

Catalytic Effect on Regeneration of Kowloon Bay and Kwun Tong

As a modern and convenient intra-district connector, the EFLS will help reduce the amount of traffic on roads and provide catalytic effect to the regeneration of Kowloon Bay and Kwun Tong into a central business district, in line with our vision for Kowloon East.

We welcome your views on these exciting opportunities.



催化九龍灣及觀塘重新發展

環保連接系統作為一個現代化和便捷的區內連接系統，不但能減少路面交通流量，更能配合我們的九龍東願景，催化九龍灣及觀塘轉化為一個核心商業區。

歡迎你對這個難得的發展機遇提出寶貴意見。



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連繫九龍東 *Kowloon East*

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啟德機場於1998年關閉
Kai Tak Airport decommissioned in 1998

Kai Tak Development— a green web for sustainable development

On 6 July 1998, Kai Tak retired from being an airport after its 77-year service. In late 2007, the Chief Executive-in-Council approved the Kai Tak Outline Zoning Plan (OZP), formulated with the benefit of a two-year three-stage public engagement exercise. The plan envisages turning Kai Tak into a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour. In March 2010, we set up the Kai Tak Office. To date, works to build public rental housing, an international cruise terminal, a seawater district cooling system and supporting infrastructure are in progress. In August 2011, we proposed refinements to the OZP to incorporate conservation of Lung Tsun Stone Bridge and improved urban design. We are now ready to take the Kai Tak vision one major step forward via an Environmentally Friendly Linkage System (EFLS).

啟德發展計劃—可持續發展的綠化網絡

1998年7月6日，啟德這個服務香港七十七年的機場，完成了它的歷史任務。2007年年底行政長官會同行政會議通過《啟德分區計劃大綱圖》，《大綱圖》反映市民在經歷兩年的三個階段公眾參與活動中表達的意見，願景是將啟德發展成為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。2010年3月，我們成立了啟德辦事處。目前，啟德發展區內的公共房屋、國際郵輪碼頭、海水區域供冷系統和其他配套基礎設施正在全力興建中。此外，在2011年8月，我們就保育龍津石橋及優化城市設計，提出就《大綱圖》的修訂建議。現在，我們期望藉著「環保連接系統」，使啟德的發展願景再向前邁進一步。



高架行人道之上
Above elevated walkway



環保連接系統走線圖 EFLS Alignment Plan



開源道
Hoi Yuen Road



觀塘連接橋
Kwun Tong Transportation Link

Environmentally Friendly Linkage System — enhancing connectivity

For better public accessibility to attractions in the Kai Tak Development (KTD), as well as enhanced connectivity of its living and working populations to the Kowloon hinterland, an environmentally friendly, comfortable and efficient intra-district linkage system is necessary. Befitting Kai Tak's green vision, a rail-based transit system with no carbon emission along its passage and which consumes much less energy than diesel buses was included in the OZP for further investigation. Our investigations reveal that an elevated rail-based link in the form of a monorail serving the KTD will not only meet the connectivity requirements, but also create a unique landmark in Hong Kong with high tourism appeal. The EFLS is a 9-km 12-station line linking the Mass Transit Railway (MTR) Kowloon Bay Station, through Wang

Kwong Road to the KTD Station Square of the future Shatin to Central Link, and then all the way along the former runway before crossing the Kwun Tong Typhoon Shelter at the tip of the runway via a bridge and ending at the MTR Kwun Tong Station (Alignment Plan refers).

We will consult the public on the above monorail system together with other feasible EFLS options.

環保連接系統—加強連繫

為了讓公眾更便利到達啟德發展區內各個景點，和加強區內居住和工作人口與九龍腹地的連繫，一個環保、舒適及有效率的連接系統是必要的。在啟德的綠色願景下，《大綱圖》內已包含了一個在走線上零碳排放及比柴油巴士節省能源的鐵路系統作進一步研究。我們的研究結果顯示，一個以單軌列車模式於啟德發展區運行的高架鐵路系統，不但能滿足區內暢達的功能，亦為香港增添極具旅遊吸引力的特色。這個全長9公里，共12個站的環保連接系統，將連接港鐵九龍灣站，途經宏光道及未來沙田至中環線啟德車站廣場，沿前跑道運行再在跑道末端以橋樑橫跨觀塘避風塘至港鐵觀塘站（參閱走線圖）。

我們即將就上述單軌列車方案及其他可行環保連接系統諮詢公眾。