

Shaukiwan Road

1846 – 1847

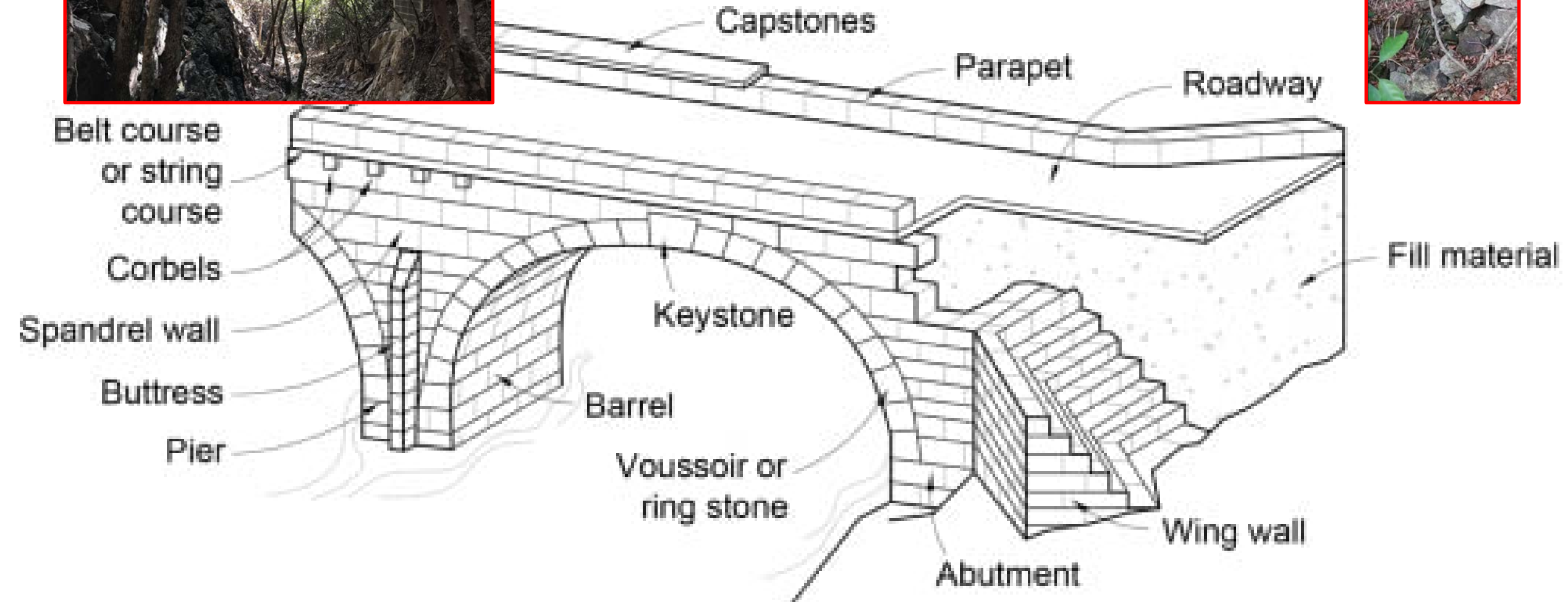
Stanley Road

1847 – 1848

Pok Fu Lam Conduit

1876 – 1877

22 masonry bridges and aqueducts, 4 drainage culverts



MAP OF
HONGKONG
WITH
BRITISH KOWLOON

Lithographed at Stanford's Geographical Establishment,
for the Proprietor of the Hongkong Almanack.

Pok Fu Lam Conduit

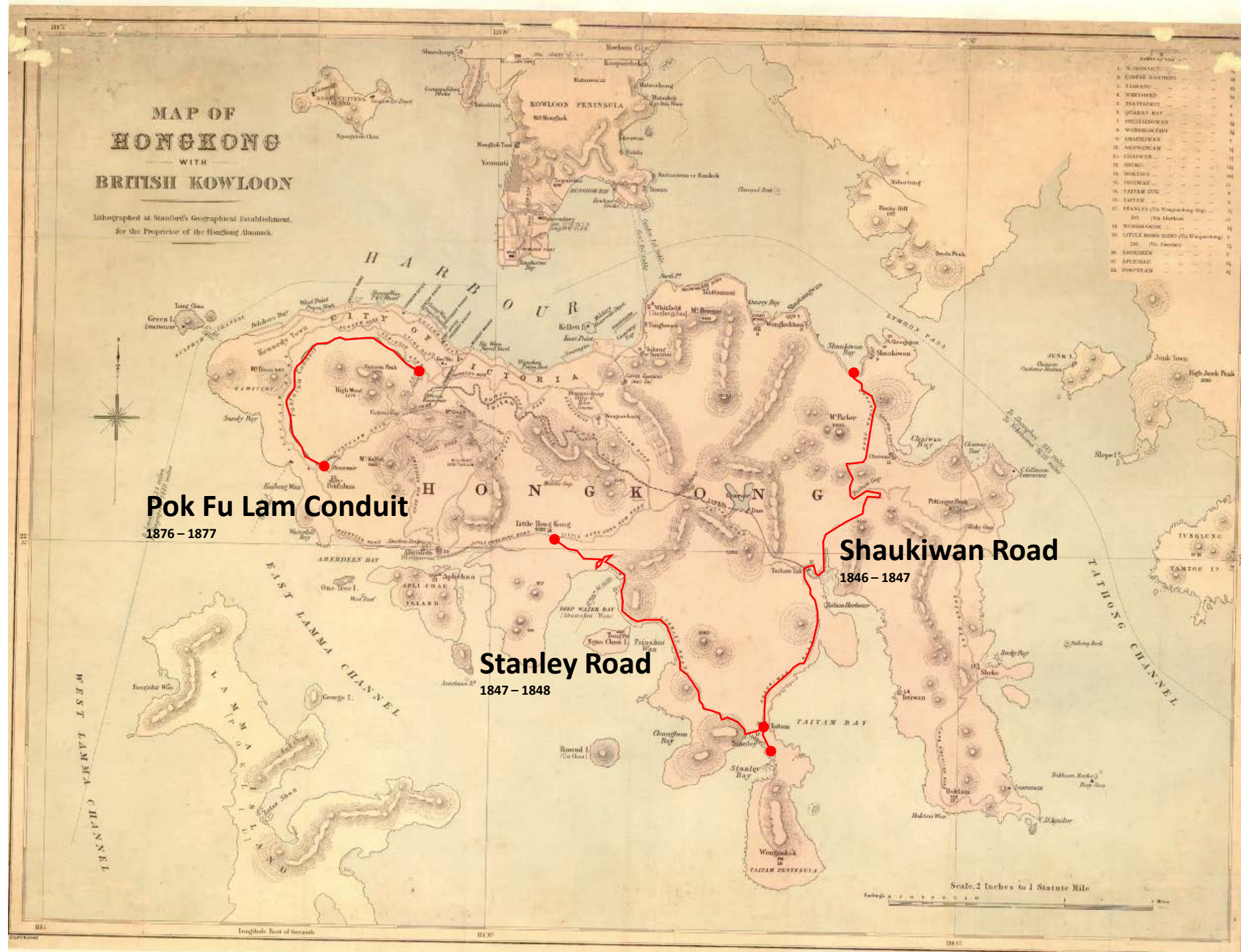
1876 – 1877

Shaukiwan Road

1846 – 1847

Stanley Road

1847 – 1848



Shaukiwan Road

1846 – 1847

Remains of 3 bridges and 1 drainage culvert found

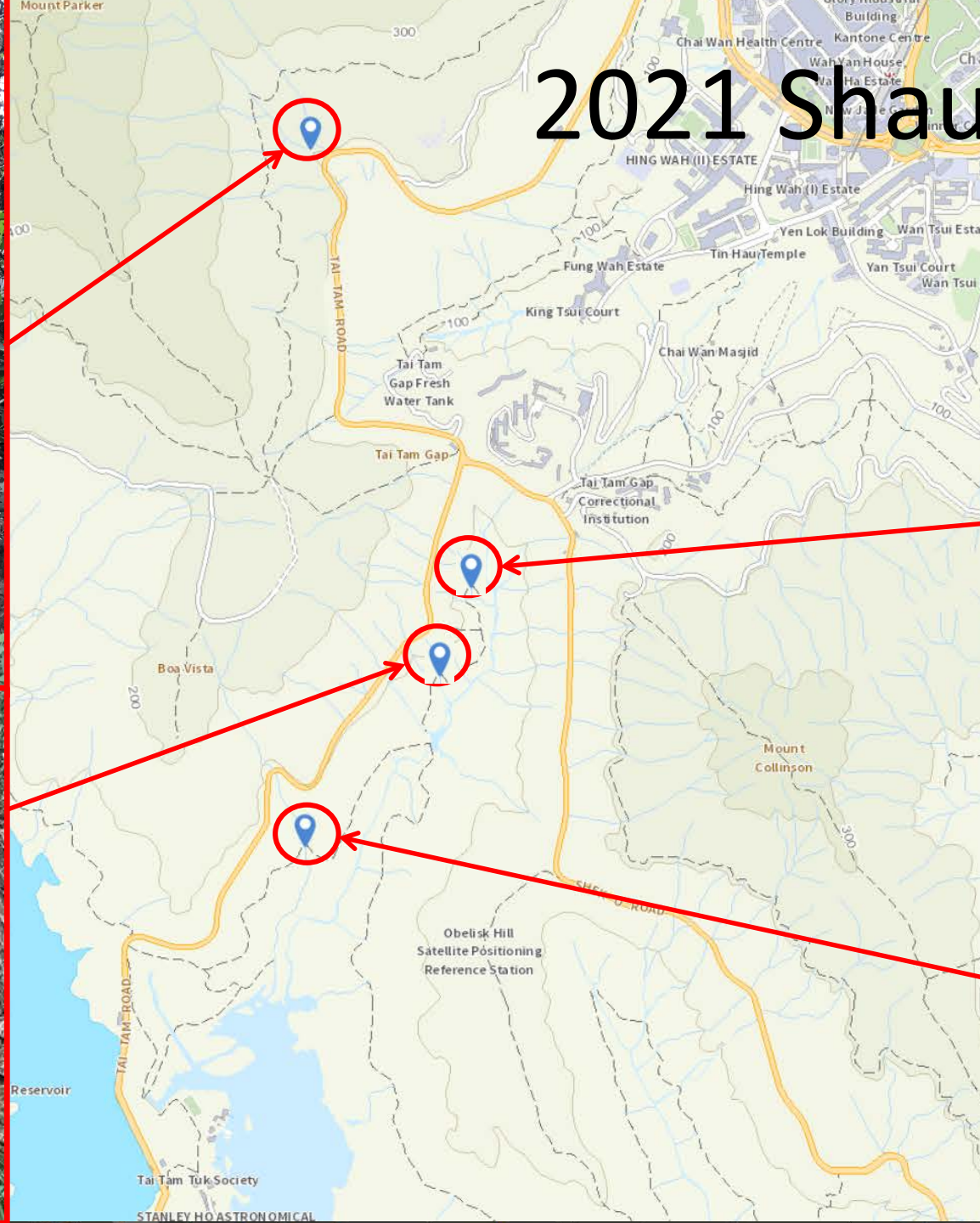
Pending identification for heritage assessment

Source: Government Records Service

Shau Ki Wan Road



2021 Shau Kei Wan Road



Stanley Road

1847 – 1848

Remains of 3 bridges and 3 drainage culverts found

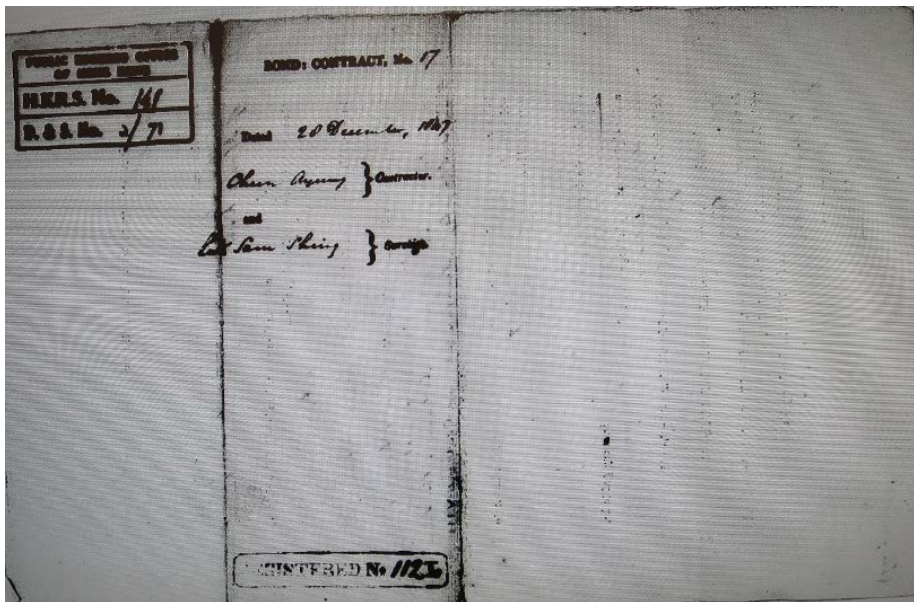
Structures are identified for heritage assessment

N123 – Deep Water Bay

N374 – Stanley

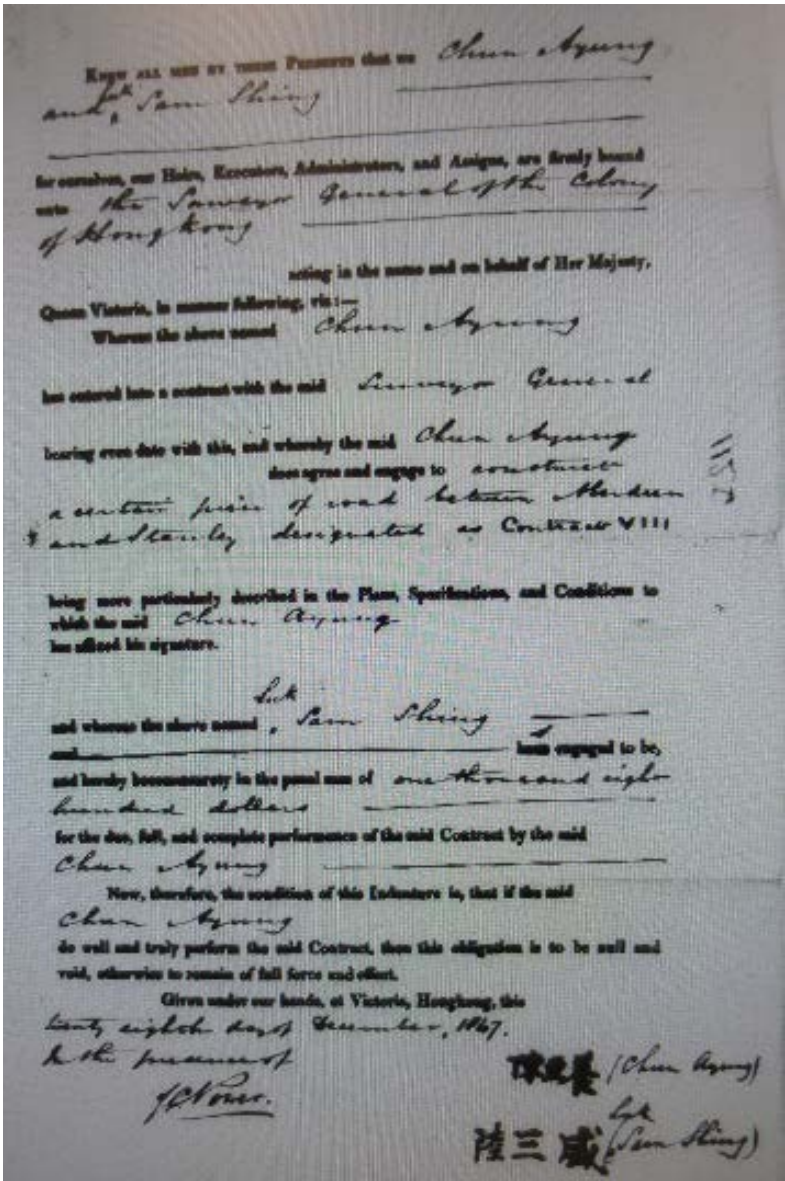
赤柱路建造合約

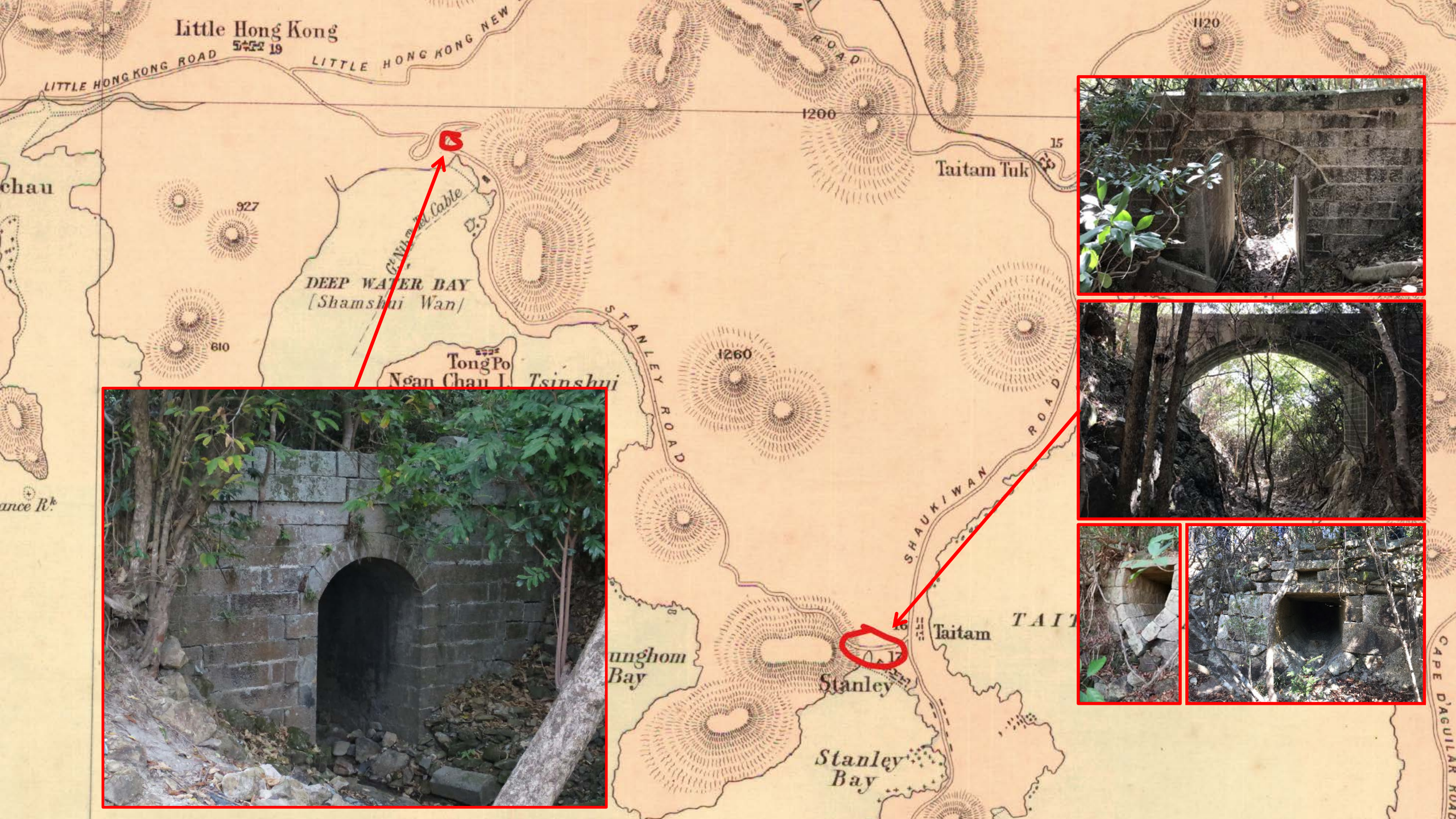
Construction Contracts of Stanley Road



合約第八號
Contract No. 8
20 December 1847

來源：政府檔案處
Source: Government Records Service





THE
SESSIONAL PAPERS
PRINTED BY ORDER
OF
THE HOUSE OF LORDS,
OR PRESENTED BY ROYAL COMMAND,
IN THE
Session 1849,
(12th & 13th VICTORIAE.)
ARRANGED IN VOLUMES.

VOL. XXXIX.
—
REPORTS FROM COMMISSIONERS, &c.
(Ten Volumes.)
CONTINUED;
THE SUBJECTS ALPHABETICALLY ARRANGED.

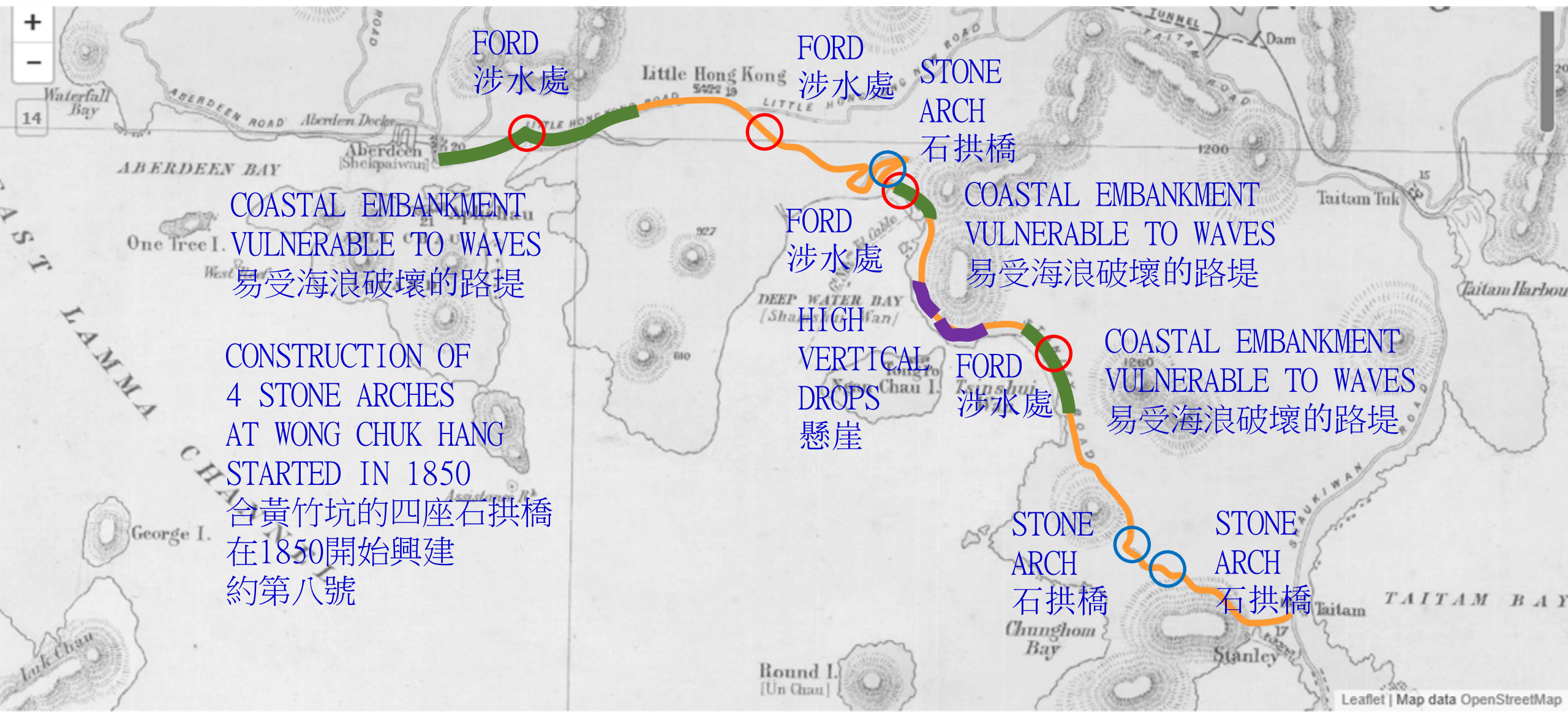
SUBJECT OF THIS VOLUME:
Colonial Possessions.

Road from Aberdeen to Stanley, 7 miles.—This road estimated for, Rep. and Est. amount, 4965*l.* 14*s.* 1*d.* (No. 1, of 1847) was intended to have been 15 feet wide throughout, with stone arches and parapet-walls in places where they were most required. Sir J. F. Davis, however, reduced the width to 10 feet and curtailed other works, and only authorized the sum of 2705*l.* 14*s.* 4*d.* to be expended; of this sum 312*l.* 16*s.* 4*d.* was expended during the year 1847, the expenditure during the last year being 1922*l.* 12*s.* 1*d.* Upon this line are some of the heaviest stone bridges in the island, which considering the Chinese are not in the habit of building such, have been very tolerably executed, and particularly so, as the hot weather and frequent sickness of the overseers prevented their constant attendance thereon. The greater portion of the road was in the hands of the contractors at the time of the typhoon and previous rains, and therefore the expense of repairs fell upon them, but in general the damage was not excessive considering the unconsolidated state of the filling, unfinished drains, &c. Near the south end of the town of Aberdeen for a distance of 100 yards, and in Deep Water Bay for about the same distance, the wash of the sea carried away a considerable portion of the road; the former had been taken off the contractor's hands, and has not yet been repaired; the latter the contractor was obliged to rectify. In sheltered bays on the coast I formed the roads originally 4 feet above the high-water spring tides and 6 feet in other parts, but I now find that not less than 10 feet should be fixed upon for the level of a coast road, and even more than that if it is much exposed. If this road is to be maintained and properly protected, as indeed most of the roads require, there are several works which I would recommend to be executed, viz., a bridge and causeway at the waterfall in Staunton Valley, a parapet-wall on the hill above Deep-water Bay, and a bridge leading to the Sands, parapet-walls in two other places near Repulse Bay, and a bridge there also; these places are either exceedingly dangerous or inconvenient, as the road has either been cut out of the side of the cliff, or a rough retaining wall built, which leaves the drop from the road nearly perpendicular, and in one place the fall is 100 feet. The additional bridges are required, for at high water pedestrians must make a detour to pass the stream, and equestrians must wade or swim their horses over the ford. The details of expenditure during the year being given in full in the usual return, I shall merely remark that the disbursements on the new works in the formation of roads, bridges, and drains have amounted to 3221*l.* 11*s.* 7*d.*, and repairs, exclusive of convict labour, to the sum of 215*l.* 2*s.* 6*d.* for roads and 186*l.* 10*s.* 1*d.* for bridges.

2. *Buildings.*—The police station at Aberdeen

工務司有關1848年的報告。Report of 1848 by the Surveyor-General. 沿線的石橋是香港島其中最大型的。Upon this line are some of the heaviest stone bridges on the island. 「考慮到承建商缺乏相關經驗以及酷熱天氣及生病監督，這些石橋」建造得相當妥當。(Despite their unfamiliarity and difficulties of supervision due to sickness and hot weather, these stone bridges) have been “very tolerably executed”。

1848 年底的赤柱路狀況 (推斷) Conditions of Stanley Road by End of 1848 (Inferred)



This map shows the Ma Hang area in Hong Kong. A red line with arrows indicates the route from the top left, through Stanley Gap Road, and down to Ma Hang Prison. The route is marked with a red line and arrows, starting from the top left, going right along Stanley Gap Road, then down to the bottom right towards Ma Hang Prison. A black line with arrows shows an alternative route from the top right, through Wilson Road, and down to Ma Hang Prison. The map includes labels for various roads such as Stanley Gap Road, Chung Hom Kok Road, and Cape Road. It also shows several estates including Ma Hang Estate, Ma Hang House, Ma Hang Court, and Ma Hang Prison. Other landmarks like Tai Tam Country Park and Stanley Knoll are also visible.

Black line: Trail connecting with Wilson Trail. An increasing number of hikers make use of the path to get from Wilson Trail bus stop at Stanley Gap Road to Stanley Plaza. ***This path needs improvements.*** (HAD/DMW)

Pok Fu Lam Conduit

1876 – 1877

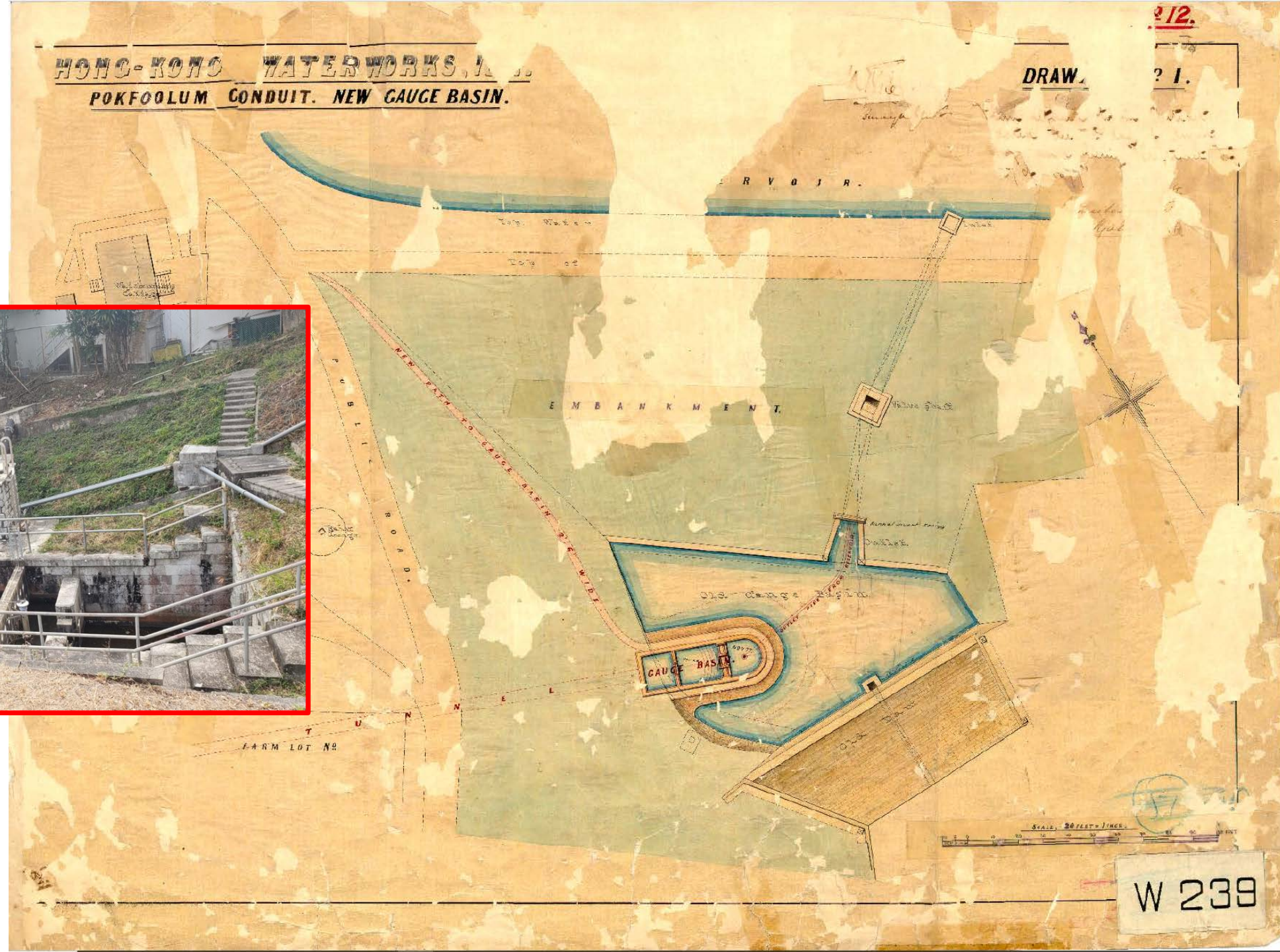
Graded: Gauge basin, tunnel, aqueduct No 9 at Queen Mary Hospital
(Appraisal 429)

Remaining: long sections of conduit including original covers, 15
aqueducts, and part of one tank near Seymour Road.

N372 – Remaining sections identified for heritage assessment

HONG-KONG WATERWORKS, &c.
POKFOOLUM CONDUIT. NEW GAUGE BASIN.

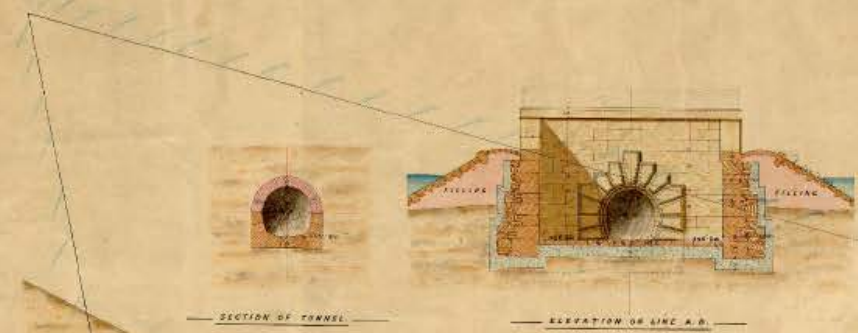
DRAW. 21.



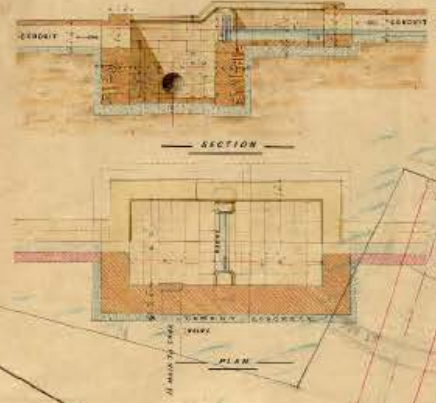
W 239

GAUGE BASIN & TUNNEL INLET AT
RESERVOIR END OF CONDUIT

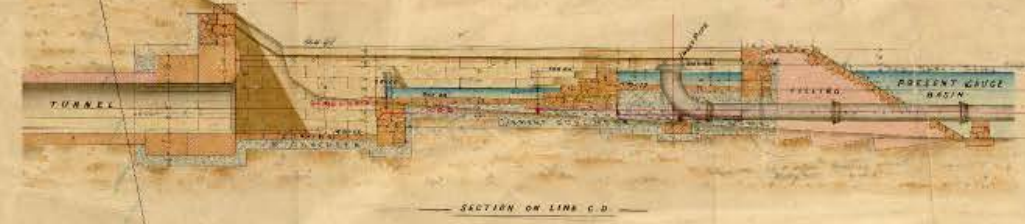
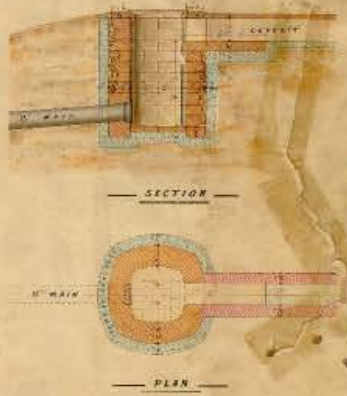
SCALE 4 FT TO 1 INCH



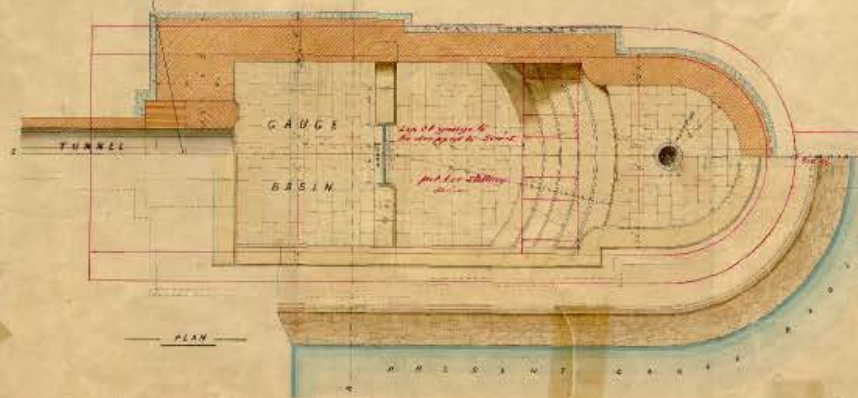
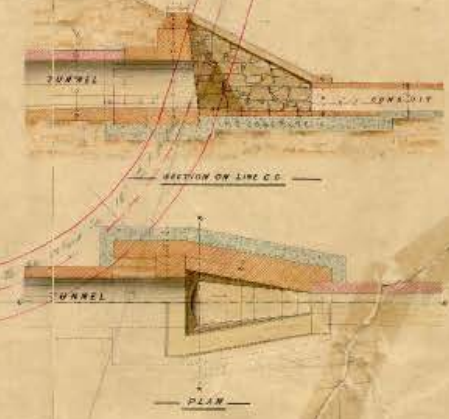
GAUGE BASIN & WELL TO SUPPLY N^o 1 TANK



SYPHON WELL

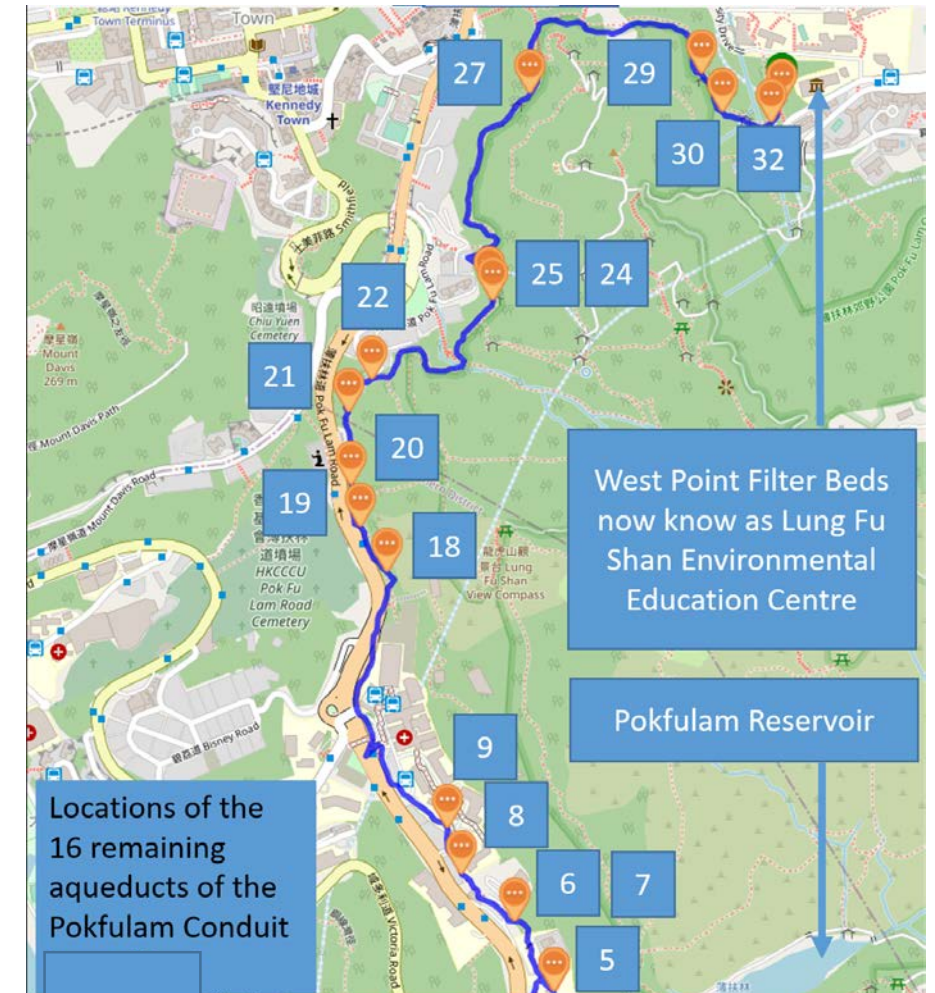
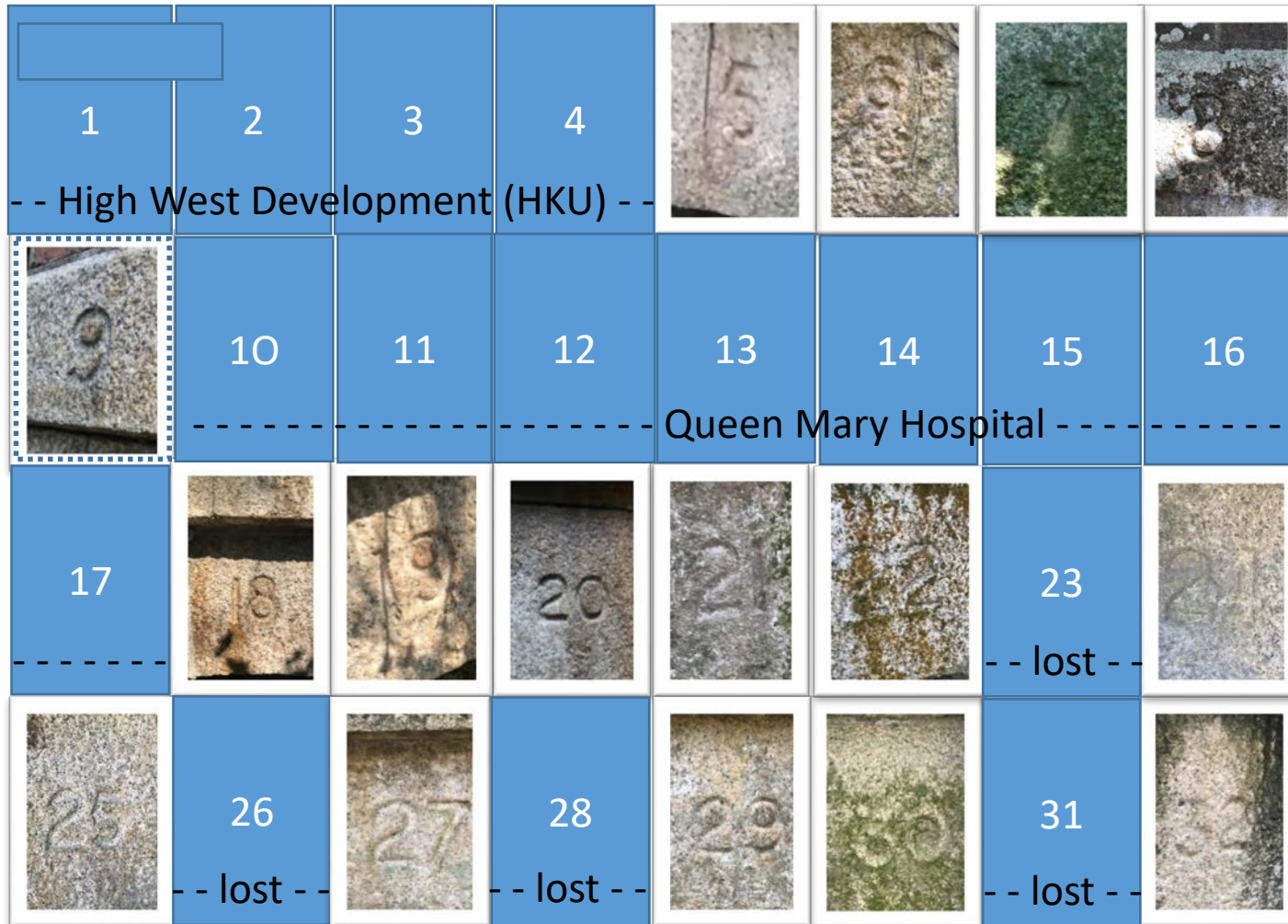


INLET & OUTLET OF TUNNELS



W 326

The Pok Fu Lam Conduit included 32 aqueducts between Pokfulam Reservoir and the West Point filter beds (near what is now known as the Lung Fu Shan Environmental Education Centre). A recent survey shows that 16 are still in tact. Number 9 is graded as a heritage structure.







18



19



20



21



22



24



25



27



29



30



32



臨時訪客守則

所有進入中心範圍人士必須佩戴口罩
4人以上才准進入中心範圍
中心人員會為進入室內地方的人士量度體溫
拒絕接受量度體溫者只准留在樓下5樓的人士
不可進入中心室內範圍
進入室內地方時，請使用中心提供的
酒精洗手液消毒雙手

Temporary Visitor Code

Please wear a surgical mask when entering the Centre's area.
Only 4 or more people are allowed to enter the Centre's area.
The Centre will take the temperature of all persons who
enter the Centre's area. Those who refuse to have their temperature
checked will not be allowed to enter the Centre's area.
When entering the Centre's area, please use the hand sanitizer
provided by the Centre to clean your hands.

配合政府最新防疫指引， 中心於12月2日起關閉室內通行通知。 不便之處，敬請見諒。 如有查詢，請電熱線1822 0181

In response to government's latest disaster prevention measures,
the Centre is closed from 2 Dec until further notice. We
apologise for any inconvenience caused.
For enquiries, please contact our staff via email at
lfec@hku.hk

「Leave Home Safe」流動應用程式
「Leave Home Safe」Mobile App

1. 下載及安裝
2. 掃描QR碼

QR Code

龍虎山環境教育中心
Lung Fu Shan Environmental Education Centre

QR Code

訪客守則
Visitor Code

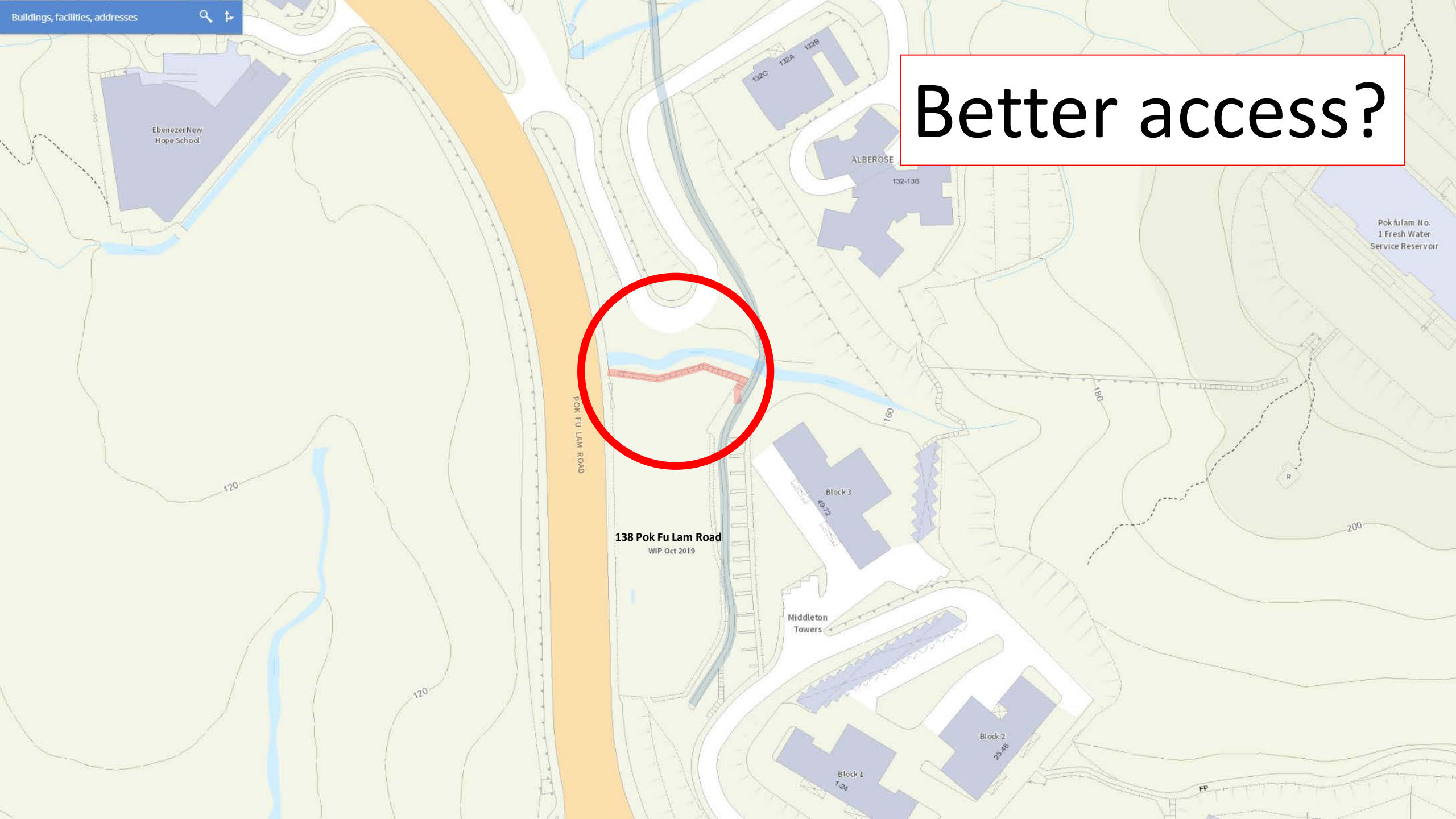
龍虎山環境教育中心
Lung Fu Shan
Environmental Education Centre

一樓及二樓歷史建築
展覽 / 導賞團 / 工作坊
免費對公眾開放

Grades 1 & 2 Historic Buildings
Exhibitions / Guided Tours / Workshops
Free and Open to the Public







Better access?



138 Pok Fu Lam Road
WIP Oct 2019



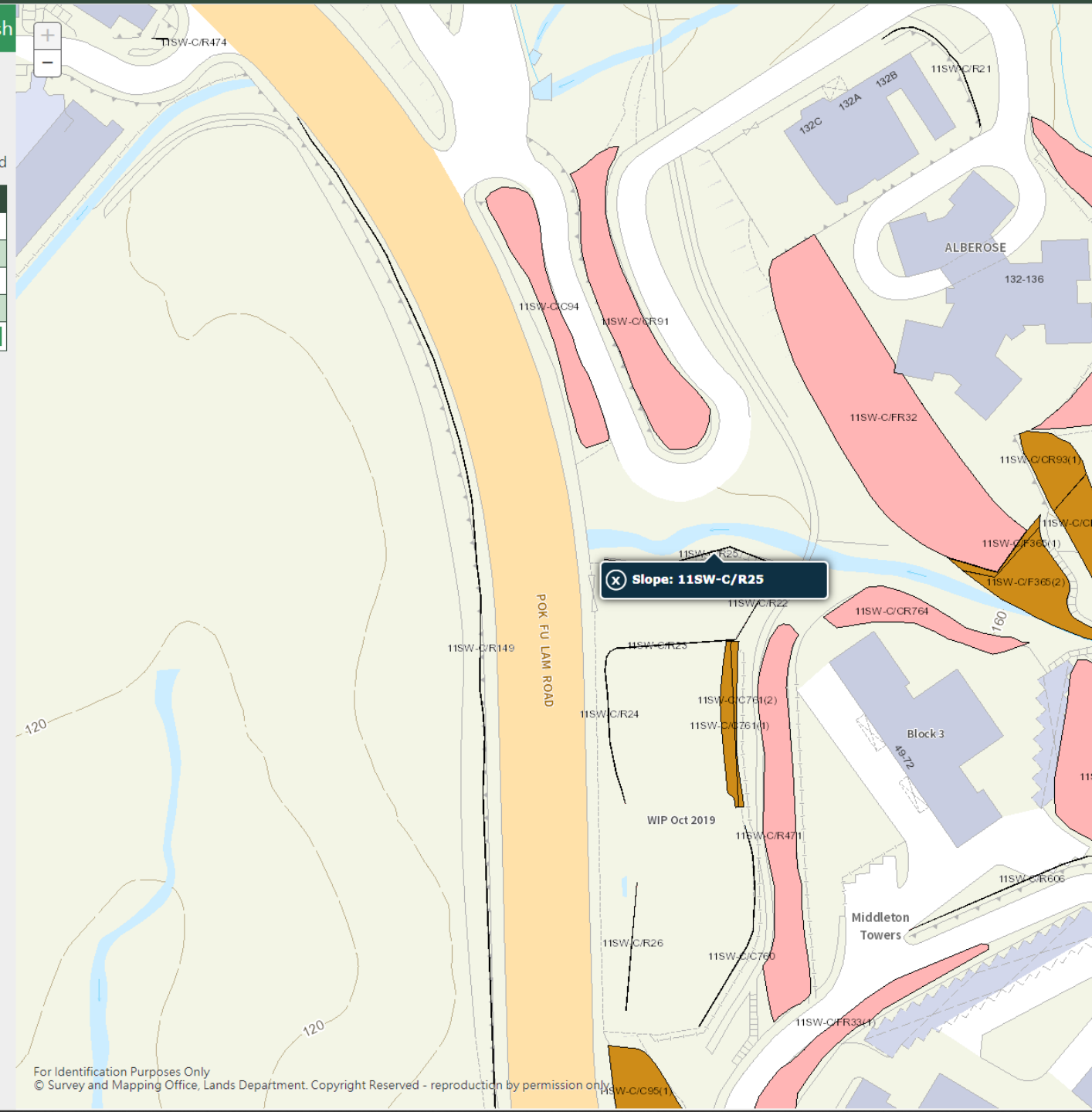
Search Criteria

Slope Number: 11SW-C/R25

List of Slope Maintenance Responsibility Area(s)

1 record(s) found

Slope No.	11SW-C/R25
Location	WITHIN RBL757 NEAR N BOUNDARY
Responsible Lot/Party	RBL757
Maintenance Agent	Not Applicable
Remarks	Not Applicable
Technical Information	



Better access?



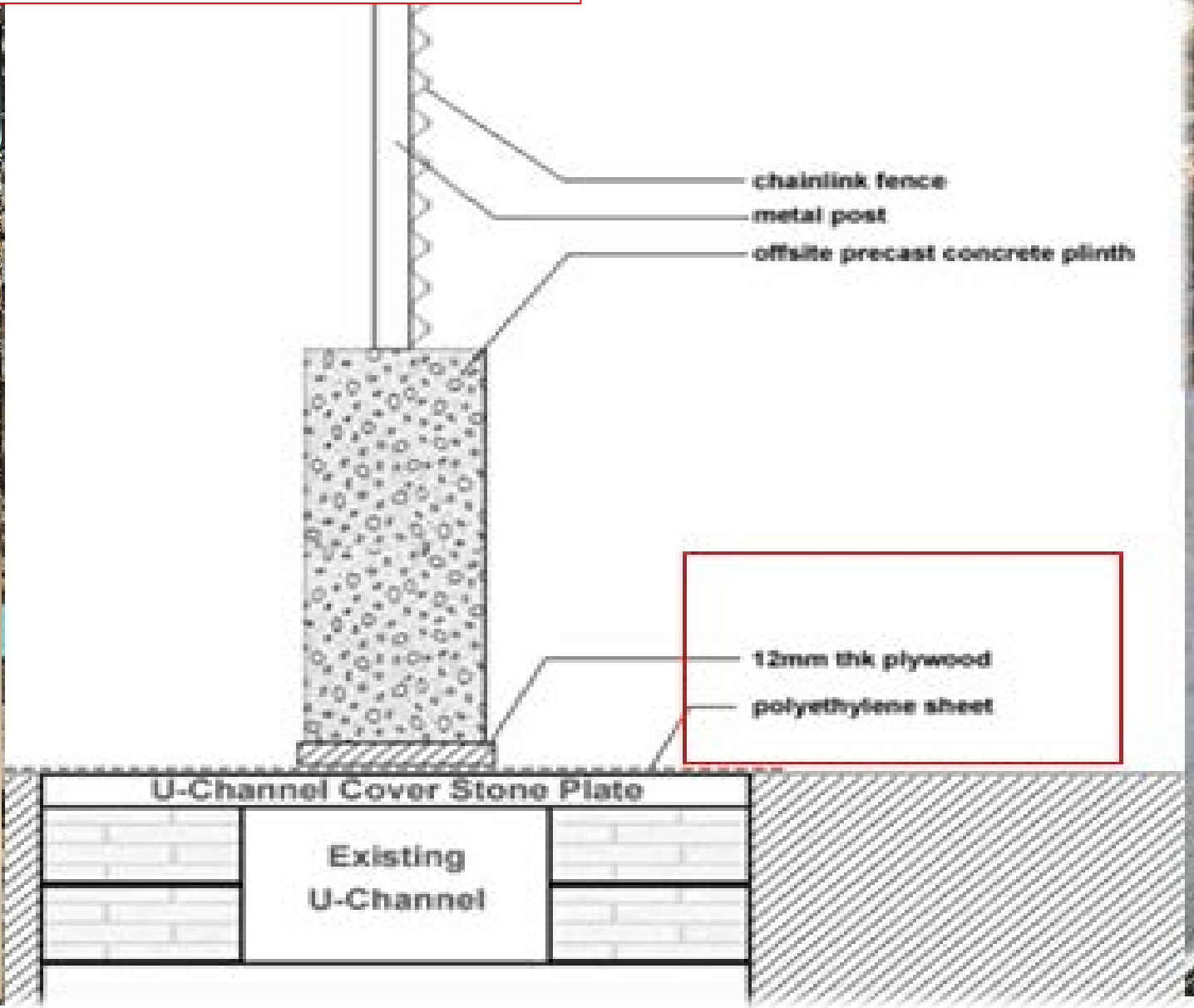
A man wearing a red cap, a grey long-sleeved shirt, light-colored shorts, and a backpack is walking down a stone staircase. The staircase has a metal railing on the right side. The area is surrounded by dense green foliage, including large-leafed plants on the left. The scene is brightly lit, suggesting a sunny day. A text box with a red border is overlaid on the upper right portion of the image.

Add sign posts?

Better protection?



Better protection?



Southern District Office

Will the Southern District Officer and his team supported by the Home Affairs Bureau assume responsibility for coordination with the various government departments to:

1. Provide for adaptive re-use and enhancement of the conduit and Stanley Road for pedestrians, including improvement of access;
2. Signage to direct and inform visitors of the various features for the entire length of the two roads and the conduit;
3. Re-establish the name 'Stanley Road' for the remaining section in Stanley; and
4. Ensure the features found are protected.