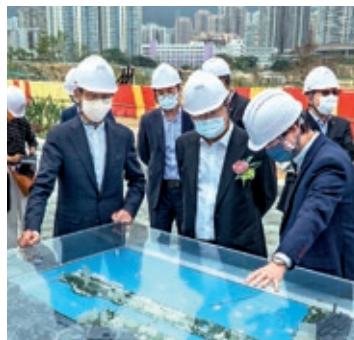
architectural planning, the use of DCS helps save space and allows for more flexible building design. Furthermore, greening and solar panels may be implemented on rooftops or other appropriate areas for environmental protection and aesthetic purposes.

The DCS project at the KTD commenced in 2011 and has been providing service in phases since 2013. With the efforts in the past 10 years, the chilled water pipework ring circuit of the DCS at the KTD was completed by end 2020. The circuit, which allows chilled water to be transferred to various buildings in the KTD through different paths, has greatly enhanced the reliability of the DCS service. The DCS is currently connected to 11 buildings at the KTD. The entire project is scheduled for completion by end 2025.



環境局局長黃錦星（左八）與一眾嘉賓在今年4月19日出席啟德區域供冷系統環形冷凍水管道合龍典禮。

The Secretary for the Environment, Mr Wong Kam-sing (eighth left) officiated at the Chilled Water Pipework Ring Circuit Completion Ceremony of the DCS at the KTD with other guests on April 19 this year.





## 啟德至彩虹 行人隧道順利貫通

### Successful Breakthrough of Kai Tak to Choi Hung Pedestrian Subway

The Civil Engineering and Development Department (CEDD) is constructing a pedestrian subway of about 140 metres long to enhance the connectivity between the KTD and the Choi Hung Estate area. The subway not only has to pass through the busiest traffic routes in East Kowloon, such as the flyover of the Kwun Tong Bypass and Prince Edward Road East, but also has to weave around the piles of the flyover without affecting its foundation structure and pass closely through major underground utilities. The project is, therefore, full of challenges.

Considering the relatively high risks associated with the conventional tunnelling method of installing temporary support while excavating on-site, the CEDD decided to introduce the first Rectangular Tunnel Boring Machine (RTBM) to Hong Kong for the project. The RTBM is wholly operated by mechanical means and equipped with a computerised control system, which, together with prefabricated tunnel segments off-site, greatly enhances works safety, quality and efficiency.

With this new RTBM technology, the excavation works of the pedestrian subway were completed successfully in October 2020. The entire subway is scheduled for completion in 2021.

發展局局長黃偉綸(中)於2020年10月23日出席行人隧道貫通儀式。

The Secretary for Development, Mr Michael Wong (centre), attended the breakthrough ceremony of the pedestrian subway on October 23, 2020.

為加強啟德發展區與彩虹邨一帶地區的連繫，土木工程拓展署正興建一條長約140米的行人隧道。該隧道橫越東九龍最繁忙的觀塘繞道天橋及太子道東等交通幹道，加上要在天橋的樁柱之間穿插，不能影響天橋的地基結構，亦要避開多個主要地下設施，故工程甚具挑戰。

考慮到以傳統方式同時安裝臨時支撐及進行現場挖掘的施工方案所附帶的風險相對較高，署方決定引進全港首部「矩形隧道鑽挖機」進行是次工程。該鑽挖機為全機械操作，配合電腦化自動控制系統及場外預製隧道組件，大大提升了施工安全、建造效率和質量。

有賴這項嶄新的「矩形隧道鑽挖機」技術，相關隧道鑽挖工程已於2020年10月順利完成。整條隧道將按計劃於2021年內完成。

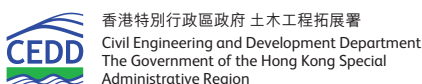


局長隨筆 SDEV's Blog

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