

**Task Force on Harbourfront Developments  
in Kowloon, Tsuen Wan and Kwai Tsing**

**Minutes of Eighth Meeting**

Date : 18 January 2012  
Time : 2:30 pm  
Venue : Conference Room, 15/F, North Point Government Offices  
333 Java Road, North Point

**Present**

Prof Becky Loo	Chair
Mr Tom Callahan	Representing Business Environment Council
Prof Carlos Lo	Representing Friends of the Earth
Mr Franklin Yu	Representing Hong Kong Institute of Architects
Ir Peter Wong	Representing Hong Kong Institution of Engineers
Ms Pong Yuen-yee	Representing Hong Kong Institute of Planners
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Ms Dilys Chau	
Ms Gracie Foo	Deputy Secretary (Planning & Lands) <sup>1</sup> , Development Bureau (DEVB)
Mr Vincent Fung	Assistant Commissioner for Tourism <sup>2</sup>
Mr Albert Lee	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr Walter Leung	Senior Engineer/District Monitoring Group on Housing Sites & SD (Kowloon), Civil Engineering and Development Department
Miss Margrit Li	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Mr Raymond Wong	Assistant Director/Territorial, Planning Department
Mr Edward Leung	Secretary

**Absent with Apologies**

Mr Nicholas Brooke	
Dr Peter Cookson Smith	Representing Hong Kong Institute of Urban Design
Mr Leslie Chen	Representing Hong Kong Institute of Landscape Architects

Dr Stefan Al

Ms Ida Lam

**In Attendance**

Mrs Winnie Kang	Principal Assistant Secretary (Harbour), DEVB
Mr Ronald Leung	Assistant Secretary (Harbour)2, DEVB
Mr Harry Tsang	Chief Executive Officer/Planning, LCSD

**Action**

**The Chair** informed Members that Mr Tom Callahan had been nominated by the Business Environment Council as its new regular representative in this Task Force, with Mrs Margaret Brooke replacing Dr Andrew Thomson as its alternate representative. She welcomed Mr Callahan to the meeting.

**Item 1 Confirmation of Minutes of the 7<sup>th</sup> meeting**

1.1 The draft minutes of the 7<sup>th</sup> meeting were circulated to Members on 4 January 2012. The revised draft minutes incorporating Members' comments were circulated to the Task Force on 13 January 2012. The meeting confirmed the revised draft minutes without amendments.

**Item 2 Matters Arising**

*Action Areas (para. 2.2 of the minutes of the 7<sup>th</sup> meeting)*

2.1 **The Chair** said the Secretariat was seeking comments and inputs from relevant Government bureaux and departments on the revised Action Areas table which was to be made consistent amongst different Task Forces. The revised table would be sent to Members in due course.

*The Way Forward for the "Development of a Piazza in Tsim Sha Tsui" Project (para. 2.6 and 6.6 of the minutes of the 7<sup>th</sup> meeting)*

2.2 **The Chair** said that the works for the turnaround road scheme at the Tsim Sha Tsui were gazetted in September 2011. A total of 7,500 submissions were received from the public. The relevant departments were processing public views received

according to the statutory procedures under the Roads (Works, Use and Compensation) Ordinance. The Tourism Commission (TC) was working on the technical feasibility and design of the project and would further consult relevant stakeholders including this Task Force once a more concrete design proposal was available.

*General Management of Promenades (para. 3.37 of the minutes of the 7<sup>th</sup> meeting)*

- 2.3 In response to Mr Paul Zimmerman's enquiry, **Ms Winnie Kang** said that the issue of general management of promenades would be discussed in the next Harbourfront Commission (HC) meeting in March.

[Post-meeting note: The issue of general management of promenades was discussed in the 9<sup>th</sup> Harbourfront Commission meeting held on 8 March 2012.]

*Proposed Commercial (Office/Shops) Development at Kowloon Inland Lot No. 11111, Hung Luen Road, Hung Hom (para. 5.18 of the minutes of the 7<sup>th</sup> meeting)*

- 2.4 **Mr Albert Lee** said that the subject footbridge in the proposed scheme across Hung Luen Road was part of a 24-hour walkway network, connecting the subject development with Hung Hom station and the hinterland as proposed under the Hung Hom District Study. After the last Task Force meeting, the Transport Department (TD) had further examined the issue and ascertained the genuine need for the footbridge. It was also concluded that additional and wider footbridges were not required.
- 2.5 **Mr Paul Zimmerman** said that according to a survey conducted in 2003, more than 70% of the respondents preferred walking at-grade. **The Chair** said that while the preference for at-grade crossing was a separate issue, she requested TD to submit information on its study on the subject footbridge to the Task Force via the Secretariat for Members' information.

TD

[Post-meeting note: The note of information submitted by TD was circulated to all Task Force Members on 12.4.2012.]

### Item 3 Action Areas

#### A. Tsim Sha Tsui East, Tsim Sha Tsui West, Hung Hom East and Hung Hom West Action Areas

Connectivity at Tsim Sha Tsui and Hung Hom Harbourfront (Paper No. TFK/01/2012)

3.1 The following representative was invited to the meeting:

Transport Department (TD)

Mr Albert Lee, Chief Traffic Engineer/Kowloon

3.2 Mr Albert Lee presented the paper with the aid of a PowerPoint.

3.3 Mr Franklin Yu welcomed the provision of the pedestrian network which facilitated walking as a means of transportation for short distance destinations. However, it was noted that the network involved level changes. He suggested that the network could be comprehensively designed to avoid using stairs but ramps and elevators for level changes to cater for the needs of the physically challenged as well as other pedestrians in general. He also suggested that other activity nodes, e.g. open space, playground and shopping activities, could be placed at appropriate levels along the pedestrian routes.

3.4 In response, Mr Albert Lee said that TD attached great importance to providing barrier-free access throughout the pedestrian system. Currently, ramps and elevators were provided for the elevated walkways and subways. Sufficient width and gradient was allowed at-grade for these facilities as such technical requirements had been taken into account at the design stage. Other possibilities to enhance the network through better integration with future developments would be explored.

3.5 In connection with barrier-free design, the Chair requested TD to identify the locations of the access ramps and elevators, and distinguish the areas that were currently barrier-free and disabled-friendly from those where only staircases were available and improvement was needed.

TD

[Post-meeting note: Plans submitted by TD showing the locations of the elevators, ramp etc of the existing pedestrian network along the waterfront from Tsim Sha Tsui to Hung

Hom were circulated to all Task Force Members on 12.4.2012.]

3.6 **Mr Paul Zimmerman** presented a PowerPoint slide showing the existing at-grade pedestrian connections, elevated walkways and underground networks in Tsim Sha Tsui. He made the following comments:

- (a) the elevated walkway system in the Tsim Sha Tsui area was not comprehensive. Salisbury Road segregated the Tsim Sha Tsui waterfront promenade and the hinterland at the ground level. Unless one was familiar with the underground network, access to the waterfront appeared inconvenient;
- (b) the underground network in Tsim Sha Tsui was designed and managed by different parties including the Government, Mass Transit Railway Corporation (MTRC) and other private developers. This resulted in inconsistency of naming and numbering systems of the directional signs;
- (c) according to a survey conducted by the Designing Hong Kong Limited, people did not prefer level changes in a pedestrian network and the perception of "walkability" in Tsim Sha Tsui was poor; and
- (d) the comprehensive pedestrian action plan derived by TD in 2001 as in the Transport Planning and Design Manual was not materialized. The current pedestrian walkway system was designed mainly around MTR stations. Improvements should be made for connections with destinations outside the station catchment area, e.g. the waterfront.

3.7 **The Chair** said that there was quite a number of literature on "walkability" and she had done a lot of research on the topic comparing situations in Hong Kong with other Asian cities. Hong Kong should be proud of its multi-level pedestrian networks. Although at-grade level connections might be preferred from the "walkability" perspective, elevated and below-ground connections would ensure pedestrian safety by segregating pedestrian and vehicular traffic in congested areas. Nonetheless, access to different levels had to be barrier-free and it should be one comprehensive system instead of piecemeal subsystems.

- 3.8 **Mr Walter Leung** said that DEVB and CEDD had updated the Task Force on the Harbourfront Signage Scheme (HSS) in 2011. Preparation work was in full swing. For instance, in Yau Tsim Mong District, the excavation permit was being applied to erect the directional signs and it was envisaged that the works would commence by mid 2012.
- 3.9 **Mr Ronald Leung** supplemented that the Open Design Competition for the Victoria Harbour icon was completed in July 2011. The official icon for the Harbour would be used in implementing the HSS at the several pilot areas. It was intended that this universal and dedicated icon would help direct pedestrians to the harbourfront.
- 3.10 **Ms Pong Yuen-ye**e suggested that provision of directional signage, coloured brick paths leading people to the harbourfront could be adopted. Interesting maps showing the entire multi-level pedestrian network could also be considered.
- 3.11 **The Chair** concurred that the TC could consider distributing free maps to the tourists at the point of alight and along the waterfront.
- 3.12 In response, **Mr Vincent Fung** said that the Hong Kong Tourism Board (HKTB) had been providing information to tourists at various locations. Other organisations, e.g. the Hong Kong Hotel Associations, were also producing maps, guidebooks, magazines and journals etc for tourists, although these materials often had a wider coverage of the "Golden Triangle" which included Central and Causeway Bay on Hong Kong Island. He would relay to HKTB the Task Force's views on further upgrading of their publication materials.

TC

[Post-meeting note: TC has relayed the Task Force's views to HKTB for consideration.]

- 3.13 **Mr Vincent Fung** continued to say that the underground pedestrian network in Tsim Sha Tsui was already quite well developed. There was a good opportunity for synergizing the information systems which would further facilitate the F.I.T. (Free Independent Travellers) in travelling on the mass transit system to different destinations.
- 3.14 **Ms Gracie Foo** said that a walking map on the Hung Hom Promenade and Extension of Tsim Sha Tsui Promenade was produced to promote the new waterfront walkway to both



tourists and local residents. The Harbour Unit would work closely with the HKTB and TC to produce and distribute the **Harbour Unit** map at various locations such as Public Enquiry Service Centres of the District Offices and HKTB's visitor centres, and make such information available in the Internet.

- 3.15 In response to the Chair's enquiry, **Ms Winnie Kang** confirmed that the link to the walking map of Hung Hom waterfront promenade had been provided on the HC website.
- 3.16 **Mr Paul Zimmerman** made the following additional comments and enquiry:
- (a) according to a study undertaken by the Hong Kong Polytechnic University (PolyU) tracking pedestrian routes in Tsim Sha Tsui, at-grade pedestrian crossings, e.g. from Nathan Road to the waterfront in front of the Peninsula Hotel, were most preferred by the general public. While he was not against pedestrian subways and elevated walkways, he opined that the principle of minimum level change should be adopted and people should be given choices; and
  - (b) TD should have a work programme on making continuous improvements on the network in Tsim Sha Tsui.
- 3.17 In response, **Mr Albert Lee** said that the segregated network at Salisbury Road was provided to address road safety concerns in view of the heavy vehicular traffic. The existing connection was also weather-proofed with less disruption. On the whole, the current system was already barrier-free. Although there had been constraints in integrating different levels of the network within the built-up area, TD would take every opportunity to improve the system.
- 3.18 **The Chair** was of the view that a pedestrian walkway system with good signage and information was important and it would be good to have more updates on the progress of the HSS in due course.
- 3.19 For connections in Hung Hom, **Mr Paul Zimmerman** made the following comments:
- (a) the primary connections in Hung Hom were at ground level;

- (b) the linkage originally planned to connect Hung Hom hinterland with the waterfront was never materialized. The link from the Hung Hom rail station and surrounding areas to the waterfront needed to be strengthened; and
- (c) while currently there was no comprehensive elevated walkway network in Hung Hom, the footbridge required at the proposed commercial development at Hung Luen Road would force pedestrians to make level changes.

3.20 **Mr Albert Lee** made the following responses:

- (a) with the flyover of Hung Hom Bypass running across the area, the major connections in Hung Hom were at grade. Nonetheless, the existing route to the waterfront was considered convenient and rather comfortable;
- (b) at present, some level changes were required. There would be opportunity for improvement upon the redevelopment of the International Mail Centre site; and
- (c) the elevated walkways in Hung Hom were planned as a balance amongst convenience, safety and land availability. For instance, a number of elevated footbridges along Hung Hom Road were provided based on consideration of the width of the road and related pedestrian safety issues.

3.21 **Ms Dilys Chau** said that the current pedestrian network was functional in leading people to the waterfront. To improve usage, attractions such as art displays and plants could be placed along pedestrian walkways to enhance the walking experience.

3.22 **Mr Franklin Yu** suggested photos of different buildings or landmarks could be shown on map boards as well for better illustration.

3.23 **Mr Tom Callahan** was of the view that connectivity around the harbour had been greatly enhanced in recent years compared to improvement in connectivity between the waterfront and hinterland. He pointed out that on first review the TD maps looked impressive. However, he made the point that it was not possible to determine the appropriateness of the routes shown on the TD maps without a thorough review of origins and



destinations for both tourists and local people. The network should be made as easy and straightforward as possible. He suggested that studies be conducted on the origins and destinations for tourists and local people and that suitable locations for crossings, footbridges and underpasses be identified on that basis.

- 3.24 **Ir Peter Wong** said that the constraint posed by the existing built environment on the pedestrian network was not a reason to sacrifice the comprehensiveness of the system. He suggested exploring the feasibility of extending Nathan Road to the waterfront.
- 3.25 **The Chair** said that Members had made some solid suggestions. Her comments were as follows:
- (a) although the HSS was already in progress, the suggestion to include more maps with photographs of landmark buildings was worth pursuing;
  - (b) it was also worthwhile to conduct a small-scale survey on pedestrians' origin and destination travel; and
  - (c) the Task Force would like to ensure that the pedestrian walkway system was designed in a comprehensive manner; and that the system was barrier-free at points of level change.
- 3.26 **Mr Ronald Leung** provided the following supplementary information:
- (a) under the HSS, the consultants would devise routes to the harbourfront and suggest locations for installing map boards, in particular at the starting points of the routes, to show the entire routes from start to destinations. One of these map boards would be placed at the footbridge next to Hung Hom Railway Station showing people the directions to the Hung Hom Promenade;
  - (b) under the HSS, priority had been accorded to at-grade routes from the hinterland to harbourfront. Where there were constraints for the at-grade option, the use of subways and footbridges would also be explored;
  - (c) some of the suggested routes would begin at the MTR exits and the MTRC would be contacted as and when

appropriate; and

- (d) the HSS could be seen as part of the on-going efforts amongst relevant departments and other parties to meet public aspirations for a comprehensive pedestrian access system to the harbourfront.

3.27 In response to Professor Carlos Lo's enquiry, **Mr Albert Lee** said that all the pedestrian routes shown on the plans in the paper were opened round the clock. The design of the subways had already taken into account safety and security concerns with reflective mirrors and suitable lighting installed. There was also regular liaison with the police on patrol management of the subways.

3.28 In closing the discussion, **the Chair** requested TD to take into account Members' suggestions and concerns for further improvement of the pedestrian networks in Tsim Sha Tsui. Members were also invited to put forward suggestions on standardizing the naming and numbering systems of the existing underground pedestrian network.

TD

#### **Item 4 Management Mode of Avenue of Stars (AoS)**

4.1 The following representative was invited to the meeting:

Leisure and Cultural Services Department (LCSD)  
Mr Richard Wong, Chief Leisure Manager (HKW)

4.2 **Mr Richard Wong** presented the item with the aid of PowerPoint slides.

4.3 Noting the management mode of a public-private partnership (PPP) with the New World Development (NWD) as the management agent of AoS, **the Chair** raised enquiries regarding the structure of the management committee.

4.4 **Ms Pong Yuen-yee** enquired on the period of the entrustment and funding arrangements for improvement works proposed by the Government or NWD.

4.5 **Mr Franklin Yu** enquired whether there was provision in the contract with NWD for LCSD to implement its own proposed improvement works.

- 4.6 **Mr Richard Wong** made the following responses:
- (a) the agreement with NWD was a 20-year entrustment that commenced in 2004;
  - (b) LCSD chaired the regular management committee meetings on the management of AoS; and
  - (c) any improvement works could be undertaken under mutual agreement from both parties. Based on past experience, NWD had been positive in carrying out improvement works on existing facilities. Negotiation with NWD would be required for major works with a higher cost.
- 4.7 **Ms Gracie Foo** said that the Task Group on Management Model for the Harbourfront under the former Harbour-front Enhancement Committee (HEC) had been briefed previously on this PPP. It was a pilot example of involving private management and investment on a public place which would have otherwise been solely managed by LCSD. When the former HEC formulated its management model report recommending PPP for different parts of the harbourfront, this project had been taken as reference. This briefing provided Members with an update. Members' views would shed light on other possible PPP models under consideration.
- 4.8 In response to the Chair's enquiry on the alfresco dining outlet at one end of AoS, **Mr Richard Wong** said that the New World Centre used to provide ample dining services for AoS visitors. The New World Centre was now demolished and being rebuilt. LCSD initiated an alfresco dining outlet to supplement the service provision, which was located at Tsim Sha Tsui Promenade adjacent to AoS and was managed by LCSD. **Ms Gracie Foo** supplemented that the outfit was designed and built by LCSD and let out by tender.
- 4.9 **Ms Dilys Chau** enquired if the agreement had restrictions on the amount of commercial activities to be run by NWD on the AoS for their own benefit.
- 4.10 **Mr Richard Wong** said that under the agreement, NWD was allowed to run a limited number of commercial activities on AoS. At present, NWD operated three souvenir shops and some movable booths selling various commodities. While these activities generated about \$6.5 million revenue per year,

NWD was still operating at a \$3 million deficit per year on the management of AoS.

- 4.11 **Ms Dily Chau** commented that NWD might still benefit from patronage to the hotels and other commercial uses operating nearby since AoS was a major visitor attraction.
- 4.12 **Mr Tom Callahan** noted that the suggested improvements shown on the presentation were actually along the TST Promenade, not the AoS. In response, **Mr Richard Wong** said that due to AoS's limited width, there would be no more space for additional installation of seating along AoS. Instead, more seating could be provided in the Tsim Sha Tsui Promenade, which was adjacent to AoS. Other improvements, such as the provision of more hand prints, were under study.
- 4.13 **Mr Tom Callahan** said that while NWD had the obligation to maintain the AoS and that its properties immediately behind the AoS might benefit from some positive externalities, there might not be sufficient incentive for NWD to invest in improvements to the attraction since it was currently making no gain from the project per se while it had to share any surplus with the Government. **The Chair** considered that this was the reason why the improvement works remained as small-scale local works rather than substantial make-overs.
- 4.14 **Mr Paul Zimmerman** made the following comments:
- (a) the PPP represented a diversity of harbourfront management, bringing in different operators which was welcome;
  - (b) it was recorded that for the past seven years of the entrustment, a total of 44 million people visited the AoS. However, there was a lack of direct at-grade pedestrian connection for this part of the waterfront with the hinterland;
  - (c) a survey should be conducted on visitors for information including their length of stay at AoS and views on improvements. This would be the mechanism upon which decisions on other harbourfront areas would be based; and
  - (d) the long entrustment period of 20 years reduced the flexibility to change management or to bargain for any

revision of conditions.

4.15 **Professor Carlos Lo** made the following comments and enquiries:

- (a) it was observed that some photo-taking stalls had occupied prime locations along the AoS, blocking views to the harbour;
- (b) whether NWD had made their annual audit report on AoS available for inspection;
- (c) in view of the annual deficit, whether NWD had conducted economic feasibility study before entering agreement with Government;
- (d) whether the potential of AoS for events had been fully utilised; and
- (e) whether the Government was subsidizing NWD to cover the loss and in what sense was the partnership considered successful.

4.16 In connection with the above, **Mr Franklin Yu** enquired what key performance indicators (KPIs) would be used to assess this partnership. He opined that although AoS hosted certain attractions and had good views to the harbour, it lacked shaded seating areas.

4.17 **The Chair** suggested that more food and beverage (F&B) outlets could be provided at AoS so that the financial situation would improve and hence there would be a larger incentive for possible enhancement of AoS.

4.18 **Ms Dilys Chau** enquired if the Government was required to compensate the loss of NWD at any point in time. She was also concerned about hygiene and vandalism problems due to the large number of visitors.

4.19 In response, **Mr Richard Wong** made the following points:

- (a) the project cost was about \$40 million and was fully born by NWD. All the loss was born by NWD and the Government was not required to compensate. Nonetheless, he agreed with Members' observation that NWD enjoyed indirect financial benefits as a result of

increasing patronage to its shopping facilities next to AoS;

- (b) NWD needed to submit an annual audit report to the management committee and provide full account on the yearly deficit, if any. LCSD would follow up with NWD to explore whether NWD agreed to release its annual audit reports for public inspection; LCSD
- (c) the number of visitors could be a KPI to measure the success of the scheme. Also, more than 350 programmes and a variety of events including dance and musical performances and walkathons were held at AoS each year. Organisations applied to the management committee and NWD assessed the applications based on pre-set parameters and criteria;
- (d) Members' views for an on-street survey in getting more information of the visitors' comments and preferences would be reverted to NWD; LCSD
- (e) in addition to the alfresco dining outlet at the Tsim Sha Tsui Promenade, some refreshment outlets were also operating near the Hong Kong Cultural Centre for the time being;
- (f) there was currently no hygiene problem in AoS. On the other hand, security measures had been stepped up to guard against vandalism.

4.20 Noting that there might not be space for additional seating along AoS, **the Chair** enquired if there were plans to make improvements on the existing ones.

4.21 While **Mr Franklin Yu** said that the provision of better shading was important, **Mr Paul Zimmerman** held the opposite view that more shading on AoS might block the views from the F&B outlets in NWD's hotel.

4.22 **Mr Richard Wong** said that moveable umbrellas were used with existing facilities to provide shading. He agreed that more seating and shading would increase the comfort level of visitors and he would convey this suggestion to the management committee and NWD. LCSD

4.23 **Ms Pong Yuen-yee** asked if there had been a review on the management mode. In this regard, **Mr Tom Callahan** sought



clarification as to whether the project was subject to any KPIs. If so, what the KPIs were and whether they were publicly available. If the project was not subject to KPIs, he asked on what basis LCSD considered the project to be a success. **Mr Paul Zimmerman** said that the survey as suggested could help build up the KPIs for assessment.

- 4.24 **Mr Richard Wong** responded that regular meetings with NWD were held on reviewing any possible management issues. Working groups would also be set up on a need basis. He confirmed that the project was not subject to any KPIs.
- 4.25 **Mr Vincent Fung** said that the challenges faced by LCSD on management of AoS could be appreciated. For all PPP projects, the objectives for project profitability and visitors' comfort level had always been difficult to balance. There was always conflicting public preference for more open space against more facilities.
- 4.26 To conclude, **the Chair** said that the meeting appreciated LCSD's endeavour on the management of AoS and considered that the management experience of the AoS would provide useful reference when considering the management model of future PPP projects. LCSD was requested to convey Members' views to NWD and the management committee.

LCSD

## Item 5 Any Other Business

### Member's Enquiry on Cycle Paths at West Kowloon Cultural District (WKCD)

- 5.1 **The Chair** said that on 10 January 2012, Mr Paul Zimmerman raised an email enquiry on the planning and provision of cycle paths at the WKCD. The enquiry had been referred to the West Kowloon Cultural District Authority (WKCDA) for response. The Secretariat would circulate the response to all Members once available. If necessary, the matter would be further addressed when the Action Area would be raised in future meeting.

[Post-meeting note: The response from WKCDA was forwarded to Members on 3 February 2012.]

Circulation of Meeting Documents

- 5.2 **The Chair** said that in order to address Members' concerns on the bulk size of the meeting documents, relevant website links to reference materials had been provided before HC and Task Forces' meetings for convenient downloading. Members' views on the new practice, if any, are welcome. **Members to note**

HC Retreat

- 5.3 **The Chair** reported that at the last HC meeting held on 13 December 2011, it was agreed that a retreat would be conducted to collect ideas on the proposed establishment of the Harbourfront Authority. Details would be confirmed in due course.

[Post-meeting note: The HC Retreat was held on 25 February 2012.]

Action Areas for Next Meeting

- 5.4 **The Chair** said that since Members had no specific views on the Action Areas, the Secretariat would come up with issues for responses and reporting in the next meeting. **Secretariat**

Site Visits

- 5.5 **Mr Paul Zimmerman** suggested the Task Force organize walking trips to Tsuen Wan, Tsing Yi, Hung Hom to To Kwa Wan and Lei Yue Mun/Yau Tong/Cha Kwo Ling for better understanding of the waterfront issues. Ms Pong Yuen-yee encouraged Members to make their own visits, and trips organised by the Secretariat would be rather demanding on its resources. **The Chair** asked the Secretariat to consider arranging the trips as appropriate. **Secretariat**

Next Task Force Meeting

- 5.6 **The Chair** said that the next meeting was tentatively scheduled for mid April 2012. Members would be informed in due course.
- 5.7 There being no other business, the meeting adjourned at 5:05pm

**Secretariat**  
**Task Force on Harbourfront Developments**  
**in Kowloon, Tsuen Wan and Kwai Tsing**  
**April 2012**