kaitak 啟德新里程 ON THE MOVE
CEDD
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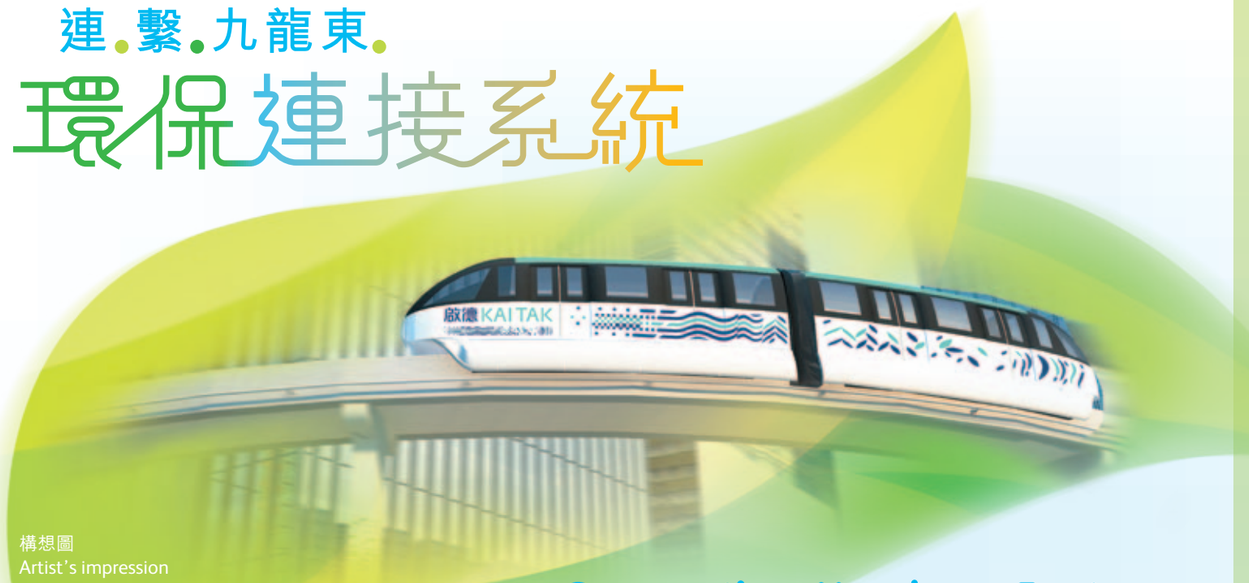
連.繫.九龍東. 環保連接系統



構想圖
Artist's impression

Connecting Kowloon East Environmentally Friendly Linkage System


擬議觀塘連接橋構想圖
Artist's impression of the proposed Kwun Tong Transportation Link

■九龍東涵蓋充滿動力的新啟德發展區、觀塘和九龍灣。在2011至12年施政報告中，政府宣布把九龍東轉型為一個重要核心商業區，匯集康樂和商業活動，令社區重現活力姿采，並可提供約540萬平方米辦公室樓面面積，大約相等於現時中環可提供數量的2倍。

為九龍東區內和來往香港其他地區之間提供可靠、快捷、舒適及環保的連繫，是實現這一遠大願景的關鍵之一。環保連接系統將成為服務九龍東所需要的綜合多模式連接系統的骨幹。

根據初步可行性研究，環保連接系統最理想的方案為一條高架單軌鐵路，走線全長約9公里，共12個站，由港鐵九龍灣站，途經可接駁日後沙田至中環線的啟德站，再沿舊機場跑道，經跑道末端的觀塘連接橋橫跨觀塘避風塘，以港鐵觀塘站為終點。

公眾諮詢

在完成初步可行性研究後，土木工程拓展署展開了2個階段的公眾諮詢活動，當中第一階段公眾諮詢已於2012年2月至10月進行，期間諮詢了不同的法定團體、專業學會、運輸機構和關注團體，並舉辦了兩場公眾參與工作坊，就擬議環保連接系統方案蒐集公眾意見。根據蒐集所得的意見及建議，公眾普遍支持需加強九龍東的交通連繫。

第二階段公眾諮詢活動於2013年10月28日展開，為期約3個月。此階段將總結和回應第一階段收集所得最受關注的3項議題，包括高架鐵路環保連接系統的需要、走線和覆蓋範圍，以及對觀塘避風塘的影響，並於全面實施工程項目前，就進行詳細可行性研究的建議，進一步徵詢公眾的意見。

第二階段公眾諮詢的一連串活動經已展開，當中包括於11月5日諮詢觀塘區議會和黃大仙區議會、11月7日諮詢九龍城區議會，以及於12月7日舉行了公眾論壇。此外，我們亦安排了更多的諮詢活動，繼續與不同的專業學會、運輸機構和其他關注團體進行諮詢。公眾人士可於2014年2月4日或之前，透過電郵、傳真、電話或郵寄方式發表意見和建議。

■Kowloon East, encompassing the dynamic new Kai Tak Development, Kwun Tong and Kowloon Bay districts, is set to become an essential central business district (CBD) under a transformation announced by Government in the 2011-12 Policy Address. This CBD in Kowloon East will provide the opportunity to regenerate communities, integrate leisure and business activities, and provide approximately 5.4 million square metres of office space, roughly double the office space currently available in Central.

Reliable, efficient, comfortable and green connections within Kowloon East and with the rest of Hong Kong are essential to make this ambitious vision a reality. An environmentally friendly linkage system (EFLS) will form the backbone of a multi-modal linkage system that will serve Kowloon East.

The initial feasibility study suggested that the best option for the EFLS is an elevated 9km monorail system with 12 stations running from the MTR Kowloon Bay Station via Kai Tak's Station Square, where it will interchange with the future Shatin to Central Link's Kai Tak Station, and then along the former runway before crossing the Kwun Tong Typhoon Shelter (KTTS) and terminating at the MTR Kwun Tong Station.

Public consultation

Following the initial feasibility study, the Civil Engineering and Development Department (CEDD) conducted the Stage 1 of a two-stage public consultation from February to October 2012, featuring a series of meetings with statutory bodies, professional institutes, transport operators and interested groups. Two public engagement workshops were also held to gauge public views on the EFLS proposal. The views and suggestions received revealed overall support for strengthening the transport connections of Kowloon East.

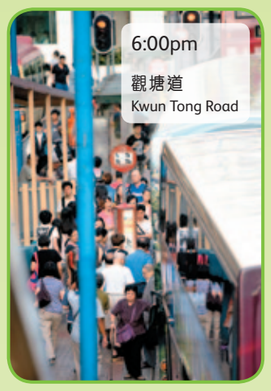
The Stage 2 public consultation is now underway, running for around three months starting from 28 October 2013. This stage will sum up and respond to three key areas of interest that emerged from the Stage 1 public consultation, including the need for an elevated rail-based EFLS, the alignment and coverage of the system, and the implications for the KTTS. Views on conducting a proposed detailed feasibility study will also be sought before full project implementation is initiated.

A series of events are being held for the Stage 2, including consultations with Kwun Tong District Council and Wong Tai Sin District Council on 5 November, Kowloon City District Council on 7 November, and a public forum on 7 December. More consultations are also being arranged with professional institutes, transport operators and other interested groups. Members of the public can also email, fax, telephone or post their views and suggestions until 4 February 2014.

1 高架鐵路環保連接系統的需要

九龍東涵蓋多個新舊區域，大部分範圍僅靠日益繁忙的道路網絡連繫，而港鐵現時只繞著該區的西北邊緣行走。要締造一個充滿活力、四通八達的核心商業區，整個九龍東需要完善的連接服務，緊密連繫區內以至香港其他地區。高架單軌鐵路能提供優質連繫，亦對核心商業區的蓬勃發展發揮催化作用。

由於路面空間不足，對於在地面發展和伸延現有的交通設施構成限制。現時，觀塘和九龍灣的道路已經非常繁忙，增設其他地面行走的交通模式如電車或輕鐵系統會令交通更為擠塞；而在地底興建環保連接系統，則費用極為昂貴，亦無法與區內多個現有或已規劃的主要地下設施兼容。相反，高架單軌鐵路的運作不受道路交通擠迫的影響，因此能確保提供便捷而可靠的服務。單軌鐵路的支撐結構較其他高架運輸系統輕巧，而且可連接高架的港鐵觀塘站和九龍灣站，令換乘港鐵更輕鬆方便。



乘搭現代化的單軌鐵路可從高角度俯瞰維多利亞港的優美景色，勢必成為觀光熱點，並可為九龍東打造獨特的品牌和視覺形象標誌。長遠而言，單軌鐵路將成為貫通區內的核心交通系統，促進核心商業區蓬勃發展，令九龍東再展姿采，成為活力十足的商業、休閒和旅遊中心，讓全港受惠。

The need for an elevated rail-based EFLS

Kowloon East is a diverse area of old and new. Large parts are served only by an increasingly congested road network, while the MTR skirts around the northwestern periphery. To create a vibrant and coherent CBD, the whole area needs to be very well connected, both internally and with the rest of Hong Kong. An elevated monorail can provide high-quality connections that will act as a catalyst for a CBD to flourish.

At ground level, further scope for development and extension of existing transport options is limited due to lack of space. The roads of Kwun Tong and Kowloon Bay are already too busy and introducing other modes of road-based transportation, like a ground-level tram or light rail system would severely aggravate traffic congestion. Building the EFLS underground would be prohibitively expensive and would also conflict with major existing and planned underground facilities in the area.

The elevated monorail option would be independent of ground level traffic congestion to guarantee an efficient and reliable service. The supporting structures are far less intrusive than other raised transport options. And the interchange with the elevated MTR Kowloon Bay and Kwun Tong Stations would also be much easier and more convenient.

With spectacular views of Victoria Harbour from a high position, a futuristic monorail is likely to become a tourist attraction in its own right and an iconic element of the district's branding and visual identity. Over the long term, it will be a core transport system providing the intra-district connectivity to support the regeneration of Kowloon East into a dynamic business, leisure and tourism centre for the benefit of all Hong Kong.


構想圖
Artist's impression

2 走線和覆蓋範圍

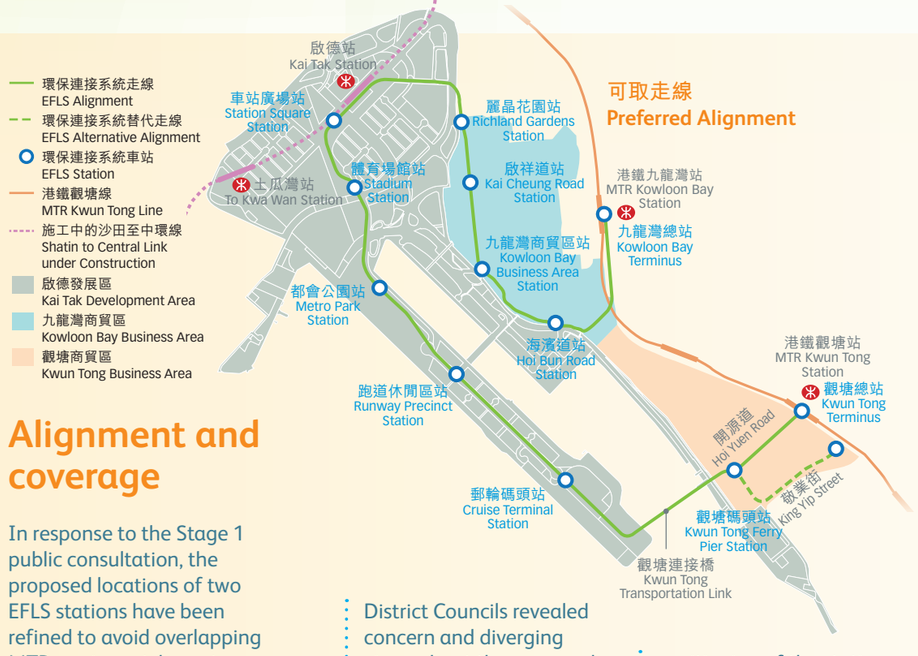
綜合第一階段公眾諮詢活動蒐集的意見，為盡量避免環保連接系統與港鐵服務範圍重疊，以及為九龍灣商業發展區提供更佳的連繫服務，我們建議就環保連接系統其中2個車站的位置作出修訂。

按修訂建議，在最近與3個區議會進行的第二階段公眾諮詢活動中，我們收到意見表示關注合併及遷移位於公共屋邨的車站於麗晶花園站位置。為了尋求最適切的車站位置方案，擬議詳細可行性研究將探討環保連接系統車站的最理想位置，盡可能將服務範圍覆蓋麗晶花園、啟晴邨、德朗邨和啟業邨，讓更多區內市民享用。

就連接港鐵觀塘站的最後一段走線，取道開源道或敬業街2個方案均會被納入擬議詳細可行性研究，作進一步探討。

至於擬議觀塘連接橋，它橫跨避風塘，可以同時容納單軌鐵路、行人道和單車徑，相對仍較滑行道橋樑為可取。此連接橋不但把觀塘和前跑道末端直接相連，與跑道末端的「飛躍啟德」發揮協同效應，而且可更平均分配港鐵觀塘站和九龍灣站的換乘搭客量。此外，亦不會影響在舊南停機坪已規劃的發展項目，並可保留開源道和敬業街走線方案的可行性。

我們亦探討了伸延環保連接系統至毗鄰舊區的可行性，包括土瓜灣、九龍城和新蒲崗等。鑑於對住宅區的噪音和景觀影響、樓宇私隱受到侵擾的關注和道路空間不足，難以容納高架鐵路的支撐結構等環境條件上的種種限制，因此現時並不建議擴大連接系統的覆蓋範圍。至於該等地區的交通改善需要，應以更廣泛的角度作出全面考慮，採用一個多模式連接系統以應付需求。在進行擬議詳細可行性研究時，會考慮在設計上容納彈性，日後當這些地區的發展條件成熟後，可考慮把連接系統延伸。



Alignment and coverage

In response to the Stage 1 public consultation, the proposed locations of two EFLS stations have been refined to avoid overlapping MTR service catchment areas and enhance public access to the commercial developments at Kowloon Bay.

Recent Stage 2 public consultation with three District Councils revealed concern and diverging views about the proposed combination and moving of the station at the public estate to Richland Gardens Station. To address this, the proposed detailed feasibility study will consider the best positioning of the stations with a view to serving more local residents by expanding the service catchment areas to cover Richland Gardens, Kai Ching Estate, Tak Long Estate and Kai Yip Estate.

There are two possible options for the final leg of the route to MTR Kwun Tong Station via Hoi Yuen Road or King Yip Street. Both will also be looked at in the proposed detailed feasibility study.

The proposed Kwun Tong Transportation Link – a monorail cum pedestrian bridge and cycle track over the typhoon shelter – remains preferred to the alternative Taxiway Bridge route. It will provide a direct link that will create synergies for "Kai Tak Fantasy" at the runway tip, help to balance interchange traffic between the MTR Kwun Tong and Kowloon Bay Stations. It also will not impact planned developments in old south apron, and will keep both Hoi Yuen Road and King Yip Street as viable alignment options.

Opportunities for enlarging coverage of the EFLS to adjoining older districts, including To Kwa Wan, Kowloon City and San Po Kong, have been explored, but will not be recommended due to concerns about the noise and visual implications in residential areas, privacy issues, and inadequate road space to accommodate the supporting structures. Connectivity improvements for these districts need to be considered with a wider perspective that takes account of the various options available in a multi-modal transport system. The possibility of building in flexibility for future expansion of the EFLS into these districts when development conditions are appropriate will be considered in the proposed detailed feasibility study.

3

對觀塘避風塘的影響

公眾殷切期望善用觀塘避風塘，讓廣大市民受惠；有建議提供水上運動、划艇，以及締造更優美的景致。由於擬議觀塘連接橋將局限海面淨空高度，使用避風塘的高桅杆船隻將會受影響。因此，擬議詳細可行性研究將探討開放避風塘水體的方法，讓其他商業用途可並存，以及為受影響船隻探討提供替代避風泊位的需要。

Implications for the Kwun Tong Typhoon Shelter

There are clear public aspirations for the KTTS to be put to better use for the benefit of the wider community, with water sports, boating and a more pleasant vista all suggested. There are also implications for tall vessels that use the shelter, as the proposed Kwun Tong Transportation Link would limit headroom clearance. The proposed detailed feasibility study will explore ways to release the water body for co-use with other commercial activities and investigate the need for alternative sheltered space for the displaced vessels.

在決定落實擬議環保連接系統之前，我們建議進行詳細可行性研究，對一些關鍵的議題作更深入的研究，例如車站和車廠的技術設計、運作系統的選擇、營運維修的規格概述、初步環境影響評估、提升財務效益的方法、項目實施的策略，以及詳細的建造成本與財務表現評估。同時亦會探討為日後擴建預留的設計彈性；如何在環保連接系統啟用前後，透過綜合多模式連接系統增強九龍東與毗鄰地區的連繫；如何能更善用在啟德一帶的水體；以及如何解決高桅杆船隻避風泊位減少的問題。□

2015

下一步 — 詳細可行性研究
Next Move – Detailed Feasibility Study

Before a decision is made on the proposed EFLS, we recommend conducting a detailed feasibility study to provide a more in-depth study of certain critical issues, including the technical design of stations and depots, the choice of operating system, operation and maintenance requirements, the preliminary environmental impact assessment, ways to improve the financial efficacy of the project, project implementation strategy, as well as more detailed capital cost estimates and financial assessments. The flexibility for future expansion of the EFLS network, enhancement of the multi-modal connectivity of Kowloon East with neighbouring areas before and after the EFLS implementation, better use of the water body at Kai Tak, and concerns about the loss of sheltered spaces for tall vessels will also be explored. □

啟德郵輪碼頭公園開放
Spectacular Cruise Terminal Park Opens to the Public

觀景平台
Viewing Platform

水景花園
Water Garden

■啟德郵輪碼頭公園位於新啟德郵輪碼頭頂層平台，坐擁維港的醉人景致。這獨一無二的景點已於2013年10月18日正式開放，讓香港市民盡情享受廣闊的戶外空間和醉人的城市風光。該公園佔地23 000平方米，設有寬敞的中央草坪、獨特的觀景平台、恬靜的水景花園和充滿動感的噴泉廣場等。公園開放時間為每日上午7時至晚上11時。□

■ Nestled on the roof of the iconic new Kai Tak Cruise Terminal Building and with magnificent views over Victoria Harbour, the Kai Tak Cruise Terminal Park opened on 18 October 2013 to give Hong Kong's public a unique space to enjoy the open air and stunning cityscapes. The park is open from 7am to 11pm daily and occupies an area of 23 000 square metres featuring a spacious central lawn, a dedicated viewing platform, a peaceful water garden, an eye-catching fountain plaza and more. □

公園盡覽維港景致
Harbour view from the Park

中央草坪
Central Lawn

「展現 • 龍津」設計比賽
"Showcase" of Lung Tsun Design Competition

■「龍津石橋遺跡保育長廊概念設計比賽」的反應非常踴躍，共收到逾130份參賽作品。比賽由土木工程拓展署主辦，發展局起動九龍東辦事處、建築署、康樂及文化事務署、規劃署、香港建築師學會、香港工程師學會、香港園境師學會、香港規劃師學會、香港測量師學會和香港城市設計學會合辦。

比賽分為專業組和公開組兩個組別，旨在收集既具創意亦能尊重石橋的歷史價值和充滿嶄新建築元素的設計概念，將長廊與毗鄰發展融合起來，並與九龍城一帶腹地緊密連繫，藉以創建合適的空間、氛圍及環境，作為原址保育及觀賞石橋遺跡之用。

比賽結果將於2014年年初舉行的頒獎典禮上公布。專業組冠、亞和季軍分別可獲40萬元、15萬元和10萬元獎金，而公開組冠、亞和季軍分別獲得8萬元、3萬元和2萬元獎金。優勝作品將會作為未來詳細設計的重要參考。□

■In an overwhelming response, more than 130 entries were received for the "Design Ideas Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants", organised by the CEDD in collaboration with the Development Bureau's Energizing Kowloon East Office, the Architectural Services Department, the Leisure and Cultural Services Department, the Planning Department, the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Landscape Architects, the Hong Kong Institute of Planners, the Hong Kong Institute of Surveyors, and the Hong Kong Institute of Urban Design.

The competition, divided into two categories: the Professional Group and the Open Group, aims to collect innovation concepts for the preservation corridor that respected the historical value of the bridge and featured contemporary architectural elements, while integrating the corridor with adjacent developments and linking it with the hinterland of Kowloon City in order to create a suitable space, ambience and environment to preserve and appreciate the remnants of the historic Lung Tsun Stone Bridge, where it is unearthed.

The results will be announced at a prize award ceremony in early 2014. The first prize winner of Professional Group will receive HK$400,000, with HK$150,000 and HK$100,000 for the first and second runners-up; while the top prize for Open Group will be HK$80,000 and the first and second runners-up will get HK$30,000 and HK$20,000 respectively. The winning design will be the important reference for the future detailed design. □

徵集「飛躍啟德」設計概念

行政長官於2013年的施政報告中，宣布建立城中樂園「飛躍啟德」，其範圍覆蓋啟德發展區前機場跑道末端、觀塘海濱行動區和兩者之間的水體，成為一個旅遊和娛樂的園地，讓廣大市民享用，並與起動九龍東的政策措施發揮協同效應，促進九龍東的轉型，推動香港的長遠經濟發展。

為了確保「飛躍啟德」充分發揮其潛力，起動九龍東辦事處現正舉辦「飛躍啟德」城市規劃及設計概念國際比賽，藉以收集有創意和卓越的設計和構思，並鼓勵公眾參與設施的設計。

詳情請瀏覽以下網站：
http://kaitakfantasy.hk/tc/home.php

Search for "Kai Tak Fantasy" Ideas

Announced by the Chief Executive in his 2013 Policy Address, Kai Tak Fantasy (KTF) will be a recreational landmark that spans the former airport runway tip in Kai Tak Development, the Kwun Tong Ferry Pier Action Area, and the enclosed water body between Kai Tak Runway Tip and Kwun Tong Ferry Pier Action Area, to become a tourism and entertainment destination for public enjoyment, as well as to facilitate the transformation of Kowloon East to sustain Hong Kong's long-term economic growth.

To make sure KTF reaches its full potential, the Energizing Kowloon East Office is now organising the "Kai Tak Fantasy" – International Ideas Competition on Urban Planning and Design to look for creative thoughts and design excellence and to encourage public participation in the design of the facilities.

More details can be found at the following website:
http://kaitakfantasy.hk/en/home.php

下期精彩內容

我們將詳細介紹有關「龍津石橋遺跡保育長廊概念設計比賽」、公布得獎結果，並與讀者們分享各優勝作品別具創意的設計意念。

Look out for the next issue

We will introduce in details the "Design Ideas Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants", announce the results, as well as to share with readers the innovative design concepts of the winners.

有問必答 Frequently Asked Questions

高架單軌鐵路系統的速度和載客量等技術細節是什麼？

單軌鐵路的最高時速達每小時80公里，由港鐵觀塘站途經10個車站至九龍灣站的全程行車時間為20分鐘。列車採用2卡車廂，可載乘客250人，爬升最高6％的坡度，最小迴轉半徑為46米。

What are the technical details, such as speed and capacity, of the elevated monorail system?

The maximum speed of the monorail is 80km/h, leading to a total travel time of 20 minutes from MTR Kwun Tong Station to Kowloon Bay Station via 10 intermediate stations. The two-car train has a capacity of 250 passengers. It can climb a maximum 6 % gradient and has a minimum turning radius of 46m.

啟德 KAI TAK

CEDD 香港特別行政區政府 土木工程拓展署
Civil Engineering and Development Department
The Government of the Hong Kong Special Administrative Region

查詢詳情，請與啟德辦事處聯絡。
地址：香港九龍尖沙咀麼地道68號帝國中心7樓
For further information, please contact the Kai Tak Office.
Address: 7/F, Empire Centre, 68 Mody Road, Tsim Sha Tsui, Kowloon, Hong Kong

電話 Tel (852) 3106 3432
傳真 Fax (852) 2369 4980
電郵 e-mail ktd@cedd.gov.hk

www.ktd.gov.hk

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