

Ways to Urbanisation

Post-War Road Development

in Hong Kong

建城之道

戰後香港的道路發展

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Contents

目錄

Introduction 引言

viii

Part One 上篇

Opening up a New World (1946–1966) 1
開闢新天地 (1946–1966)

Chapter 1 第1章 2
A Bold New Way
勇闖前路

Chapter 2 第2章 20
Expansion Limitations
擴張局限

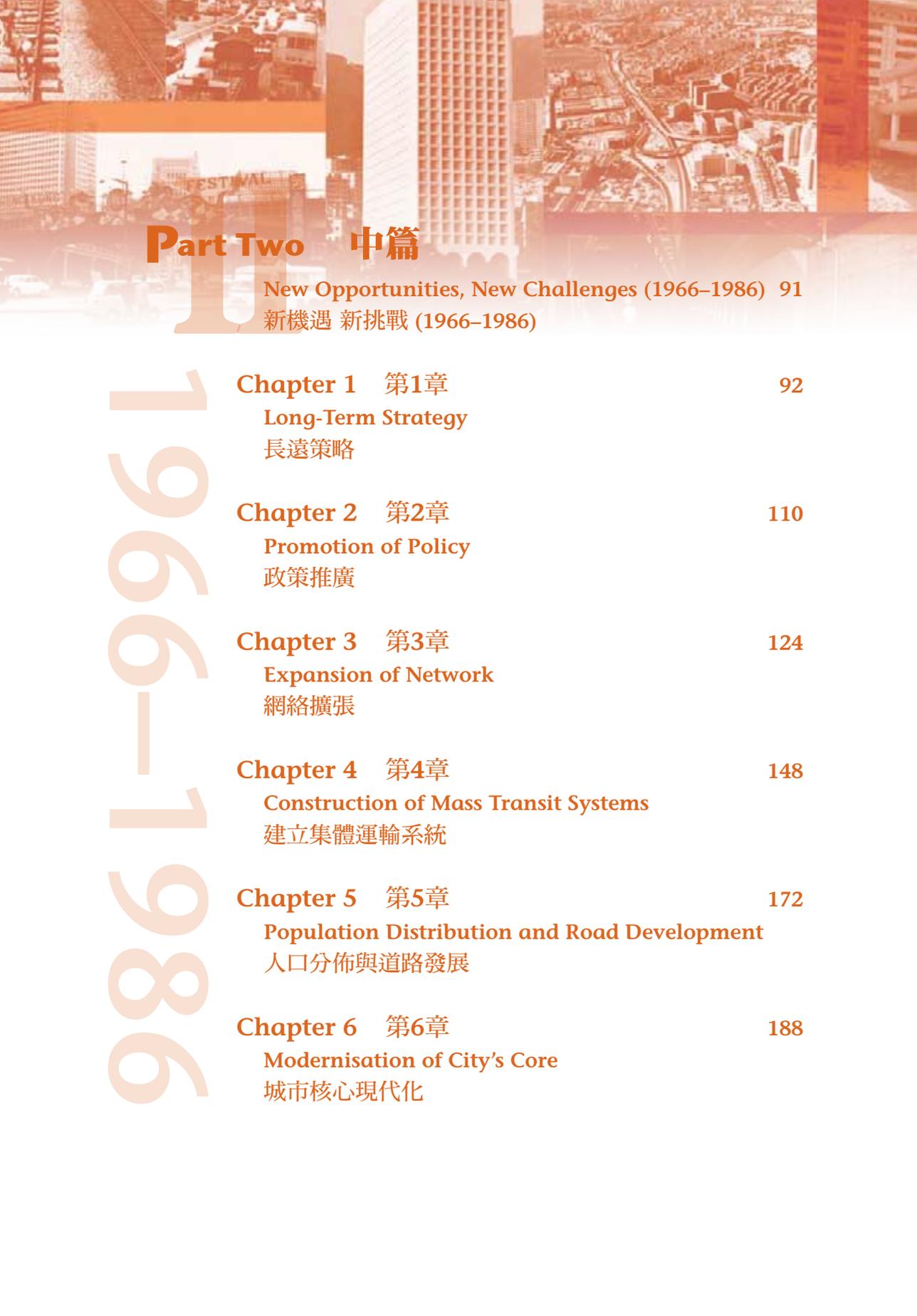
Chapter 3 第3章 38
Reconstruction of City
重建家園

Chapter 4 第4章 52
The First Blueprint
首份藍圖

Chapter 5 第5章 68
Emergency Counter-Measures
應急對策

Chapter 6 第6章 78
Features of Post-War Development
戰後拓展特色

1946–1966



Part Two 中篇

New Opportunities, New Challenges (1966–1986) 91
新機遇 新挑戰 (1966–1986)

1966–1986

Chapter 1 第1章	92
Long-Term Strategy 長遠策略	
Chapter 2 第2章	110
Promotion of Policy 政策推廣	
Chapter 3 第3章	124
Expansion of Network 網絡擴張	
Chapter 4 第4章	148
Construction of Mass Transit Systems 建立集體運輸系統	
Chapter 5 第5章	172
Population Distribution and Road Development 人口分佈與道路發展	
Chapter 6 第6章	188
Modernisation of City's Core 城市核心現代化	

Part Three 下篇

An International Metropolis (1986–2007) 201
國際都會 (1986–2007)

Chapter 1 第1章 202

Establishment of Highways Department
路政署的創立

Chapter 2 第2章 220

New Management Thinking
管理新思維

Chapter 3 第3章 240

Centennial Constructions
世紀建設

Chapter 4 第4章 262

Bridges Serving Hong Kong West
橋繫港西

Chapter 5 第5章 286

Integration with Pearl River Delta
融入珠三角

Chapter 6 第6章 302

Sustainable Development
可持續發展

Conclusion 總結 322

Notes 註釋 332

Major References 主要參考書目 344

1986–2007

chapter 1 A Bold New Way

While Paris and Guangzhou rose and declined respectively, British troops landed on Hong Kong Island in 1841 at Possession Point in Sheung Wan and occupied the northern shore of the island; the Kowloon Peninsula was still under Qing rule. To watch over the opposite coast and control shipping lanes to China, the British troops established their base on Tai Ping Shan (Victoria Peak) and actively developed the slopes between present-day Albany Road and Glenealy at Mid-Levels in Central as Government Hill⁵. A series of British-style buildings was erected at present-day Central and Admiralty⁶. In 1843, the Hong Kong government established the northern shore of Hong Kong Island, between Sheung Wan and Wan Chai, as the City of Victoria; the hilly northern coast promptly became the core area for military, political, economic and commercial activities⁷. Since the second half of the 19th century, Hong Kong's foreign trade had grown continuously. The Hong Kong government was convinced of the need to develop Hong Kong into a transport hub in order to supplant Guangzhou's leading role in south China. Handicapped geographically, the City of Victoria offered very limited developable space, which severely restricted road construction and the expansion of the city.

Hilly Terrain and Scarce Land Resources

In 1842, China and Great Britain signed the Treaty of Nanking, under which Hong Kong Island was ceded to the latter. Covering an area of 75 square kilometres, the island is characterised by hilly terrain, with highland areas scattered in different localities of the island. The topography displays sharp and frequent spatial variations within a short distance. The

第1章 勇闖前路

在上述兩個城市此起彼落的同時，1841年英軍在香港島上環水坑口(Possession Point)登陸，進佔小島北岸，當時的九龍半島



A distant view from the harbour of the waterfront of Victoria Harbour (around present-day Des Voeux Road Central) in the late 19th century. On the right of the trees is the old City Hall, constructed between 1867 and 1869, with the Hongkong and Shanghai Banking Corporation to its right. The first building on the left on the hillside behind the old City Hall is the Russian Consulate (formerly used as the temporary Governor's House, becoming the French Mission Building in 1915; it later served as the temporary headquarters of the provisional Hong Kong government, the Victoria District Court, the Supreme Court, etc; now the Court of Final Appeal). The third building on the left is the Governor's House built in 1855.

十九世紀末從海港遠眺維多利亞城海旁（今中環德輔道中一帶）。樹叢右方為建於1867至1869年的舊香港大會堂、大會堂右面為舊滙豐銀行。舊香港大會堂後面位於半山的建築最左為俄羅斯領事館（前身為臨時港督府，1915年改為法國外方傳道會大樓、曾用作臨時政府部門辦公大樓、域多利地方法院、高等法院等，現為終審法院），左三為建於1855年的香港督憲府。



Hong Kong Island is hilly with limited flat land, posing a challenge to road construction.

香港島平地少、山地多，興築道路，殊不容易。

island generally slopes down from north to south, with the northern part dominated by hills ranging in height between 250 and 300 metres; developable land is extremely limited. In 1860, the two countries signed the Convention of Peking, following which Great Britain occupied the Kowloon Peninsula south of Boundary Street and added nine square kilometres to Hong Kong's territory. As the British forces placed great emphasis on using the Kowloon Peninsula for military purposes, the expansion in territory did not provide extra land for development. In 1898,

China and Great Britain signed the Convention for the Extension of Hong Kong Territory, giving Hong Kong an area of approximately 1,040 square kilometres. Hong Kong was then made up of Hong Kong Island, the Kowloon Peninsula, the land south of the Shenzhen River (that is, the New Territories) and 235 outlying islands⁸. Hilly land areas exceeded 800 square kilometres, with another 130 square kilometres of alluvial land⁹, leaving just about 70 square kilometres of arable land, located mainly in northwest New Territories. There was only 77 hectares (0.77 square kilometres) of flat land on Hong Kong Island and the Kowloon Peninsula¹⁰. The severe shortage of flat land was the major obstacle to urbanisation and road construction.

In the mid-19th century, Hong Kong's transport link to the outside world was primarily by sea. Government departments and trading firms set up their headquarters along the irregular-shaped northern coastline on

仍由清政府管轄，為監察對岸的形勢及控制通往中國的航道，英軍以太平山為重要據點，積極開拓今中環半山雅賓利道至己連拿利之間的山坡為政府山⁵。一系列的英式建築隨即於現址的中環及金鐘半山建立⁶，1843年港府將港島北岸自上環至灣仔一帶，闢為維多利亞城，地形崎嶇的港島北岸，頓時成為政府的軍事、政治及經貿活動核心區⁷。十九世紀中葉以後，香港的對外貿易活動不斷增加，港府深明要取代廣州在華南地區的領導地位，必須把香港開拓為區內的交通樞紐，維城在先天條件不足的情況下，可供發展的空間十分有限，道路的開發與香港城市的擴張一樣，舉步維艱。

地少山多

1842年，中英簽定《南京條約》，中國割讓香港島與英國，小島的面積只有75平方公里，地勢屬丘陵地，高地零散地分佈於島上各地段，在短距離內地勢高度有頻繁變化。港島呈北向南傾斜，北部多為山地，高度為250至300米，可開發的土地相當有限；1860年，中英簽定《北京條約》，英方進佔九龍界限街以南，香港的疆域增加了九平方公里，由於英軍非常強調半島的軍事用途，版圖擴張並未為城市帶來更多發展空間；1898年，中英簽定《展拓香港界址專條》，香港包括了香港島、九龍半



Rickshaws were first used in Hong Kong in 1874, and together with palanquins and sedan chairs, were the principal means of transport in the late 19th and early 20th centuries. Rickshaw operators were required to register with the government before they could start business.

人力車於1874年起在香港使用，與轎子、兜均為十九世紀末二十世紀初的主要交通工具，經營者須先向港府登記，方能營業。



Jubilee Street in Central in the late 19th century. 十九世紀末中環的租庇利街。



Central in the late 19th century. Wearing long pigtailed and carrying poles on their shoulders, the barefoot Chinese men are in sharp contrast with the westerners in hats and suits.

十九世紀末的中環，華人蓄着長辮子、赤腳、提着擔挑，與頭戴禮帽、身穿洋裝的洋人，截然不同。



Central in the late 19th century.
Commoners still wore pigtails.

十九世紀末的中環，老百姓仍蓄着長辮子。

島、深圳河以南即現址新界的土地及235個島嶼，面積約有1,040多平方公里⁸。全港丘陵地有800多平方公里，沖積地有130平方公里⁹，可耕地僅佔約70平方公里，主要分佈在新界西北、香港島及九龍半島平坦的土地約只有77公頃（0.77平方公里）¹⁰，平地面積嚴重不足，是城市發展與興建道路的主要障礙。

十九世紀中葉，香港的對外交通以海運為主，政府部門和洋行紛紛在港島北岸不規則的海岸線設置總部，蓋建碼頭、船塢、貨倉，而不斷移入的人口亦沿北岸聚居。為配合維城日益頻繁的經貿活動，政府沿北岸陡峭的斜坡，興建了一些呈東西走向的道路¹¹。由於陸上的交通主要靠步行或人力推動的工具如轎子、人力車等，而汽車的數量又不多（1907年，全港登記的私人汽車只有六輛），道路繁忙的程度遠不如今天。這些既彎曲又狹窄的道路，就成了連接北岸的碼頭與商住區的交通孔道。



The bustling Queen's Road Central in the 1920s. Rickshaws were still popular despite the advent of trams in Central.

1920年代熙來攘往的皇后大道中，中環雖有電車行走，但人力車仍相當普遍。

Hong Kong Island, building piers, dockyards and warehouses. Increasing number of immigrants also settled on the northern shore as well. To cope with burgeoning commercial activities in the City of Victoria, the government built east-west running roads on the hilly slopes along the northern coast¹¹. As the means of land transport depended mostly on foot or man-pulled vehicles like palanquins and rickshaws, there were very few motor vehicles on the road. In 1907, there were only six licensed private cars. The traffic then was far less dense

than that of today. These narrow and winding roads became the main transport roads between the piers on the northern shore and the commercial and residential areas.



Queen's Road Central, the major thoroughfare of Victoria City, in the late 19th century. The building furthest to the right is the old City Hall; the old Hongkong and Shanghai Corporation Headquarters is the second on the right; the small street on the left is Battery Path, which leads to the present-day Court of Final Appeal.

十九世紀末維多利亞城主要的道路皇后大道中。右邊最遠處的建築為舊香港大會堂、右二為舊滙豐銀行總行，左面小路為炮臺里，可通往現今的終審法院。

Reclaiming Land for Road Construction

During the second half of the 19th century, the Praya was the thoroughfare for pedestrians and palanquins; the maintenance of the shoreline was to a certain extent carrying out reclamation along the coast. Between 1844 and 1882, the government allocated £70,620 for the construction and maintenance of the Praya¹². The major construction works were carried out between 1859 and 1867; by the 1860s, the Praya (present-day Des Voeux Road Central) began to take shape¹³.



Pedder Street was named after the first Harbour Master, Lieutenant Thomas Pedder. The clock tower in the photo was built in 1863 and demolished in 1913; it was used to monitor fires in the nearby districts. The building on the right is Jardine, Matheson & Co. and Dent & Co. is on the left. Dent & Co. was burnt down in a fire in 1890 and rebuilt as the Hong Kong Hotel. A fire broke out in the hotel in 1926; it was later purchased by Hong Kong Land Co. and Gloucester Building was built on the site.

畢打街以第一任船政道湯馬士·畢打命名(Harbour Master, Lieutenant Thomas Pedder)。照片中的鐘樓於1863年落成，1913年被拆卸，用以監察鄰近地區火警情況。圖右為怡和洋行，左面為寶順洋行(Dent & Co)，1890年大火後改建為香港大酒店(Hong Kong Hotel)，1926年酒店發生大火，後由置地公司(Hong Kong Land Co.)購入，興建告羅士打行(Gloucester Building)。

填海建路

十九世紀下半期港島的海旁大道(The Praya)，是行人及轎子行走的大街，修築海旁某程度上是在沿岸進行填海工程。1844至1882年間，政府興建及維修海旁大道費用約為70,620英鎊¹²，興建工程主要在1859至1867年間進行，海旁大道（即現今的德輔道中）於1860年代已建成雛形¹³。

1851年12月28日星期三晚上10時至翌日清晨5時30分，下市場即現址蘇杭街(Jervois Street)發生大火¹⁴。1852年，經過勘察及徵得受災業主的同意後，政府借助現代科技，配合城市發展的需求，於災場即現址上環威靈頓街、蘇杭街及皇后大道的交匯處為起點，至蘇杭街與摩利臣街交匯處為終點，移山填海建造文咸東街¹⁵，是政府首項具規模的填海建路工程。1889至1903年，政府



Pedder Street running from Queen's Road towards the waterfront. The building flying a red flag is Union Building. The first building on the left is Jardine, Matheson & Co., which was completed in 1908.

畢打街從皇后大道向海旁方向。懸掛紅旗建築為於仁行，左一為1908年落成的怡和洋行。



The area near 50 Des Voeux Road Central in the early 20th century. Many Chinese and western shops line the road. With few cars on the road, coolies carrying heavy loads stand in the middle of the road. Rickshaws line the roadside, waiting for passengers.

二十世紀初德輔道中50號附近。路旁華洋商舖林立，馬路上汽車甚少，挑着重擔的挑夫走在馬路中央，道旁停滿靜候乘客的人力車。

On Wednesday 28 December 1851, a blaze broke out at Lower Bazaar (present-day Jervois Street) at 10 pm and raged until 5:30 am the following morning¹⁴. In 1852, after conducting surveys and obtaining consent from owners of fire-impacted property, the Hong Kong government decided to reclaim and build Bonham Strand¹⁵ to meet the development needs of the city, with the use of modern technology. The new street started from the fire site, situated at the intersection of present-day Wellington Street, Jervois Street and Queen's Road, and ended at the intersection between Jervois Street and Morrison Street. This was the first large-scale reclamation and road construction project undertaken by the government. Between 1889 and 1903, new reclamation works were carried out by the government by extending northwards into the harbour, starting from the gas works of Hong Kong and China Gas Co. Ltd at Shek Tong Tsui, West Point to



A tram runs along Des Voeux Road Central. The building clad in bamboo scaffolding is Prince's Building. The earliest trams, which came into service in 1904, were single-deck ones. In the middle of the photo stands a second-generation gas street lamp. It needs to be refuelled manually. Gas street lamps first appeared in Hong Kong in 1865.

1904年開始服務的電車正在德輔道中行走，外置竹棚的建築物為太子大廈。最早期的電車只有單層，圖中央豎立着第二代煤氣街燈，需靠人手添加燃料，香港於1865年開始使用這類型的煤氣街燈。



Des Voeux Road Central in the early 20th century. Trading houses and shops from different parts of the world fly their national flags to celebrate the end of World War I. The pink building, third on the right, is the old General Post Office; the site is now occupied by World Wide House.

二十世紀初德輔道中，來自世界各地的洋行商舖紛紛懸掛國旗，慶祝世界第一次大戰結束，右三粉紅色建築為舊郵政總局，即現址環球大廈。

the west, and ending at Murray Pier to the east. The reclamation was 10,200 feet long and 250 feet wide, covering an area of 58.5 acres (23.68 hectares) and cost HK\$2.9 million¹⁶. After the waterfront was extended seawards by 75 feet, the original road, the Praya, was renamed Des Voeux Road, and the new waterfront was named Connaught Road. Queen's Road, Des Voeux Road and Connaught Road became the main thoroughfares of the city's nucleus.

Faced with a severe shortage of land resources and the concentration of population and commercial activities in the city's core area, the government had no alternative but to gradually extend the coastline northwards through reclamation for the following few decades. This is the main reason why the majority of geographers who studied Hong Kong's urbanisation considered that road development in the pre-war period was fragmentary, devoid of comprehensive planning¹⁷.

耗資290萬港元，把西起自西環石塘咀的煤氣公司，東至中環美利碼頭的海旁向北伸延，建造長10,200呎，闊250呎，面積達58.5英畝（23.68公頃）土地¹⁶。海旁向北伸延75呎後，原來的海旁大道改稱德輔道，新的海旁被命名為干諾道。皇后大道、德輔道、干諾道這幾條街道就成了城市核心的主要孔道。



Connaught Road Central became a centre of commercial activity after reclamation. The building on the furthest right is the old General Post Office built in 1911.

填海後中環干諾道中成為商貿中心。圖最右建築為建於1911年的舊郵政總局。

It is fair to say that in the 19th century, the crisscrossing and tortuous road network in the City of Victoria centred on the commercial area in accordance with the geographical environment. This also roughly portrays the distribution of roads in Hong Kong in the early years. It was only in the post-war period with gradual urbanisation shift to the New Territories that improvement was made in long-term road planning.



Connaught Road Central in Central. The buildings from the right are Chater House, St George's Building, Queen's Building (now Mandarin Oriental Hotel, Hong Kong) and Hong Kong Club. On the left is Star Ferry Pier, with the clock tower under construction.

中環干諾道中。右起遮打行、聖佐治行、皇后行（今香港文華東方酒店）、香港會所，左面為天星碼頭，鐘樓正在興建中。

面對人口及商貿活動密集於城市核心區域，土地資源嚴重不足的情況，接着的幾十年，政府除利用填海技術緩緩地將海岸線向北伸延外，別無他法；這也是研究香港城市發展的地理學家，大多認為戰前的道路發展零碎而欠缺全面規劃¹⁷的主要原因。十九世紀維多利亞城縱橫交錯、迂迴曲折的道路網絡，可以說是因應地理環境而密集於港島北部的商貿活動區，這也粗略地描繪了香港早期道路分佈的形態；而城市長遠的道路規劃，要待戰後城市逐步向新界拓展始有所改善。



The intersection of Queen's Road Central and Garden Road in the 1930s. On the right is French Mission Building (now the Court of Final Appeal); second on the right is St John's Cathedral, with Murray House behind it. Half way up the hilly road on the left is Victoria Barracks, and the small structure at the junction of Queen's Road Central and Garden Road is a public convenience.

1930年代的皇后大道中與花園道交界。右面為法國外方傳道會大樓（今終審法院），右二為聖約翰大教堂，其後為美利樓；左面半山為域多利兵房，皇后大道中與花園道交界的矮小建築為公廁。

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133. 路政署內部資料：2007年年中深港西部通道香港段（不連后海灣幹線）造價為26億；據路政署編，《深港西部通道及后海灣幹線》小冊子，預估造價為32億港元，並未列明是否包括后海灣幹線。
[Highways Department internal data: By mid-2007, the Hong Kong–Shenzhen Western Corridor, Hong Kong section (not including the Deep Bay Link), cost HK\$2.6 billion; according to the Highways Department’s brochure *Hong Kong–Shenzhen Western Corridor and Deep Bay Link*, the estimated cost was HK\$3.2 billion. It did not state whether the Deep Bay Link was included.]
134. 路政署，《深港西部通道及后海灣幹線》小冊子。
[Highways Department, *Hong Kong–Shenzhen Western Corridor and Deep Bay Link* brochure.]
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