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# MINUTES OF PROCEEDINGS

**The 4689 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 23 August 2022**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

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## PRESENT:

The Right Honourable, the LORD MAYOR (Councillor Adrian SCHRINNER) – LNP

The Chair of Council, Councillor David McLACHLAN (Hamilton) – LNP

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| --- | --- |
| **LNP Councillors (and Wards)** | **ALP Councillors (and Wards)** |
| Krista ADAMS (Holland Park) (Deputy Mayor)  Greg ADERMANN (Pullenvale)  Adam ALLAN (Northgate)  Lisa ATWOOD (Doboy)  Fiona CUNNINGHAM (Coorparoo)  Tracy DAVIS (McDowall)  Fiona HAMMOND (Marchant)  Vicki HOWARD (Central)  Steven HUANG (MacGregor)  Sarah HUTTON (Jamboree)  Sandy LANDERS (Bracken Ridge)  James MACKAY (Walter Taylor)  Kim MARX (Runcorn)  Peter MATIC (Paddington) (Deputy Chair of Council)  Ryan MURPHY (Chandler)  Angela OWEN (Calamvale)  Steven TOOMEY (The Gap)  Andrew WINES (Enoggera) | Kara COOK (Morningside) (Deputy Leader of the Opposition)  Peter CUMMING (Wynnum Manly)  Steve GRIFFITHS (Moorooka)  Charles STRUNK (Forest Lake) |
| **Queensland Greens Councillor (and Ward)**  Jonathan SRIRANGANATHAN (The Gabba) |
| **Independent Councillor (and Ward)**  Nicole JOHNSTON (Tennyson) |

## OPENING OF MEETING:

The Chair, Councillor David McLACHLAN, opened the meeting with prayer and acknowledged the traditional custodians, and then proceeded with the business set out in the Agenda.

Chair: Please be seated.

I declare the meeting open.

Are there any apologies?

## APOLOGY:

**80/2022-23**

An apology was submitted on behalf of Councillor Jared CASSIDY, and he was granted a leave of absence from the meeting on the motion of Councillor Kara COOK, seconded by Councillor Steve GRIFFITHS.

Chair: No others?

Confirmation of minutes please.

## MINUTES:

**81/2022-23**

The Minutes of the 4688 meeting of Council held on 16 August 2022, copies of which had been forwarded to each Councillor, were presented, taken as read and confirmed on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON.

Chair: Councillors, no public participant today, so we move to Question Time.

## QUESTION TIME:

Chair: Are there any questions of the LORD MAYOR or a Civic Cabinet Chair of any of the Standing Committees?

Councillor HUTTON.

**Question 1**

Councillor HUTTON: Thank you, Chair. My question is to the LORD MAYOR.

LORD MAYOR, last week, we saw the Greens Councillor for The Gabba provide tactical advice to people, advising them how to break, enter, and occupy a property they don’t own. Do you think this is a responsible approach to addressing housing supply?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question, Councillor HUTTON, and it is a very serious issue and one that you’re right to ask a question about. What I think happened last week was, I think, a turning point for the Greens in Queensland, because we know that the vast majority of people who vote Green do so for environmental reasons, and many of those people are not aware of the extremist and, in fact, dangerous policy positions that are espoused by Greens Councillors and MPs (Members of Parliament). Last week, we saw people starting to realise exactly what it means when you vote Green, because it is very different than espousing a care for the environment or pro-environmental policies, to encouraging people to actively break the law, which is what we saw last week.

Now, this is not the first time that the Councillor for The Gabba Ward, the Greens Councillor, has encouraged people to break into homes, but this time it was different. This time, the message was calculated. It was supported by raw data and also tactics for scoping out a property, encouraging people to enter a property they do not own, scope it out, including things like peering in windows, taping the doors, and even getting the electricity connected in a property you don’t own.

*Councillor interjecting.*

LORD MAYOR: Now, in April 2016, we saw the Greens Councillor encourage residents to break the law to prevent the construction of the West Village and, in fact, a development which is loved right across Brisbane and has provided homes for many, many people. In November 2018, he advocated to residents to vandalise bus shelters, going to say as far as, ‘I wish it happened more often.’ That was his quote. Since 2017, on three separate occasions now, he has advocated for people to break into homes they don’t own and occupy them, and this latest how-to guide has been widely condemned in the community and by the media for good reason. The Councillor provided advice on, once you get inside, you can connect the electricity by calling the power company and using a fake name and telling them, I’ve just moved into this house.

I don’t know how many laws Councillor SRIRANGANATHAN wants to break or encourage people to break, but the list is growing by the day. This behaviour is deceitful. It is morally wrong, and I think we should have taken him seriously when he claimed, in his own words, that he considers himself to be more of an anarchist than a socialist. This is dangerous stuff. It is law‑breaking. Even last night, according to his own live Facebook stream, he organised a Greens Party protest in King George Square where he encouraged people to vandalise CCTV (closed-circuit television) cameras. His exact quote was, ‘I for one would argue that it’s very ethical and, in fact, responsible of us, if we can get away with it, to vandalise security cameras.’

This is an elected representative we are talking about here. This is someone who has a responsibility to the people that he represents, but also a responsibility that comes with elected office to encourage people to do the right thing, to do the responsible thing, to be good citizens, not to encourage people to break the law. Now, it is fair and reasonable to put forward suggestions to deal with the housing crisis. There is a good debate that needs to be had, but going straight to breaking the law is not the right way to approach a debate. I didn’t hear him jump in line and support the opening up of 1,000 beds near the Brisbane Airport, really didn’t seem to care about that proposal, but he’s quite happy to encourage people to break into other people’s homes and occupy them illegally.

This is also a Councillor that we know has form. In the past, he’s been actively supporting Extinction Rebellion, people using lock-on devices, gluing themselves to roads, and disrupting the daily lives of hundreds of thousands of Brisbane residents. I really do wonder what his elected Greens Party representatives, his colleagues, think about what he has said, because they have been really, really quiet. I wonder what Michael Berkman thinks about this. I wonder what Amy MacMahon thinks about this. I wonder what Max Chandler-Mather thinks about this, or Elizabeth Watson-Brown, or—

*Councillor interjecting.*

LORD MAYOR: Bates? What’s his name?

*Councillor interjecting.*

LORD MAYOR: Stephen Bates thinks about this, because they have gone to ground—

Chair: LORD MAYOR—

LORD MAYOR: —and I need to hear them—

Chair: —your time—

LORD MAYOR: —rule this out.

Chair: —has expired.

Further questions?

Councillor JOHNSTON.

**Question 2**

Councillor JOHNSTON: Yes, my question is to the LORD MAYOR.

This weekend, it’s been six months since the February 2020 floods, and Council has not identified a single road in need of resurfacing, despite Tennyson Ward suburbs like Oxley and Fairfield and seven others suffering catastrophic flood damage, nor, after six months, has Council finished even identified flood-damaged roads. Why not?

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. The basis of this question is clearly incorrect. Council has a very long list of roads that have been identified and, in fact, they are listed in the budget. All you have to do, Councillor JOHNSTON, is to read the budget document. There’s two lists for road resurfacing. One is for general road resurfacing, one is for flood recovery. It is all there in the budget.

Councillor JOHNSTON: Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: The LORD MAYOR is clearly unaware I asked a Question on Notice about this, and the list of flood-damaged roads is a matter of public record. It does not include any Tennyson Ward streets, and it specifically says in Council’s answer—

Chair: Councillor—

Councillor JOHNSTON: —that not all roads have been identified.

Chair: —you’re now debating, you’re now debating the point of order.

Councillor JOHNSTON: The LORD MAYOR—

Chair: LORD—

Councillor JOHNSTON: —is a liar, yet again.

Chair: Councillor JOHNSTON, please.

LORD MAYOR, do you want to add to the answer?

*Councillor interjecting.*

Chair: Okay.

Councillor OWEN.

**Question 3**

Councillor OWEN: Thank you, Mr Chair. My question this afternoon is to the Chair of the Transport Committee, Councillor MURPHY.

Councillor MURPHY, the Schrinner Council’s fast-tracked green bridges are now well underway. Could you please provide the Chamber with an update on what we expect to see in the coming months on both of these projects, please?

Chair: Councillor MURPHY.

Councillor MURPHY: Yes, thank you very much, Chair, and thank you to Councillor OWEN for the question. There is just so much happening with green bridges in Brisbane. Firstly, it’s great to see the Schrinner Council’s Green Bridges Program being acknowledged at a national level. Just last month, we saw Infrastructure Australia add our green bridge building program to their priority list, which is fantastic news, and it’s the first active transport project to be supported at a national level, so that is a real achievement, a real jewel in the crown for Brisbane City Council.

Infrastructure Australia, of course, backed the Brisbane Metro project several years ago, and this has now led to $600 million in State and Federal funding. The listing as a nationally-significant infrastructure project means we hope this will lead to more investment by other levels of government, the State and the Federal Government, in active transport projects as we go forward.

Mr Chair, as you’d know, there’s a lot happening with the Breakfast Creek Green Bridge, a project that complements and extends the ever-popular Lores Bonney Riverwalk. We’ve already been very busy with site establishment and initial roadworks along Newstead Avenue and Newstead Terrace and the Breakfast Creek road in June and July, but it was great to be down there with you last week as marine work and piling work commenced in Breakfast Creek. When we talk about marine works, what will Brisbane residents see happening actually out at Breakfast Creek? Well, marine works will be required to construct the foundations of the new green bridge and the new Lores Bonney Riverwalk extension, and will include major construction activities such as piling and concreting. It is literally the foundation of the project that will be built in the Brisbane River and in Breakfast Creek.

For those barge nuts out there, we already have a large pontoon with an excavator working in Breakfast Creek. This barge will be positioned in various locations along Breakfast Creek, between the existing Breakfast Creek Road bridge and the mouth of the creek, for approximately 12 months. A smaller supply barge will be transported to the site via the Brisbane River in September this year. This barge will be positioned near the northern embankment, where Breakfast Creek meets the Brisbane River. All of this work will deliver a stunning, architecturally designed arch bridge with an 80‑metre span, and a 175-metre riverwalk extension that is due to open in 2024.

Mr Chair, I also can’t give a green bridges update without talking about our magnificent Kangaroo Point Green Bridge. It’s all steam ahead with this bridge, Chair. There’s so many things happening on this project. I was very, very privileged to join with representatives from BESIX Watpac and the Connect Brisbane team, along with Councillor WINES, the Infrastructure Chair, for a Welcome to Country and smoking ceremony by First Nations traditional owners last month. We heard the haunting and evocative tones of Maroochy Barambah, and Aunty Kath was there.

That was a brilliant Welcome to Country and, as I always do when I hear Maroochy Barambah sing, I just want to acknowledge the great work that she and other Elders all around Brisbane do for our First Nations people. I thought, what a great touch it was, Chair, to open an infrastructure project construction in this way. It’s not something that, traditionally, we have done in this city, but I think we’re going to see more and more of it, and I really want to support BESIX Watpac for the fantastic engagement that they did with First Nations to get that done.

Mr Chair, we have also progressed the Kangaroo Point Green Bridge restaurant and café. The EOI (expression of interest) process ran through June and attracted many, many proponents. This is a testament to the iconic landmark that we are creating here, and I think it shows the enthusiasm that restauranteurs have for our river, this active transport bridge and the role that it will play in the 2032 Brisbane Olympic and Paralympic Games. For Councillors who don’t know, there’ll be two spaces as part of the bridge.

The larger of the two facilities will be an elevated above the bridge deck on the approach to the city landing, which will afford panoramic views of the CBD, the Brisbane River, the Story Bridge, the Kangaroo Point Cliffs, and the City Botanic Gardens. This space of approximately 380 square metres will take advantage of the city’s outdoor lifestyle and combination of indoor and alfresco seating. This smaller, approximately 90-metre-squared space will be located at the city landing urban plaza which will be created where Edward Street and Alice Street meet at the Brisbane—at the corner of the City Botanic Gardens. We’re looking forward to seeing this tender package progress.

Finally, Mr Chair, barges are back on the river at Kangaroo Point. Marine piling work has resumed and we will be continuing that over the coming months, following the return of marine equipment that was redeployed to assist the city’s flood recovery. So, it’s all steam ahead for the Green Bridges Program , Mr Chair, a landmark of this Council’s commitment—

Chair: Thank you, Councillor—

Councillor MURPHY: —to active transport in our city.

Chair: —MURPHY, your time has expired.

Councillor GRIFFITHS.

**Question 4**

Councillor GRIFFITHS: Yes, thank you, Mr Chair. My question is to the LORD MAYOR.

LORD MAYOR, two months ago in delivering your budget, you announced that you’d be converting former industrial and commercial zoned land for housing. At the time, you and your Planning Chair said you were considering sites across the city, but wouldn’t reveal where they were located. In media reporting, you were also quoted as saying, ‘we’re leading the charge in suburban renewal’, which—identifying those maybe smaller areas across the city where you can have residential communities growing. You also went on to say that—to promise to identify a number of locations and start planning quite quickly. Given you repeatedly say that you believe your only role in addressing the housing crisis in Brisbane is through planning alone, can you now reveal where you will rezone as part of the urban renewal program?

Chair: LORD MAYOR.

LORD MAYOR: Well, thank you, Councillor GRIFFITHS, for the question. Certainly, we are leading the charge when it comes to suburban renewal, and we’ve made it very clear. What we will be doing over the coming months is identifying the first of a number of locations that will be, I guess, pilot projects for suburban renewal. So, thank you, Councillor GRIFFITHS, for acknowledging that we’re leading the charge in this respect, because we know that Labor and Greens Councillors are leading the charge in another way. They are leading the charge against redevelopment. They are leading the charge against new homes being built.

Councillor GRIFFITHS sees himself as a front man in opposing development that occurs in his area. We’ve seen it time and time again, and we certainly hope that his attitude now has changed, given the gravity of the housing crisis that we see facing us. We know, we know that the number of new homes and apartments being built in Brisbane has come down significantly over the years, from a peak of 11,000 new apartments being built in 2016 to only around 2,300 last year. If this trend continues, the housing crisis and shortage will only get worse. Now, there are many responses to housing affordability. There are many responses to the housing crisis, but an important one has to be, has to be providing new homes for people to live in. Whether those homes are suburban houses or apartments or units or townhouses, there is a role for all of those in the mix.

So, we’re going to make sure that we identify and then work with the community to make sure there are new places to build homes in our city, new places that will help increase supply in our city. Certainly, it’s been talked about before, areas that might have previously had large amounts of land being taken up for car yards are a great example, and we know some of the locations where that has occurred. We’ve seen, over the years, the trends changing when it comes to the use of land for car yards. Car yards have changed. Car yards have moved—

*Councillor interjecting.*

LORD MAYOR: —and we know that, also, a lot of people do their car shopping online, as well, so—

Councillor GRIFFITHS: Point of order.

Chair: Point of order—

LORD MAYOR: —this is an opportunity—

Chair: —Councillor GRIFFITHS.

*Councillor interjecting.*

Councillor GRIFFITHS: The question, the question was where are the locations? Give us the locations, give us the suburbs, give us the details.

Chair: Councillor GRIFFITHS, it was a pretty long question and the LORD MAYOR is addressing the questions, the issues you raised, and providing a response to the question.

LORD MAYOR: Yes. Look, it’s quite clear that Councillor GRIFFITHS wants to gear up his local scare campaign.

*Councillor interjecting.*

LORD MAYOR: I think that’s what the question is motivated by. It’s quite clear to see.

*Councillor interjecting.*

LORD MAYOR: He says, bring it on. He says, bring it on. So, once again, Labor Councillors are exposed for being the anti-development, anti-home construction Councillors that they are, and they say they care about housing affordability and homelessness.

*Councillor interjecting.*

LORD MAYOR: The two things do not go together. The two things do not go together. You have to increase housing supply as our population grows. Now, we know that some of the crazy ideas that have been put forward are, break into other people’s homes if you don’t have one. I wonder if Labor has that policy position, as well, because they seem to not support the construction of new homes. So, maybe they also support breaking into people’s homes if you need somewhere to live, but the reality is, we will do this in a very planned manner and we will, as soon as we are ready to do so, begin that process of consulting with the community on these locations, but I would point out that—Councillor, Councillor GRIFFITHS—

*Councillor interjecting.*

LORD MAYOR: Look, he can’t help himself. He can’t help himself. He just wants to oppose new homes being built. It is quite clear. He is really looking forward to it.

*Councillor interjecting.*

LORD MAYOR: I would simply say, please resist the reflex. Resist the urge to oppose new homes being built because people need new homes, because people are moving here at record numbers. People are coming from all over Australia to live here. Our population is growing the fastest out of any capital city in Australia, and if you continue—

Councillor GRIFFITHS: Point of order.

LORD MAYOR: —to have your—

Chair: Point of order to you—

LORD MAYOR: —anti development, anti-home construction approach—

Chair: Point of order to you, Councillor GRIFFITHS.

Councillor GRIFFITHS: We’ve got the political agenda going on here. We want to know—

*Councillors interjecting.*

Councillor GRIFFITHS: —the location. We actually just want to know the locations.

Chair: I think the LORD MAYOR has answered that question, Councillor GRIFFITHS.

*Councillors interjecting.*

LORD MAYOR: Look, we can assure, we can assure Councillor GRIFFITHS that he will be given the opportunity to support the construction of new homes in his area. He will be given that opportunity.

*Councillors interjecting.*

LORD MAYOR: We can assure him that he can have the opportunity to show whether he supports housing affordability and housing supply or not. He will get that opportunity, as will Councillor CASSIDY, as will Councillor COOK. They will all get their opportunity to really show whether they support increased housing construction and supply in their areas. They will be given that opportunity, but it will be done in good time and it will be done at the appropriate time, when the appropriate planning—

Chair: LORD MAYOR—

LORD MAYOR: —and preparation has been done.

Chair: —your time has expired.

Further questions?

Councillor MACKAY.

**Question 5**

Councillor MACKAY: Thank you, Chair. My question is to the Chair of the Infrastructure Committee, Councillor WINES.

Councillor WINES, last weekend saw one of the biggest milestones of the Indooroopilly—correction, Moggill Road upgrade, with the removal of the roundabout at Indooroopilly. Could you please update the Chamber on some of the important progress being made in this congestion-busting project?

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair, and thank you to Councillor MACKAY for his question. I acknowledge his keen interest in this project and how it will vastly improve the traffic operations in the western suburbs—

*Councillor interjecting.*

Councillor WINES: —and also, it would be the largest road project we’re engaging with this term. So, it is going to be a very important piece of the network. You know, whenever you deal with people in the western suburbs, they will always tell you that Moggill Road is the bane of their daily existence, and that’s the whole—

*Councillor interjecting.*

Councillor WINES: —the whole—

Chair: Councillor STRUNK, please.

*Councillor interjecting.*

Councillor WINES: That’s a whole range of the district. The western suburbs can be quite a big place. So, we are working to address that by upgrading one of the central and most difficult areas for motorists to pass. That is the Indooroopilly roundabout or that portion of Moggill Road there. So, we must take a moment to recognise that the portion controlled by Council is from BBC (Brisbane Boys’ College) there at Whitmore Street all the way to roughly just short of the Western Freeway. The concerns that people have beyond the Western Freeway are the concerns that belong to the State Government. I encourage people to contact them and for them to address their necessary responsibility to upgrade that part of the road, as well. We are committed to delivering what we can on our roads.

Now, many people would know that we are working through a whole portion of Moggill Road to deliver a whole range of upgrades to the Moggill Road corridor project, but this Sunday just gone saw the largest single change that the residents there will see before the new project is complete. That has seen the closure of the roundabout and the creation of a T-intersection. Now, the T-intersection will provide people with a lot more certainty. The changes that were required to put that in place and the changes to deal with underground services and to prepare the site and to prepare the removal of the roundabout did mean that there were occasional lane changes in the operations of that roundabout, but now this new T-intersection will be there and it will be clearer and more certain, and allow greater and more predictable traffic movements for the people who use that intersection.

It’s important to remember that it’s not merely efficiency that is the motivation to do this upgrade, but rather a safe road network is also very important. Between the years of 2013 and 2018, there were 32 recorded accidents, 10 of which required hospitalisation, 17 requiring medical treatment, and five resulting in minor injuries. Of course, that does not include close calls and ones that did not require ambulance intervention. The intersection carries about 38,000 vehicles per day to the west of Moggill Road, 47,000 to its east, and 25,000 along the Coonan Street access, which is the southern access. Congestion and traffic volumes are anticipated to increase with ongoing population growth. So, in a partnership between the Federal Government and this Council, we worked to address this central part of Council’s-controlled Moggill Road. The removal of the roundabout is the feature of this project.

Now, this Sunday just gone saw the creation of that T-intersection. Now, how did that work? We distributed a whole range, some tens of thousands of notifications that the change was going to occur. We advised that there would be road closures at the approaches to the roundabout turned T-intersection for 15 minutes as we changed the priority over, from a roundabout to a T. That was expected to occur at eight o’clock on Sunday night. That did occur, and can I also recognise the officers engaged in that project who took their family and friends down to watch it happen? So, some of our engineers were so committed that they went down and had a bit of a family night out to see this change. So, I know—I just want to recognise their commitment to the project and their commitment to seeing that occur.

There will be ongoing issues as we work through this project, but the largest issues continue to be reallocation and realignment of underground services. That is taking up a great deal of the energy of our project team. There will be further evidence of that into the future, but with underground services including gas, water, sewer, electricity, and communication that will need to be moved from the old alignment into the new alignment, and to address the fact that we are effectively building an overpass or a bridge, will require a great deal of work. That work is ongoing and it will affect some of the approaches for—

Chair: Councillor WINES, your time has expired.

Councillor WINES: Thank you.

Chair: Further questions?

Councillor COOK.

**Question 6**

Councillor COOK: Thank you, Mr Chair. My question is the LORD MAYOR.

LORD MAYOR, the Rivermakers precinct in Morningside Ward being developed by the BMI Group has been a subject of 15 development applications being lodged or decided in the last 12 months alone. On top of this, there have been numerous show cause notices and enforcement notices issued by Council, not to mention a number of Planning and Environment Court cases. On the other side of the road is Australian Country Choice, a large meatworks company who have recently indicated they may relocate their operations to New South Wales as they require—and I quote—‘long‑term planning certainty’, which they say puts around 1,500 jobs at risk.

Councillor OWEN: Point of order, Mr Chair.

Councillor COOK: LORD MAYOR—

Councillor OWEN: Point of order.

Chair: Point of order, Councillor OWEN.

Councillor OWEN: In accordance with the Meetings Local Law, questions are meant to be asked succinctly without statement. Could you bring the question back to the point, please?

*Councillors interjecting.*

Chair: Councillor COOK, I assume you’re getting quickly to a question.

Councillor WINES: Sorry, actually, point of order, Mr Chair. Councillor COOK is asking a question on behalf of an organisation who I read in *The Courier-Mail* have made significant contributions to the Labor Party.

*Councillors interjecting.*

Councillor WINES: Could she please provide further information about—

*Councillors interjecting.*

Councillor WINES: —any perceived or material conflicts of interest?

*Councillors interjecting.*

Councillor WINES: Councillor—thank you, Councillor WINES, for that point of order. We haven’t actually had a question yet, Councillor WINES. I’m hoping we get to a question pretty soon.

Councillor COOK: Was that a valid point of order, Mr Chair? Because certainly, certainly—

Chair: Well, I ruled on the point of—I ruled on the—I ruled on the point of—

Councillor COOK: —certainly, some negative inferences were made upon me and my potential conflicts. I don’t know—

*Councillors interjecting.*

Chair: Councillor COOK—

Councillor COOK: —in what capacity that would be.

Chair: —I am encouraging you to get to your question, please.

*Councillor interjecting.*

Councillor COOK: Mr Chair, I would ask you to ask Councillor WINES to withdraw those comments because they were inappropriate.

DEPUTY MAYOR: Point of order, Mr Chair.

Chair: Point of order to you, Councillor ADAMS.

DEPUTY MAYOR: I think you need to explain very clearly to Councillor COOK, it is our legislative responsibility to ask if there is a conflict of interest.

*Councillor interjecting.*

DEPUTY MAYOR: The question is asked about a political donor. It is a conflict of interest.

*Councillor interjecting.*

Chair: Thank—Councillor JOHNSTON, please.

*Councillors interjecting.*

Chair: Councillor WINES and Councillor ADAMS, thank you.

*Councillor interjecting.*

Chair: We haven’t actually got to the question yet, and as there is no decision being made, I think we will allow the question to stand.

Councillor COOK: Thank you, Mr Chair. Would you like me to start the question from the beginning?

*Councillors interjecting.*

Chair: No, no. I want you to get to the question, please.

Councillor COOK: Thank you.

LORD MAYOR, have you personally met with representatives from BMI or Australian Country Choice about these ongoing issues?

Chair: Thank you.

LORD MAYOR.

LORD MAYOR: Well, that’s a really interesting question on an issue that has been going on for quite some time, that the local Councillor would suddenly take an interest—

*Councillor interjecting.*

LORD MAYOR: —particularly after certain donations were made to the Labor Party in recent times—

*Councillor interjecting.*

LORD MAYOR: —but look, I can say that I have absolutely met with representatives from both of these properties, both of these properties, multiple times and—

*Councillors interjecting.*

LORD MAYOR: Oh, oh, oh, oh, oh, oh, yes. Oh, who would have thought? Who would have thought that I would actually meet with people as LORD MAYOR. I mean, outrageous.

*Councillors interjecting.*

LORD MAYOR: It’s an outrageous suggestion that I would meet with someone.

*Councillors interjecting.*

LORD MAYOR: We know, we know that Councillor COOK refuses to meet with anyone who wants to build new homes in her ward. She refuses—

*Councillors interjecting.*

LORD MAYOR: —but I actually do meet with people, believe it or not.

*Councillor interjecting.*

LORD MAYOR: Now, this particular matter is an interesting one because I have had a very clear view on this right from the beginning, and I’ve made it clear to both sides, both owners, and that is that this issue mirrors another one that we’ve seen before in Brisbane, and that was the issue with the XXXX brewery at Milton. Now, for those of you who know planning history in Brisbane, you would know that the State Government wanted to encourage the development of transit-oriented developments in Brisbane. One of those signature projects was actually the big building—

*Councillor interjecting.*

LORD MAYOR: —at the Milton train station, directly opposite the Milton brewery. Now, there was a concern that introducing new homes right next to a functioning brewery that obviously emits certain emissions and noise and—

*Councillor interjecting.*

LORD MAYOR: —operates on a 24-hour basis could give rise to complaints or uncertainty about that business in the future. Now, thankfully, we saw common sense prevail, and the State Government decided that they would protect both the residents and the brewery. They introduced some legislation to protect, effectively, reverse amenity complaints. So, it was a case of, this brewery has a right to be there and they are protected under the law to continue operating, being there. I have proposed exactly this same solution in the case that Councillor COOK has just asked the question on. I think it is the sensible thing to do. I think Australian Country Choice has a right to be there, but by the same token, the idea that no one can do anything near them is, I don’t think, a fair assumption in a city that is constantly changing and growing and evolving.

So, my solution, which I’ve advocated from day one, is to use the Milton brewery legislation and put it in favour of Australian Country Choice, but also to give some certainty to the things that are happening in the area. That way, it protects those jobs in the meatworks, but it also means that we don’t have a ridiculous situation where the meatworks is opposing everything that’s happening around them. I think both can coexist, and I look forward to seeing a really positive solution here when the State Government takes our suggestion of implementing the Milton brewery legislation protections. I think that is the right thing to do.

The power is entirely in the State Government’s hands on this. They can do it, and we have already indicated to them that we would support such a move. We have put it in writing multiple times to them, and we look forward to them implementing that solution, which I think will be a good, common-sense outcome which will protect the interests of both sides of this argument and allow things to continue on, which I think is in the interests of jobs in our community, it’s in the interests of economic development in our community—

*Councillor interjecting.*

LORD MAYOR: —and suburban renewal, as well, because we saw what was a disused factory there being activated and brought to life in new ways, classic suburban renewal. While there are no homes being built there, and nor would we support any homes being built there, we know that there are different types of businesses popping up, including craft breweries, including a whole range of other uses down there, such as the World’s Biggest Garage Sale, which is a great social enterprise, which is now at threat because of this dispute.

*Councillor interjecting.*

LORD MAYOR: So, we’re simply saying, the right answer is for the State Government to enact these legislative protections for Australian Country Choice. It is a sensible outcome. The State Government has it within their power, and we call on them yet again to implement that protection.

Chair: Thank you.

Further questions?

Councillor ADERMANN.

**Question 7**

Councillor ADERMANN: Yes, thank you, Chair. My question is to the Chair of the Economic Development and Brisbane 2032 Olympic and Paralympic Games Committee, Councillor ADAMS.

DEPUTY MAYOR, as many would now be aware, the Queen Street Mall recently celebrated its 40th anniversary since officially becoming a mall and opening to pedestrians. Can you please update the Chamber on what celebrations are in store for this milestone event?

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Councillor ADERMANN, and thank you for the question, because we are heading up to about the third—second or third week of celebrations reminiscing about the Queen Street Mall to mark its 40th anniversary. Officially opened in 1882, a wonderful legacy from the Commonwealth Games and foresight for the Games, the Queen was here to open it and greet people, as well, but it is a reminder of our forever-changing face of the Brisbane City Centre. It’s had royalty, as I mentioned. It’s had rockstars. It’s had rollercoasters, as the LORD MAYOR remembered recently, as well. It’s had a very colourful history over its 40 years, and still today remains one of Australia’s longest running and most popular open-air malls. It attracts over a million pedestrian movements every week, and I think we’re just hitting up to the 73% of the pre-COVID pedestrian numbers from 2019, as well.

But it has continued to evolve over the decades. Myer Centre, Wintergarden, Burnett Lane, the expansion of the mall through to Albert Street. You may have noticed it’s been a little bit busier of late, with a couple of weeks recording the highest pedestrian movements in this 12-month period. It’s very encouraging to see the hustle and the bustle returning to the city, after a couple of years that have been extremely hard for our traders. It’s even more encouraging to see new bars, cafés, restaurants popping up throughout the CBD on every corner, a sign of confidence in our retail, food, and bev industries and, of course, a sign of confidence in Brisbane. Once an Olympic City, always an Olympic City.

We see people wanting to move here, wanting to live here, and wanting to work here, as well. It is our CBD. It is our central, beating heart of the city, more than 500 retailers and brands holding more than 1,000 events a year and, of course, one of the biggest ones on the fashion festival calendar this week with the Brisbane Fashion Festival. It’s been—had a great history, as I said, since it started from a major sporting event, so just think about the opportunities we may have for a major sporting event coming up in the next 10 years, as well.

So, there’s milestones and there’s moments of change, but it’s always nice to actually celebrate it, as well. Think of what Expo 88 did for South Bank, and I remember the 30th anniversary of that. That seems not too long ago. We’ll be having the 40th for that one soon, as well. The big 4-0 is going to go off with a street party this Friday, so hopefully, you’ve picked it up on socials and you’re sharing it with your community. We’re going to step back in time and have a little bit of everything from fashion, retail, dining, entertainment to mark the milestone.

There’s free workshops in fashion and beauty masterclasses⎯was an extension of the last day of the Brisbane Fashion Festival, from 10am to 5pm. Runway shows from the Wintergarden at 5, 6, and 7pm, featuring the best of our local traders. We have got our fantastic Queen Street Mall ambassadors, Annabel Falco and Kerrie Carucci, that will be there to show you how they do it. Perfect timing to bookend a week of runway shows after you’ve seen how beautiful the models look this week, as well. There’ll be a pop-up champagne bar at Jimmy’s on the Mall. Glass of bubbles, sit back and watch the hustle and the bustle as people go by. We continue the festivities into the night with a special, one-off night markets at Reddacliff Place from 4pm ‘til late.

Of course, it wouldn’t be a party without a bit of a bop, as well, and we’ve got some fantastic tunes and entertainment. The bottom half of the mall is going to be transformed into an open-air music venue like no other. The main stage will be outside the Wintergarden. Local talent will be shown through our City Sounds program right throughout the day. I do believe there’s some QUBE Effect performers, as well. We’ve seen them a lot over the last couple of months.

*Councillor interjecting.*

DEPUTY MAYOR: I’m not sure about Mouldy Lovers, but I know there’s QUBE Effect and there’s City Sounds, and I can finally—

*Councillor interjecting.*

DEPUTY MAYOR: —I can finally reveal our double bill headline acts for the night will be none other than music royalty, Vanessa Amorosi and Kate Ceberano. So, a fitting duo for the night. They’ve played together many times before and they are extremely excited to be coming here to celebrate the 40th anniversary of the mall with us, as well. So, Kate will be hitting the stage at 5.30pm and Vanessa at 6.30pm. It is a free, all-ages event, so make sure you can secure your spot and get amongst the action. It is official—this is your official invite to the biggest birthday bash of the year. Get out and enjoy our beautiful, iconic Queen Street, and please, raise a glass, reminisce on the good times. Happy Birthday, Queen Street Mall, and look forward to many more to come.

Chair: Thank you.

Further questions?

Councillor COOK.

**Question 8**

Councillor COOK: Thank you. My question is to the LORD MAYOR.

LORD MAYOR, Labor Councillors recently attended the Virginia bus depot and heard from a large group of drivers about how they are deprived from regular bathroom breaks. Some drivers are having to park their buses in the city and walk considerable distances just to go to the toilet, and then they are being questioned on their whereabouts. Permanent drivers are reporting that every pay increase for the past 10 years has been eaten up by a reduction in rostered hours. LORD MAYOR, what will you do to address these issues in Council’s upcoming EBA (enterprise bargaining agreement) with our city’s bus drivers?

Chair: Thank you.

LORD MAYOR.

LORD MAYOR: Well, given the last question and the donations that were made recently—

*Councillor interjecting.*

LORD MAYOR: —and given this question and the donations that continue to be made, we can be clear on who’s pulling the strings with Labor Councillors. They ask questions on behalf of donors, not—

*Councillor interjecting.*

LORD MAYOR: —on behalf of residents, and it is quite concerning. Now, when it comes to our workforce of bus operators, we are proud to have the highest paid bus operators in Queensland, the highest paid bus operators. We are also proud to offer some of the best and most flexible working conditions for our bus operators, and also amongst the most modern vehicles to operate, as well. Now, we remember what Labor’s record was when it comes to buses. We remember that, under Labor, buses would regularly catch fire and burn up while they were en route.

*Councillor interjecting.*

LORD MAYOR: That’s not safe. We know that we also saw many incidents, Councillor OWEN, of⎯well, I guess vandals throwing rocks at buses and having smashed glass—these were the sort of, I guess, issues that bus operators had to deal with under Labor. We moved very quickly—

*Councillor interjecting.*

LORD MAYOR: —to make sure that our fleet is modern, our fleet is safe and secure, and so we have rolled out anti-shatter glass, we have rolled out CCTV cameras in every bus. Now, we know what Councillor SRI thinks about that. We have rolled out protection barriers across our fleet, as well. We have rolled out duress alarms, and we continue to invest in our fleet and also in our drivers or bus operators and their training. I have to say, if you have a look at the type of facilities that our operators get to use compared to other operators, ours are the gold standard. We have the newest facilities and the best facilities, particularly when it comes to depots and all of the associated benefits that come with working for Brisbane City Council.

We pride ourselves in being an employer of choice, looking after our workers, and we will continue to do so. So, my commitment is, in any EBA negotiation with any of our staff, whether they are bus operators or other types of staff, we will do our best to make sure that Council is an employer of choice, and that we look after and support and reward and celebrate the work that our workers do, not only on behalf of the Council, but on behalf of the City of Brisbane and the people of Brisbane. So, when it comes to our bus operators, we look forward to working with them to make sure that they stay as—

Councillor COOK: Point of order, Mr Chair.

Chair: Point of order to you, Councillor COOK.

Councillor COOK: Can the LORD MAYOR address the question? Are bus drivers able to go to the bathroom or not? We’ve heard a lot about everything else to do with the depots and everything else, but when they’re en route—

Chair: Councillor COOK, that was part of your preamble. The question was about the negotiations with the bus drivers about their EBA. I believe the LORD MAYOR is answering the question.

LORD MAYOR: Well, the answer is of course they are able to go to the bathroom. Of course they are, and it’s quite concerning to suggest that—well, that Councillor COOK is suggesting that they’re not allowed to. Of course they are allowed to.

*Councillors interjecting.*

LORD MAYOR: In fact, we had a discussion just recently about providing some additional driver facilities at Countess Street.

*Councillor interjecting.*

LORD MAYOR: So, we’re actively working to improve the infrastructure, the support that they get. We’ve invested in the facilities, we’ve invested in the fleet, and we’ve invested in our bus operators. We will continue to do so because we care about them, we support them, and we appreciate the work they do for the community.

Chair: Thank you.

Councillors, that ends Question Time for today. We’ve run out of time.

We now move on to the next item on the agenda, which is E&C (Establishment and Coordination Committee).

LORD MAYOR.

**Alteration of order of business in agenda**

In accordance with section 11(2) of *Meetings Local Law 2001*, the LORD MAYOR altered the order of business set out in the agenda by bringing forward the Consideration of Notified Motion to be the next item of business.

Chair: Thank you, LORD MAYOR.

Okay, so that is in accordance with Meetings Local Law 11(2), you can bring forward the business that’s set—that is on the agenda for today. So, we—that is currently item 5 on the agenda, Councillors.

Councillor SRIRANGANATHAN, do you want to move your notified motion at this point, please?

## CONSIDERATION OF NOTIFIED MOTION – SAFER SPEED LIMITS ON RESIDENTIAL STREETS

**82/2022-23**

At that juncture, Councillor Jonathan SRIRANGANATHAN moved, seconded by Councillor Nicole JOHNSTON, that—

*Brisbane City Council supports changing existing speed limit rules so that the default speed limit on all ‘Local’ and ‘Neighbourhood’ streets in areas with residential land uses becomes 30km/h.*

*This change would include ‘Local’ and ‘Neighbourhood’ streets (or sections of streets) where the prevailing land uses are low-density, medium-density or high-density residential, but would not include areas where the prevailing land use or land zoning is ‘Rural’ or ‘Rural Residential.’*

*This motion does not propose any changes to roads designated as ‘District,’ ‘Suburban’ or ‘Arterial’ roads.*

*In special cases, certain individual ‘Local’ and ‘Neighbourhood’ streets in residential areas could still be signed 40km/h or 50km/h where the specific context makes this appropriate.*

*Brisbane City Council resolves to initiate discussions with the State Government to enact this change.*

Chair: Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks, Chair. Yes, I brought this motion to the Chamber today in the hopes of provoking a mature and evidence-based discussion about how we can improve road safety in residential streets, and I must say I was a little bit disappointed that, instead of engaging with that conversation in good faith, the LNP has tried to provoke outrage and deliberately misrepresent the motion in order to score some cheap political points. I will, however, try to rise above that and instead focus simply on the substance of the motion itself.

I think it’s worth highlighting at the outset that what we’re talking about here are local and neighbourhood streets. Yes, there are quite a lot of local and neighbourhood streets in Brisbane. There are, in fact, thousands of streets across the city that meet—that fall under those classifications, but they are overwhelmingly the smallest and lowest volume streets of our city. In fact, if there is a particular street that’s carrying a higher volume of cars, then the common-sense approach and the process that’s set out by Council’s own planning documents and processes is that the street’s classification should be changed.

So, any suggestion that this motion is applying to busier suburban and district roads or, indeed, to main roads and arterial corridors is nonsense. It’s deliberate misinformation and I would go so far as to characterise it as deceptive. We are specifically talking here about the streets that don’t really lead anywhere other than to people’s homes. We’re talking about maybe the streets right at the beginning of a motorist’s journey or the streets right at the end of a motorist’s journey. I think that’s important to emphasise because, for most motorists, the majority of the trips they’re making are on those suburban and district connectors and those arterial corridors.

The motorist might only spend a minute or two on those residential streets at the start or the end of their trip, but it’s important that those smaller, residential streets have a lower speed limit because those are also the streets that children use when they’re walking to their local primary school. They’re the streets that don’t always have separated footpaths for people to walk along the footpath. Sometimes, in some cases—and, certainly, this is the case for some of these streets in my area, there’s literally—the banks or the retaining walls on these streets are so steep that there isn’t actually anywhere else you can walk other than on the road itself, and I don’t think that’s ideal.

I think Council needs to rectify that, but we’re talking, by and large here, about streets that carry very few cars, but where pedestrians don’t really have safe alternatives often to actually walk anywhere but on the road itself. The evidence base for lower speed limits is growing and support for lower speed limits is growing rapidly around the world. We’ve seen in recent decades, dozens of cities around the world have introduced 30 kilometres an hour speed limits or 20 mile per hour speed limits in some places. More recently, we’ve seen entire cities drop their speed limit to 30 kilometres an hour, and not just the smaller, residential streets, like this motion proposes, but in fact every street across a major metropolitan area.

We’re now seeing that even jurisdictions like Yarra City Council down in Melbourne are trialling 30-kilometre-an-hour speed limits. I understand there’s a trial in Geraldton, Western Australia, for 30-kilometre-an-hour speed limits. Cities—parts of Adelaide—I could go on and on—Auckland, Wellington, Barcelona in Spain, Paris in France, long list of cities are now doing this. They’re doing it because the evidence shows very clearly that it improves safety, it makes—it encourages people to travel by active transport, it makes it safer and more comfortable to be a pedestrian or a cyclist. Crucially, that helps encourage a shift away from car dependence. I talk to people, I particularly talk to parents of schoolkids who say, look, if it was safer for my kid to walk to school, I’d be happy to let them do it, but I drive them because I don’t think our streets are safe enough for my kids.

I hear that frequently from people and I think that’s really important to dwell on here because we’re not just talking about a change that would make the road network safer for existing pedestrians. We’re talking about a change that would reduce traffic congestion because it would make it easier for more people to be a pedestrian. This is not a radical proposal. This is not some far‑out, left-wing socialist conspiracy as the Mayor has suggested. This is a common-sense, evidence-based change that a range of advocacy groups in this city have been calling for, for some time, not just Space for Cycling and Bicycle Queensland, but also Queensland Walks.

There have even, at times, been policy statements from the RACQ indicated support for lower speed limits in certain areas. I note that, actually, we do already have 30-kilometre-an-hour speed limits and 20-kilometre-an-hour speed limits on some streets in some parts of our city that are particularly busy or have particularly high volumes of pedestrians. We also, in fact, have lots of car parking areas where the speed limit is as low as 10 kilometres an hour. It’s not a practically impossible or radical proposal.

I hasten to emphasise, as well, that this motion contemplates the possibility that some local or neighbourhood roads might need to have a higher speed limit. Perhaps there are certain roads that are a bit longer or that carry higher volumes or where there are particularly low volumes of pedestrians where the speed limit could indeed remain at 40 kilometres an hour or 50 kilometres an hour. The point here is not to say that every single street across the city has to go to 30 kilometres an hour. It’s just to say that this would be the default norm for local and neighbourhood streets, and some local and neighbourhood streets might instead have speeds of 40 or 50 or 60 kilometres an hour.

The other reason that I think we should be seriously considering this and moving in this direction is that lower speed limits make a street environment or a footpath environment a more pleasant place to exist on, whether it’s just, sort of, hanging out in your front yard, chatting to your neighbours, or whether it’s kids being able to learn to ride their bike in the quiet cul-de-sac or maybe play a game of street cricket or street soccer on the road. The reality is that streets have been used in that way for decades, if not hundreds of years and it’s only in the past 40 or 50 years that we’ve seen this dramatic shift where streets are considered the exclusive domain of cars and all other modes of transport and all other uses of that public space are deprioritised and pushed to the edge.

So, we’ve come through a period of radical change, where the car has been prioritised as the only legitimate user of public roadways and all other uses have been deprioritised. What I’m proposing now with this motion is a slight, minor, incremental correction to that radical change. I’m sure the Mayor is going to get up here and accuse me of being anti-motorist, and I quite resent that. I think it’s silly and childish.

*Councillor interjecting.*

Councillor SRIRANGANATHAN: I’m not. I actually drive a car, LORD MAYOR. That’s interesting, isn’t it? I know a lot of people who drive cars. Some of my best friends drive cars.

*Councillors interjecting.*

Councillor SRIRANGANATHAN: It’s—and I think the LORD MAYOR does us all a disservice when he tries to oversimplify this debate and turn it into a pedestrians versus cars, us and them kind of discussion. I acknowledge that cars are going to continue to play a part in the transport network of our city for a long time, but the blunt reality, as a matter of pragmatics, is that we have to shift more people towards public and active transport and lower speed limits on these very small, residential backstreets are one piece of that puzzle. We also need a dramatic increase in funding for pedestrian crossings and traffic calming. We need more support for separated bike lanes. We need a reconfiguration of the timings of traffic signals, so that pedestrians don’t have to wait as long to get across busy roads.

There are lots of important changes we can and should be making in this space, but lower speed limits on residential backstreets is one of the simplest and cheapest changes we can make and it’s one that is backed up by the evidence. I’m not going to go into detail about all the statistics and stopping distances, because I don’t think the Mayor is interested in evidence like that. I think he’s primarily concerned about public sentiment and I accept that the entire population of Brisbane is not yet onboard with this change. I accept the premise that there are quite a few residents who don’t want to see speed limits reduced to 30 kilometres an hour in their neighbourhood streets.

I accept that we still have more consultation and more discussions with the community to undertake about this, but we need to at least seriously consider this proposal and engage with it on its merits, rather than turning this into a mud-slinging match or some excuse to score political points. So, I don’t expect the LNP to vote for this motion today. I don’t expect it to get up, but I know from my own consultations and from the reaction I’ve had to this that support for 30 kilometres an hour speed limits is growing. It’s growing steadily. I first proposed this several years ago and at the time there was a stronger pushback. I have noticed that the pushback this time around is distinctly softer and I have had a lot of positive feedback, not just from key advocacy groups and transport planners and safety experts, but from the general public.

I believe that one way or another, at some point in the future, we will start to lower speed limits to 30 kilometres an hour, not just on residential streets, but also on busy commercial precincts. It’s really just a question of when that finally happens.

Chair: Thank you. Councillor SRIRANGANATHAN, your time has expired.

Further speakers? Are there further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Hi. Yes, thank you. Thank you, Mr Chairman. I rise to speak on this motion and I flag I have an amendment and I might need a seconder. So, firstly, I seconded this motion before us today for the purposes of debate. There is—without question, it is a major failing of this LNP Administration over the past 18 years that they have failed to respond in practical and substantive ways to local road safety issues. This LNP Administration refuses to support everyday, practical traffic safety issues in our area like zebra crossings, wombat crossings, like reducing speed limits on local roads, like traffic calming.

I think there are only about six traffic calming projects in the whole city this year that this LORD MAYOR is supporting. Graham Quirk openly refused to support them and he did at least 10 a year. So, this LNP Administration we know wants to give the car the right of way at every single opportunity. Now, I’ve been a vocal campaigner in my ward to see speed limits reduced where it is appropriate and I certainly believe that there should be more options on the table that are available to both Council and the State Government to lower the speed limit to what is appropriate for the street.

So, I certainly think that we should have the flexibility of considering 30 kilometres an hour, as well as 40 and 50. I think that there should be an optional standard for local and neighbourhood streets and not necessarily a default standard. I’m not quite sure Councillor SRI’s got that quite right. Default means that every street is 30 unless otherwise signed, whereas I think 30 should be an option where it is appropriate. Certainly, there will be streets in Brisbane where a speed limit like 30 would be very appropriate. Certainly, where there are very high activity areas, where streets are incredibly narrow and there are many other reasons to have a 30 speed limit.

However, I don’t want to see a perverse outcome where we might have a 40 kilometres an hour speed limit on a main road through a school zone and it’s only 30 on a side street. So, we need to make sure that, for drivers, there is some sort of consistency and there is some sort of organisation around how any change might be made. So, I certainly believe that we should have flexibility to have 30 where it is appropriate. I certainly would like to see the option of 30, 40, or 50 for all local streets and neighbourhood streets, and I think there, we need better cooperation between the State and Council, because it is so incredibly difficult to get a speed limit change through.

I just point to Venner Road, where we saw a pedestrian killed three years ago now. Venner Road is a district road, it has a default speed limit of 60. I’ve been lobbying for some time with the family, with Geoff Copland’s family, to have the speed limit reduced to 50⎯so it’s not like we’re asking for something radical⎯and this Council refuses. It is appalling to me that, where people die on our streets, this Administration refuses to consider lowering the speed limit. The State Government is just as culpable in this as Council. The fact that, to get 40 in a street, you essentially need to have a high activity pedestrian area or a local school, is simply not good enough. We need to be looking at more flexible options and that should include 50, 40, and 30 on all local or neighbourhood streets, depending on the conditions, depending on the road, depending on the topography, depending on the road’s purpose.

There are a whole heap of issues and I really think that we should look at the flexibility of that. We need to make sure that any speed limit on a road is fit-for-purpose and, as I said, I certainly believe there are some roads—and Councillor for The Gabba’s electorate or ward certainly has a lot of very narrow streets with very small footpaths. In older suburbs, the footpaths are only about a metre wide and then you’ve got the front fence. So, I can certainly understand why, in some parts of our inner city and in other, older, built-up parts of Brisbane, a speed limit of 30 would be sensible and appropriate. In other places, it may be 40, and in other places, it may be 50 or even 60, but it’s my position that we should have some flexibility.

Now, I was very happy to support this motion. It’s been 12 years since I’ve been an Independent and I’ve been lucky enough that someone’s usually seconded my motion, so I thought Councillor SRIRANGANATHAN should have—sorry, hopefully I got that right, Jonno—should have the option of getting his motions on the table, as well. I support the intent of his motion, but I don’t support necessarily the exact wording of that. So, I flag I do have an amendment, and I hope that someone will second it in the spirit of the purpose of debate that we are here today. You’re free to vote however you want, but I move the following amendment.

**MOTION FOR AMENDMENT TO THE NOTIFIED MOTION:**

|  |
| --- |
| **83/2022-23**  It was moved by Councillor Nicole JOHNSTON, seconded by Councillor Jonathan SRIRANGANATHAN, that the notified motion be **amended** by the removal and insertion of such words so that the motion would read as follows:  *Brisbane City Council supports changing the speed limit on all ‘Local’ and ‘Neighbourhood’ streets in areas with residential land uses to enable as standard 30km, 40km and 50km signage where the specified context makes this appropriate.*  *This change would include ‘Local’ and ‘Neighbourhood’ streets (or sections of streets) where the prevailing land uses are low-density, medium-density or high-density residential, but would not include areas where the prevailing land use or land zoning is ‘Rural’ or ‘Rural Residential’.*  *This motion does not propose any changes to roads designated as ‘District’, ‘Suburban’ or ‘Arterial’ roads.*  *Brisbane City council resolves to initiate discussions with the State Government to enact this change.* |

Chair: To your amendment, Councillor JOHNSTON.

Councillor JOHNSTON: Yes. Thank you and I thank Councillor SRI for seconding this amendment. I know he probably won’t support it, but I appreciate that he is prepared to second it for the purpose of debate. I did speak to Councillor SRI when he asked me to second this motion and I don’t think he’s in any—it would be any surprise to him to see that I think it should be optional, rather than mandatory. So, the motion before us today essentially deletes paragraph four and combines paragraph one and part of paragraph four. So, essentially, I’m suggesting that the speed limit for local and neighbourhood streets should be—have a standard of either 30, 40, or 50 kilometres per hour depending on the specific context of the street.

Now, I know that that will require changes from the State Government, and that is in the fifth paragraph before us today, but as far as I’m concerned, we need more tools in our toolkit as Brisbane City Council to make sure that streets in Brisbane have the right speed limit for the right context. Certainly, I believe there is opportunity, I personally think, for a lot more 40s and I think that’s a speed limit that’s readily understood by our community, but I would certainly like to see a greater flexibility both from the State Government and Council for either 30, 40, or 50 on neighbourhood and local streets. I do think that that would make sure that the right speed limit is on the right road.

We need this to be changed in policy, in the Manual on Uniform Traffic Devices, so that it can be done as a matter of course. At the moment, it is much too hard to change the speed limit. Brisbane City Council refuses at the drop of a hat. It is incredibly difficult and, as I said, the State Government also refuse and we have this problem where streets that need the speed limit reduced⎯can’t get it done because of bureaucratic intransigence at the Council level and the State Government level. So, the first thing in my view is making sure the policy changes so that we have the right options and flexibility in the traffic rules to make sure that speed limits can reflect the use of the street, its function, its width, its purpose, all of those things.

So I would just say that I support the debate we’re having today. I welcome Councillor SRI raising the issue. I would just like to see this as an option, rather than it being mandatory and I hope all Councillors will support the amendment before us today.

Chair: Thank you.

Further debate on the amendment?

Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks. Yes, I might just take the opportunity to pick up on a few of the comments that Councillor JOHNSTON made. I think the amended motion probably leaves things a little bit ambiguous, because what I was trying to introduce was a default speed limit of 30 kilometres an hour and essentially, this motion says that speeds could be 30 or 40 or 50 depending on the context. So, maybe the motion doesn’t have quite as much impact in that sense, but I understand the intent and, you know, honestly, if we could at least get halfway there, I’d still be quite pleased with that.

I think the other point that Councillor JOHNSTON made which I wanted to take up was just around school zones and actually, I think that there are quite a lot of school zones around our city where the school zone speed limit should also be 30 kilometres an hour. Maybe that’s not the case for some of those major road corridors, but I do think schools—we should be considering dropping a lot of school zone speed limits to 30 kilometres an hour, as well, and if the other Councillors in this Chamber are interested in that, I’m happy to bring another motion specifically about school zones.

I believe and someone might correct me if I’m wrong, but I think in Adelaide, and perhaps most of South Australia, I think school zones are 30 kilometres an hour already. So, I do think there’s a case to be talking seriously about school zone speed limits dropping, as well. If that’s really a problem, if that’s really the argument against generalised 30 kilometres an hour speed limits, I think we could have them on school zones and on local and neighbourhood roads around the city.

The other element that we didn’t really get to in detail in my initial comments was just around certainty and clarity. As a general principle, I think it is better to have consistency across large areas. I’ve thought in the past about the value of bringing discrete motions for specific suburbs and saying, hey, let’s have a general 30 kilometres an hour speed limit just for West End or just for Highgate Hill. I do understand that if you only introduce that in one suburb at a time, that might cause a bit more confusion, or the lack of clarity might make things more difficult for some motorists.

So I have been persuaded by transport planning advocates that it is better to push for generalised speed limit reform across the city as a whole, but I do think there’s a case, as Councillor JOHNSTON said, for focusing on some particular inner city suburbs as an alternative. I understand from a strategic perspective the LNP are never going to want to support a motion that the Greens Councillor brings to this Chamber, but I hope that at least by having this conversation, we can provoke a bit more detailed debate and discussion and say, okay, if you don’t think a default speed limit of 30 kilometres an hour across the city is appropriate, where are the areas that we want to lower those speed limits? Because there are plenty of streets around the inner southside and the inner northside that clearly weren’t designed to be 50 kilometres an hour streets, that are clearly too narrow or too bendy or too tight to be safe to drive on at 50 kilometres an hour.

The speed limit in those streets definitely needs to drop. There are already busy precincts where the speed limit has been reduced and, in fact, we heard the DEPUTY MAYOR talking earlier about the mall, like the sections of Albert Street that lead into the mall, they’re not 50 kilometres an hour. There’s a recognition that lower speed limits in those areas supports more pedestrian movements, makes it a safer environment for pedestrians. So, if we can have lower speed limits in the inner city and on places like Burnett Lane and parts of Albert Street, why can’t we have lower speed limits on a small cul-de-sac with 12 houses up in Chermside or down in Mt Gravatt that only a few cars drive on per day? It would make no substantial difference to travel times.

I think probably a lot of motorists, once they experienced it, wouldn’t have any issues with the change. The problem, though, is that we as elected reps need to lead some of those conversations and make the case and talk about the advantages to bring the public with us. I think that gets a lot harder when the LNP takes an obstinate, no-compromise position and won’t even entertain discussions that a lot of other cities have been having and are continuing to have. Yes, I guess the amended motion, I think in some sense is a little more confusing due to its ambiguity, but I’d still be happy for this to get up, rather than to see the idea voted down altogether.

I do just want to reiterate as well, though, that I think this is an accessibility issue, too. I talk to people with impaired mobility, for whom crossing the street is a stressful experience. Finding a gap in the traffic, knowing that you’re going to be able to get across both lanes in time can be really hard, not just for people in wheelchairs, people with prams, but people with canes or walkers, just people who are a little bit slower to get around. They, as a—again, it’s not possible for every single street throughout suburbia to have dedicated pedestrian crossings. I don’t think we’ll ever get to that point.

So there are always going to be certain smaller, residential streets that people are crossing without any kind of signalisation or without zebra crossings. So, on all those small, residential streets where someone’s walking down to the corner shops or walking down to the bus stop, there are moments when people with limited mobility or people who walk a little bit slower really struggle to get across those streets when the traffic is moving at 40 or 50 kilometres an hour. Slowing those speed limits down to 30 kilometres an hour gives those people the safety and confidence to move around their neighbourhoods autonomously. It stops them being prisoners in their own home and I know that sounds like evocative language, but that is the language that I’ve heard some disabled people use.

The simple reality is that a speed limit of 30 kilometres an hour dramatically reduces the stopping distance for a large motor vehicle. It also means that, if in the rare case where there is a collision, the actual harm done to the pedestrian is significantly reduced. So, there might still be the occasional crash, but a crash at 30 kilometres an hour is a lot less likely to cause death or serious harm than a crash at⎯yeah, 30 kilometres an hour. So, I think there’s value here in this idea, and I think over time, the Councillors in this Chamber will probably shift their positions. I’ve spoken to a couple of LNP Councillors privately who seemed interested in the idea and said, look, I won’t be able to say this publicly, but I think you’re onto something, Jonno. So, like—

*Councillors interjecting.*

Councillor SRIRANGANATHAN: —let’s be mature adults about this. I’m not going to name them, but—

*Councillors interjecting.*

Chair: Councillors, please.

Councillor SRIRANGANATHAN: —but let’s think deeply about which direction we want our city to head in, and recognise that recently, the State Government has introduced some speed limits for e-scooters and said, look, it’s not safe for these powered mobility devices to be going faster than 25 kilometres an hour. To be honest, an e‑scooter, if it collides with someone, does a lot less damage than a car, right? So, if we look at stopping distances and we look at the likelihood of harm and we say that even on roadways, e-scooters need to have their speeds limited to that degree, logically, we should be talking about the same thing about these much larger vehicles that have the potential to cause a lot more harm.

I should mention, I’ve heard—seen one or two rather silly arguments on Facebook about how cars can’t drive at 30 kilometres an hour because they’re not designed to do so. Simply not true, simply ridiculous. Cars drive at lower speeds all the time when they’re circling around car parks or when they’re in traffic or whatever. So, any suggestion on that front, I think, is a bit ludicrous and I hope the LNP will at least have the common sense not to go down that road.

I just wanted to, sort of, finish by thinking about the experience for people in cities that actually value pedestrians and actually prioritise pedestrian movements through their neighbourhoods.

*Councillor interjecting.*

Councillor SRIRANGANATHAN: We’ve all visited those cities, where it feels like there’s a lot more happening on the street, where you can have a conversation without being drowned out by the noise of traffic, where people can safely move about their neighbourhood without living in fear of being hit by a car. Those are pleasant cities and pleasant neighbourhoods to move around in. They’re pleasant neighbourhoods to visit. There’s no reason that our streets in a city like Brisbane couldn’t also be nicer places to exist in, without that fear of being hit by a car. So, I’m not going to die in a ditch about this one. I think, to be honest, there are other changes I’d like to see that I think are even higher priorities, such as funding for more pedestrian crossings at particular dangerous locations and more funding for dedicated footpaths, particularly in some of those areas that don’t have as many connected footpaths as my ward does.

So, I think there’s other stuff we need to make changes to, as well, but this is a simple, cheap, common-sense change that lots of other cities are already introducing. I take heart, at least, in the fact that it probably will happen at some point. As I said before, it’s just a matter of when. It will happen sooner if Councillors at least take on—do a little bit of the work of reading the literature, engaging with what transport planning experts have been saying for a long time. Look at the evidence, because the evidence is clear that this is a good idea. I think we have a responsibility as elected reps to be led by that evidence, rather than to be led by fearmongering and paranoia.

Chair: Thank you.

Further speakers on the amendment? Any further speakers on the amendment?

Councillor JOHNSTON.

Councillor JOHNSTON: Well, thank you so much, Councillor SRI, for rising to speak on the amendment and for seconding it, as well. I think what’s disappointing for anybody who’s following this debate is that the LNP, who control the majority in this Council, don’t even want to contribute to it. This indicates very clearly, I think, to every single Brisbane resident, several things. Firstly, they don’t care about road safety in this city, and they’re not interested in making sure that there are—there is a genuine discussion about the appropriate speed limit on local streets. Secondly, it says that they don’t even countenance any kind of constructive debate about ideas other than their own, and I think that’s been the hallmark of this LNP Administration, certainly over the 14 years that I’ve been here.

I’ve moved dozens and dozens of motions in this place, and there’s only ever one that’s ever been supported. So, what this says more than anything is this LNP Administration is prepared to accept deaths on our local roads. They support schoolchildren being put at risk, that they support 60, 50 in all local streets, regardless of the context. Now, I know that the motion that Councillor SRI is putting forward is a little bit more—what’s the right—it’s more than what I think we should be doing. It is too prescriptive, is the word that I would like to use. I understand his intention, and I support the intention of what he is doing, but the amendment that I put forward today simply says that we will consider 30, 40, or 50 kilometres an hour on local and neighbourhood streets, and that we should be lobbying the Queensland State Government to make sure that policy change happens.

Now, I know from my experience as a Councillor in this place that both Brisbane City Council and the Queensland State Government failed to reduce the speed limit where it is needed, and Venner Road is an excellent example of this. I am horrified, horrified that Brisbane City Council and the State Government refused to lower the speed limit on a road where a pedestrian was killed just a few years ago. It is a simple, cheap, and practical change that we could do right now to make sure that our local roads are safer. We know in my area in particular that many residents walk on the street in my area. One of the most beautiful streets in all of Brisbane is Laurel Avenue, and there will definitely be more people walking on the street than there are on the footpath. I get regular complaints about speeding in that street and its default is 50.

I think we should be consulting with residents to make sure that we introduce speed limits that they support. I do think there needs to be consistency, and I do think that there are options in different streets around the city and we need to find the right speed limit, but what we’ve seen here today is the LNP, who haven’t even got the courtesy to stand up and contribute to a debate on what is an important issue for every single local Councillor. There wouldn’t be a single Councillor in this room that is not lobbied about speed or dangerous driving every single day. We need more flexibility to determine an appropriate speed limit. We need more options available to us.

We need to make sure that the speed limit is fit-for-purpose, so that narrow streets have a lower speed limit, streets that have high pedestrian uses have lower speed limits, but most of all, most of all we need to talk to our local communities and we need the tools available to us so that, as a standard, it can be 30, 40, or 50 in these local streets. So, I would say thank you to Councillor SRI. I think he offered qualified support, I might say, if I can use that term. I don’t want to speak for you, but I gather this would be your plan B if your plan A doesn’t come up. So, I would just say to all the Councillors here before us today, this is a critically important issue for our community.

It’s so important that we have the flexibility in the tools available to our traffic engineers to get the right speed limit on the right road so that we can make them safer for drivers, safer for cyclists, safer for pedestrians, safer for children on the way to school, safer for the disabled, and we can make sure that we have an environment in which, in local and neighbourhood streets, the speed limit is fit-for-purpose. I think we can do that if we have better options at a policy level available to us—

Chair: Councillor—

Councillor JOHNSTON: —and we have the—

Chair: —JOHNSTON, your—

Councillor JOHNSTON: —flexibility of 30, 40, or 50.

Chair: —your time has expired for your right of reply.

The Chair put the motion for amendment to the notified motion to the Chamber resulting in it being declared **lost** on the voices.

Thereupon, Councillors Nicole JOHNSTON and Jonathan SRIRANGANATHAN immediately rose and called for a division, which resulted in the motion being declared **lost.**

The voting was as follows:

AYES: 1 - Councillor Nicole JOHNSTON.

NOES: 24 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Andrew WINES, Kara COOK, Peter CUMMING, Steve GRIFFITHS and Charles STRUNK.

Chair: We now return to the substantive motion before us, as in the Agenda papers.

Are there further speakers?

DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair, and I rise to speak on the substantive motion today which I can proudly say from the outset, as I’ve said earlier today, we will not be supporting this motion. I think people need to listen very clearly when they hear a push for 30-kilometre speed limits. They should read between the lines because this is not just about speed or safety. This is an anti-car agenda that lies beneath this. It is a policy that only the Greens could cook up, and this comes from the Councillor that wants us to shut every road that has water on it when it rains to cars. More than 90% of residents own cars in this city, and we simply do not believe in imposing a system on people where motorists’ ability to get around their neighbourhood is restricted by unhinged and uncosted Greens’ ideas.

This motion as it stands does not even allow for consultation, straight out to implementation. This, from the Councillor for Woolloongabba Ward last year who was concerned about making sure there was citywide consultation on a fantastic tourism opportunity in the Mt Coot-tha Botanic Gardens, but this week, it’s straight out to 30 kilometres across the city in local and neighbourhood roads, no consultation. Let’s go back and see what the history is on the Greens-Labor alliance on here. I noticed today that Labor hasn’t spoken for or against this motion, so the—they did just vote with us on the amendment, though.

I want to quote one of the Councillors that we keep continuing to say needs to join us over here, and that is Councillor CUMMING, on 10 May in 2016, that said reducing the speed limit—and that is at the time when he was the Leader of the Opposition, the days we miss, Pete—the speed limit to 30 kilometres was ridiculously low and virtually impossible for motorists to comply with.

*Councillors interjecting.*

DEPUTY MAYOR: Councillor CUMMING, we totally agree.

*Councillors interjecting.*

DEPUTY MAYOR: This is very different to areas of the examples that were given by Councillor SRIRANGANATHAN, which was Burnett Lane, Albert Street, shared paths, people, that are very much pedestrianised and shared pathways that are lower, but it is virtually impossible to comply with in a normal neighbourhood street. Despite this knowledge, we do know they pressed ahead for a 30‑kilometre‑an‑hour policy in the last election, and boy, did the public smack them down, and rightly so. After a total pile-on, which was essentially the Labor Party trying to be more like the Greens, let’s be honest—

*Councillor interjecting.*

DEPUTY MAYOR: —it led to the architect of the policy, Councillor CASSIDY, saying the reaction probably isn’t all that surprising, but I still think it has great merit. Well, it’s not surprising because the people of Brisbane have spoken on Facebook and social media. However, Councillor CASSIDY is still committed to it and thinks it’s a good idea. Chair, we’re happy for the Labor‑Green alliance to say it as it is. We don’t want a bar of it, and we agree again, as I said, with Councillor CUMMING. It’s virtually impossible to comply with. Even as we heard here today, as the Councillor for The Gabba Ward has changed and manipulated his debate today, he listened to my chat on Channel 7 and changed the angle of it, he changed it again with the Deputy Leader of the Greens-Labor alliance, Councillor JOHNSTON, who always seems to be mopping up their motions, let’s be real.

Now, maybe it’s not every street, maybe it’s not every local and residential street. Well, you know what? I would hope it is not every local and residential street, because when it comes to that, that is more than 91,000 streets in Brisbane.

*Councillor interjecting.*

DEPUTY MAYOR: The yellow—91%, sorry, not 91,000—14,000, 91%, 91% of the streets. A blanket 30 kilometres is 91% of streets in Brisbane, over 14,000 roads. If you look on Google Maps, it’s really easy to see. All the roads that are yellow are the non-local and district roads, and the other 91% are the ones that would now be 30 kilometres an hour. The sheer scale and reach of this blanket policy cannot be underestimated. I’ve got an example in my local area. You know what else goes on roads and which we are really committed to being on roads, is buses. Buses on roads, we need roads for buses, and the bus upgrade zone that goes through my ward, the 180, right now takes 50 minutes. That’s the quick trip from Garden City into town, 50 minutes.

Can you imagine? You want an exemption that buses don’t travel at 30? Because if the 180 has to travel at 30 through the residential streets, that becomes a very long trip, and I don’t think that’s going to entice anybody to get out of their car and get into a bus because it’s 30 kilometres. Councillor SRI said it himself, we want to get them to the buses because it will be so slow and so annoying to drive in a car at 30 kilometres an hour. He’s not talking about speed and safety, Mr Chair. He’s speaking about anti-car policy. That’s what this is about, and the debate kept changing. Under this policy, they said it was a silly argument, but it’s actually the reality. You speed up through a school zone. You sped up through the school zone. I’ve got a local school that is right in the heart of residential local areas, up to 40 kilometres through the school zones and down again.

Let me be clear, Mr Chair. We are not obstinate and non-compromising when it comes to speed limits. We definitely look at speed limits and take the time to look at what is needed around the community, and as recently as June this year, we reduced eight streets in the Gasworks Newstead precincts from 50 to 40. We had five streets in South Brisbane Hospital precinct in the Woolloongabba Ward that were reduced by 10 to 20 kilometres an hour. There is a lever. There is the way to make sure this gets done where it needs to get done, that is the speed limit review panel.

*Councillors interjecting.*

DEPUTY MAYOR: If there is a street that really needs to be 30 kilometres an hour, it needs to go to the speed limit review panel because, ultimately, we do not have the legislation—

*Councillor interjecting.*

Chair: Councillor JOHNSTON, please.

DEPUTY MAYOR: We do not have the legislation to change the street speeds. We need to go to the speed limit review panel. I note the interjection, Councillor for Tennyson, who got the street reduced on Ipswich Road at Annerley with the help from the mate, the Minister for Transport. I can assure you, my residents—and I won’t name names—always are yelling and abusing me when I talk to them in Tarragindi about having to drive through 50-kilometre-an-hour on Ipswich Road.

*Councillors interjecting.*

Chair: Councillor JOHNSTON, please.

DEPUTY MAYOR: These need to be managed and they need to be managed in a balanced way, which is what the speed limit review panel does. Do I always agree with them? Absolutely not. I’ve got some streets I’d like to see reduced, as well, as you know, Mr Chair, as the former Infrastructure Chair. We brought the CBD down to 40-kilometre-an-hour from 50. We saw the resulting crashes and crash numbers reduce, but we won’t see a blanket 30-kilometre-an-hour across the city because, to quote Councillor CUMMING, it is virtually impossible to comply with. Even the Minister for Transport, Mark Bailey, agrees with us. He said in June 2018 that the speed limits in the CBD were appropriate.

In one of the highest pedestrian areas of the city, if not the highest pedestrian areas of the city, I doubt very much if the Minister up there would be nodding his head at 30 kilometres an hour at the moment. Mr Chair, at the risk of giving this crazy idea any more time, I will wrap it here and we will not be supporting this motion.

Chair: Thank you.

Are there any further speakers?

Councillor COOK.

Councillor COOK: Thank you, Mr Chair, and I rise to speak on the substantive motion today. Mr Chair, Labor has a strong record of campaigning to improve pedestrian and cyclist safety. Back in 2018, Labor was first on the record to call for 30 kilometres per hour speed limits and separated cycle lanes in the CBD. Those safety improvements at that time were mocked and ridiculed by the previous LNP Lord Mayor and now we have seen this LNP LORD MAYOR and all of the LNP Councillors refusing to take any action on reducing the CBD speed limit to 30 kilometres an hour, let alone citywide.

Labor Councillors believe we should take a holistic approach to making Brisbane’s streets more accessible and friendly to support residents’ active transport options and mobility issues, but it must be more than a simplistic thought to reduce speed limits to 30 kilometres citywide. We need a proper mobility plan for our city and suburbs. For many streets in our suburbs they could be safer at 30, 40 or 50 kilometres per hour, if there are suitable safety measures such as proper crossing points, separated spaces for cycling and safer footpaths. But speed alone is not effective, we need a holistic approach to improve the safety, particularly in our suburbs. The focus must be on making our suburbs more walkable, more cyclable, rather than what we have seen today, an approach of 30 kilometres citywide.

Mr Chair, Labor has been on the record supporting lowering speed limits in suburban streets, particularly in our local wards and we’ve been effective in getting that change, particularly to 40 kilometres an hour. We also support lowering speeds to 40 kilometres an hour in key neighbourhood hubs like schools, shops and public transport nodes. As well, of course, we still support supporting the—reducing the speed limit in the CBD to 30 kilometres an hour. Mr Chair, Labor believes that pedestrians, cyclists and motorists all deserve safety on our road network, but we don’t think a 30-kilometre citywide approach is the way to achieve it and we won’t be supporting the motion today.

Chair: Thank you, Councillor COOK.

Any further debate? No further debate.

Councillor SRIRANGANATHAN, right of reply.

Councillor SRIRANGANATHAN: Thanks, Chair. Sorry, just texting a journo. Thanks, everyone, for participating in this discussion. It’s nice to know where people stand and to get a clearer understanding of the landscape in terms of elected representatives’ values and priorities and thanks to Councillor JOHNSTON for seconding the motion and allowing this debate to come forward. I did just want to pick up on one or two pieces of misinformation in the DEPUTY MAYOR’s speech and highlight that Google Maps does not show which roads are local neighbourhood roads versus higher order roads. There are quite a few streets on Google Maps that are—

DEPUTY MAYOR: Point of order.

Chair: Point of order to you, DEPUTY MAYOR.

DEPUTY MAYOR: Claim to be misrepresented.

Chair: Thank you, noted.

Councillor SRIRANGANATHAN: Sure, I think—and I’m sure she’ll correct me if I got it wrong, but Councillor ADAMS intimated that it’s all the roads that aren’t yellow roads are the local and neighbourhood streets and that’s not correct. There’s quite a number of streets which show up on Google Maps as white streets, but are definitely not local or neighbourhood roads under the City Plan classification.

Just wanted to read briefly from an article in *The Conversation* which is about busting myths about 30-kilometre-an-hour speed limits. I won’t read the whole thing, but just this one paragraph and these are from healthcare professionals and urban planning experts. Just in this one section they say, ‘the evidence is very clear the chance of a pedestrian surviving when hit by a car skyrockets when the car’s speed is reduced. The chance of survival jumps from just 10% at 50 kilometres an hour to 90% at 30 kilometres an hour’.

Different studies have come up with slightly different figures and slightly different survival rates, but that’s a pretty dramatic difference, right? If you get hit head-on by a car travelling at 50 kilometres an hour you’ve got a 10% chance of surviving. If you get hit head-on by a car that’s travelling at 30 kilometres an hour you’ve got a 90% chance of surviving. I hope, LORD MAYOR, DEPUTY MAYOR, you’ll at least take the time to reflect on those statistics and the research that’s out there. Even if you don’t want an entire default speed limit of 30 kilometres an hour on all local and neighbourhood roads, you’ll at least think more deeply about where we can start to reduce speed limits on a more systematic basis.

Because the current approach that I’ve been dealing with for the last six or seven years is very slow and inefficient, where you have to lobby continually for a speed limit review process to be undertaken and maybe eventually the speed limit on a short section or a particular corridor will be lowered by 10 kilometres an hour. It’s taking us a very long time at that rate to deal with all the safety issues across our city. There are so many roads where it’s still just—it is not safe for pedestrians to cross the road, particularly in the evenings or when the light’s poor and it doesn’t feel safe or comfortable even to be walking along the footpaths and dealing with fast cars turning around corners into side streets.

I also just wanted to reiterate that the concerns about travel times are not based on fact. Some people hear, ‘oh, dropping 50 kilometres an hour down to 30 kilometres an hour’ and they do the maths of how many metres they’d be travelling and conclude that it would impact travel times. But when you think about how cars currently move around our city, the big impacts on travel times are traffic congestion and the delays at intersections. Whether you’re travelling from one set of traffic lights to another set of traffic lights at 30 kilometres an hour, or at 40 kilometres an hour or 50 kilometres an hour doesn’t make a huge difference if the traffic light is still taking that same amount of time to change and it doesn’t make a huge difference if you’re running into congestion.

So those are the factors that materially impact travel times. Dropping speed limits to 30 kilometres an hour in the one or two streets at the start or end of a motorist’s journey aren’t going to materially impact travel times, but they will materially impact people’s sense of safety and in practical terms, their actual safety. I think that alone is enough reason to seriously consider this motion. I won’t read all of them out but I did want to read out some of the comments that I’ve had from residents in response to this proposal going up on social media. Honestly, I was pleasantly surprised at how much support there was for this idea.

Here’s one from Kimberly, who I think used to live in Brisbane. She says, ‘I really hope this gets back up before we move back with our kids. I’m from Brisbane but living in Switzerland at the moment, where the vast majority of streets in our local area are 30 kilometres an hour. Kids from four years old walk to school, kids play in the streets. At five years old my oldest started riding his bike with us on the street because it felt safe. It’s one of the absolute best quality of life aspects and I really hope it’ll be similar when we shift back home. Good luck.’

Suree says, ‘I would just like to see the speed on Logan Road between Stones Corner and Greenslopes decreased. I have to walk between Gordon Street and the IGA in Greenslopes quite a lot and it’s terrifying being a pedestrian on that road, it seems like everyone speeds.’ Just to clarify, this motion isn’t proposing to drop the speed limit on Logan Road, but I do think there are sections of Logan Road that ought to drop to 40 kilometres an hour at least.

Johannes writes, ‘thank you for bringing this to the table, Jonno. I know for my dead-end street in Annerley the kids sometimes play on the street but cars do go by relatively fast, especially for such a small street with cars parked on both sides. Having a lower speed limit would make me feel more safe to interact with other residents of my street.’

Tatiana says, ‘yes I hope so and they shouldn’t be encouraging traffic to flow through residential streets as they have with the hideous South City Square development. Cars should take more care when turning in. More traffic, including semis, in the middle of the night use our streets. Not happy.’

Rubric writes, ‘as a road safety researcher in Queensland I fully support this motion by Jonathan SRIRANGANATHAN, Councillor for The Gabba and expect that there will be not only great benefits in terms of safety, but also in terms of economics and quality of life. Impacts on travel time are likely to be negligible. I hope that Queensland Labor, Councillor Ryan MURPHY, LORD MAYOR Adrian SCHRINNER support this policy to save lives on our road.’

Stephen writes, ‘my car just got written off parked on my suburban street. Second vehicle in that exact spot with that outcome. Children and pedestrians walk nearby often, 30 kilometres an hour is the safe speed.’

Michelle writes, ‘completely support this in inner city. Realistically do the maths—’, goes on about travel times. There’s a few comments who are opposed to this and I’m not, like I said at the outset—

*Councillor interjecting.*

Councillor SRIRANGANATHAN: Yes, I’ll take that interjection from the LORD MAYOR. There’s a few, but honestly—and obviously I’m speaking on behalf of a particular constituency and I acknowledge that attitudes are going to vary across the city. But I’m confident now that the majority of residents within my ward support this change. We had a recent survey that backs that up as well. I’m sure there are vocal objectors and there’s certainly a lot of people who don’t want the speed limits to drop. But I can see from the surveys I’ve done, from the conversations I’ve had with community groups and individual residents and from the anecdotal commentary which is not necessarily representative, but the comments I’m getting via emails and social media, that there’s a lot more support than opposition for this change in The Gabba Ward.

I don’t presume to speak on behalf of everyone else across the city, but I hope that, LORD MAYOR, you will at least accept at face value that what I’m saying is true and that the majority of Gabba Ward residents support this change for those smaller streets, those local and neighbourhood streets. If you have survey data to the contrary, please publish it. I’m happy to share the survey, I think some of the survey data’s already been published. But there’s a lot of support for this in certain areas. There’s moderate support in other parts of the city and there’s strong opposition in some parts of the city. Like I said, I’m not asserting that everyone across the city thinks this is a fantastic idea. But there’s a growing amount of support for it and I think we will get there over time. It’s the constituencies like parents with small kids, like people with impaired mobility, that I’m most concerned about in this conversation.

LORD MAYOR: Point of order.

Chair: Point of order to you, LORD MAYOR.

LORD MAYOR: I just want to know if Councillor SRI will take a question.

Councillor SRIRANGANATHAN: Sure.

Chair: Councillor SRIRANGANATHAN, will you take a question?

LORD MAYOR: For a guy who’s made a career out of not following the rules, this is a pretty draconian imposition of rules on other people. Given that you encourage people to break the law on a regular basis, why are you trying to impose a new rule and a new law and a new stricter law on everyone in Brisbane?

Councillor SRIRANGANATHAN: That’s a weird—

Chair: Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks, I think that’s a weird question. I’ve never said I’m against rules.

*Councillors interjecting.*

Chair: Allow the answer to be heard please.

Councillor SRIRANGANATHAN: I think certain rules and laws are silly and I think we should have a mature conversation about which rules and laws are fit-for-purpose. But no, I think it would be good to have some lower speed limits and I think we already have speed limits and I think we can agree that speed limits are a good thing. The practical question is what should the speed limit be set at and the experts, the researchers who are professionals in this field, are telling us that 30 kilometres an hour would be good for these kinds of streets.

I should note and we don’t have time to go into it in detail, but there’s a lot of data emphasising the economic benefits of lower speed limits as well. Not just because they improve commerce and activation in commercial precincts, but because the cost to the city and the cost to the community whenever someone is hospitalised or whenever someone is killed are dramatic. If you model those economic benefits you’ll see that there’s a significant benefit to lower speed limits in these areas as well. It’s a shame we don’t have time for more discussion about that aspect, but once again I do hope—

Chair: Councillor SRIRANGANATHAN, your time has expired, thank you.

DEPUTY MAYOR, your point of misrepresentation?

DEPUTY MAYOR: Yes, I didn’t say that you could see where the Google Maps showed you where the local roads were; I said the yellow roads you can see are clearly not local roads and the others are.

Chair: Thank you.

As there was no further debate, the Chair submitted the motion to the Chamber, and it was declared **lost** on the voices.

Thereupon, Councillors Jonathan SRIRANGANATHAN and Nicole JOHNSTON immediately rose and called for a division, which resulted in the motion being declared **lost.**

The voting was as follows:

AYES: 1 - Councillor Jonathan SRIRANGANATHAN.

NOES: 24 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Andrew WINES, Kara COOK, Peter CUMMING, Steve GRIFFITHS and Charles STRUNK.

ABSTAIN: 1 - Councillor Nicole JOHNSTON.

Chair: Thank you, Councillors, we now return to other business, which is the Establishment and Coordination Committee report.

LORD MAYOR.

## CONSIDERATION OF COMMITTEE REPORTS:

### ESTABLISHMENT AND COORDINATION COMMITTEE

The Right Honourable, the LORD MAYOR (Councillor Adrian SCHRINNER), Chair of the Establishment and Coordination Committee, moved, seconded by the DEPUTY MAYOR (Councillor Krista ADAMS), that the report of the meeting of that Committee held on 15 August 2022, be adopted.

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, Mr Chairman, I just have a question with respect to item B on the E&C report and it relates to the amendment to the Confidentiality Policy AP212. It appears to me that Council is removing the ability of this Council Chamber to release commercial-in-confidence information if it so chooses to do so and is delegating that power to the CEO and branch chairpeople only. I just wanted to confirm, Mr Chairman, that the local law can legally abridge the power of this Council Chamber as the ultimate decision-maker for Council and remove that power from this Council Chamber legally.

Chair: My understanding, Councillor JOHNSTON, is this isn’t a Meetings Local Law issue; it relates to a Council policy. But LORD MAYOR, if you or a Chair want to reply to any of those points made by Councillor JOHNSTON, please feel free to do so.

LORD MAYOR.

Councillor JOHNSTON: Yes, point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Well this is the issue, can we legally approve something that abrogates the power of the Council Chamber, I don’t know whether that’s actually possible. So I just would like to be clear that if we are voting on this, that everyone is aware that Council currently has the power to do it and that power is being removed and whether or not legally this Council Chamber then has no power to release information or decisions. So for example, Mr Chairman, we may have a report and it’s happened here before, where the LORD MAYOR tables a report from the Ombudsman which is required by law to do, which is confidential until the LORD MAYOR tables it. But technically speaking it may—there are circumstances where this might happen. So I’m just wondering about the legalities of this.

Chair: Thank you, I’ll seek further advice on the issues you raise.

LORD MAYOR.

LORD MAYOR: Thank you. Look, I know that Councillor JOHNSTON doesn’t rate the officers of this Council and regularly criticises them, but I can assure her that they wouldn’t bring something that was illegal to this Chamber. This is a policy that hasn’t been—

*Councillor interjecting.*

Chair: Councillor JOHNSTON, please.

LORD MAYOR: This is a policy that hasn’t been prepared by Councillors; it’s been prepared by our senior executives and signed off by our senior executives for consideration by this Council. I would simply say that they would not bring something forward that they know to be not lawful or illegal so—

*Councillor interjecting.*

Chair: Councillor JOHNSTON, please.

LORD MAYOR: It was just—

*Councillor interjecting.*

Chair: Councillor JOHNSTON, enough.

LORD MAYOR: I’d just reflect on the debate we had. Isn’t democracy a great thing? Batshit crazy ideas get voted down, it is a great thing and congratulations to the Labor Party on supporting a common sense approach here.

*Councillor interjecting.*

Chair: I think we’ve tolerated that word—

LORD MAYOR: Did I say something wrong?

Chair: —previously, but LORD MAYOR, I ask you to rephrase.

LORD MAYOR: Crazy ideas get voted down. We know that Labor has previously espoused this policy but now have backed away from it. Sensible thing to do, because why? They were roasted by the community when they proposed such an overreach and rightly so. We have a very clear and strong record when it comes to acting to improve safety in our community. We are a leader in that respect, we were the leader, the first CBD in Australia to introduce a 40‑kilometre-an-hour limit. Why? Because it was the right limit, it was a safe limit and the results have been very clear, that that is an appropriate limit. Even the Labor State Minister for Transport agrees that it’s an appropriate limit.

But as I’ve said in the past, the thing about the Greens is that they’re never satisfied, they are never satisfied, they’re insatiable. Because when you get an anarchist driving their agenda they’ve got to bring the system down and the laws have to be changed or ignored and that’s what we see here in action. So Councillor SRI, you might think you’re very clever in pushing for this, but people are increasingly seeing just how off the charts your agenda is and the Greens’ agenda is. If people want a sensible approach to civic management, if they want a sensible approach to safety, to supporting the environment and a sustainable city, then there’s only one choice and that is this Administration which has the runs on the board. I just want to congratulate all the other Councillors for taking a sensible approach in this debate.

This week is Road Safety Week and tonight we’ll be lighting up the Story Bridge, Victoria Bridge, Sandgate Town Hall, Tropical Dome and Reddacliff Place in yellow in support of this campaign. Annually we run this awareness campaign and it supports the many practical things that we’re doing to improve road safety. Krista, or the DEPUTY MAYOR, just pointed out just a matter of weeks ago we took action to reduce the speed limit in an evidence‑based way on roads where it was appropriate. So the ability exists to do that but as I said, the insatiable hunger of Councillor SRIRANGANATHAN and the Greens to constantly go further and to change and it’s never good enough, will continue to push their agenda out of touch of the people of this city.

Tonight we’ll be lighting up the Story Bridge, Reddacliff Place, also Victoria Bridge and Tropical Dome in green and gold because it is exactly 10 years tomorrow to the Paralympic Games and the start of the Paralympic Games. We all celebrated 10 years to the Olympic Games, or at least I think 26 out of the 27 Councillors celebrated the 10 years to the Olympic Games. But we should also rightly celebrate 10 years to the Paralympic Games, which is a beacon for inclusivity and support for people with a disability and an inspiration to the global community on what can be achieved despite incredible personal adversity.

Tomorrow night all of our assets will be lit up in blue and yellow to support Ukraine Independence Day. On 24 August 1991, Ukraine officially declared itself as an independent country and long may it be the case that it remains an independent country. I think we’ve all been shocked and horrified by the unlawful invasion of Ukraine and we’ve also been incredibly proud and inspired by the efforts of Ukrainians to resist that incursion. I think that many people thought that the war would not continue on, it would be a short war and lead to defeat and we’ve all been inspired to support the efforts of Ukrainians to resist that unlawful incursion and unlawful war.

On Thursday night the Story Bridge and Victoria Bridge will be lit black, green, blue and gold to recognise Australian South Sea Islander Day of Recognition. This marks the day the Federal Government officially recognised the South Sea Islanders as a distinct cultural group. On Friday we light up our city assets yellow for Daffodil Day. As you know, Daffodil Day is the annual appeal from the Cancer Council, their flagship fundraising event and obviously we continue to support that wonderful event and we continue to support the Cancer Council. Finally, on Saturday night City Hall will be lit up in blue and white for the 75th anniversary of the Queensland Scottish Society. Are there any people with Scottish heritage in the room?

*Councillor interjecting.*

LORD MAYOR: McLACHLAN maybe, MACKAY. So we’re lighting up the assets in blue and white to acknowledge that important milestone. Also just in recent times, I really wanted to mention what an honour it was to welcome 5,800 new citizens as Australian citizens last week in three ceremonies. It was super citizenship week, we had ceremonies Monday, Tuesday, Wednesday. The Monday night ceremony was here in City Hall, but then we went to the Convention Centre for the next two ceremonies and we did that in acknowledgement that there was a considerable backlog that had built up during the pandemic, in particular, of people who were waiting to become new citizens.

The size of citizenship ceremonies during the pandemic had to come down, there were a lot that were cancelled or postponed. So we stepped up and we organised the two biggest citizenship ceremonies in Australian history, in fact the biggest Australian citizenship ceremonies in world history in fact. No other country has done bigger Australian citizenship ceremonies than us. But we’re proud to have helped clear that backlog and welcome those 5,800 new citizens into the local community as official members and Australian citizens.

As the DEPUTY MAYOR mentioned, tonight we kick off the Brisbane Fashion Festival, now in its 15th year, with events running over the next three nights. An important celebration of our local creative talent and our fashion industry. I’m particularly looking forward to seeing what has been achieved in recent times. It’s hard to think of too many more cutthroat and competitive industries than the fashion industry, given that they compete on a global scale.

Customers in Brisbane have the choice of buying fashion either locally or from local designers or anywhere in the world and it is highly competitive. We should be very proud and we should celebrate our local fashion designers, our local creatives, our local retailers and everyone associated with the industry, because they do us proud in what is a highly competitive industry. So we continue to support that event as an economic development initiative and tickets have entirely sold out for this year’s event, which is good.

*Councillor interjecting.*

LORD MAYOR: You can watch it online. Moving to the items in front of us, item A is the annual operational plan and quarterly financial report for June 2022. Now as we’ve spoken about many times before, Council and other levels of government as well have been through some incredibly challenging times recently. If the pandemic wasn’t enough or one of the most costly floods in our city’s history, we’ve also been hit with a massive inflation crisis on the cost of day-to-day goods and services. We’ve been hit with a skills shortage that affects our ability to carry out work in the community and build projects and we’ve also been hit with the global supply chain issues as well, which make it incredibly difficult. So I don’t think that there’s a single business or in fact even a single household budget that has not had to adapt to the current circumstances we’re in.

There’s no doubt about it, every person in Brisbane is under pressure for different reasons at the moment and they’ve been adjusting their household budgets, businesses have been adjusting their budgets—

Chair: LORD MAYOR, your time has expired.

**84/2022-23**

At that point, the LORD MAYOR was granted an extension of time on the motion of the DEPUTY MAYOR, seconded by Councillor Sandy LANDERS.

Chair: LORD MAYOR.

LORD MAYOR: Thank you. As I was saying, Mr Chair, we’ve had to make adjustments as well and we’ve had to make many adjustments, because it’s the right and responsible thing to do to keep the city’s budget strong, to keep it balanced and also to make sure we continue focusing on the important things. Obviously right now we are very well funded when it comes to the flood recovery. Funding has been allocated in the budget and now we have the challenges of actually delivering that investment when it comes to the supply chain issues, the incredible continuation of wet weather that we’ve had for months and months and months, unseasonable wet weather thanks to *La Niña*.

Also the challenges with getting skilled workers and workforce, the challenges of the cost of everything going up. So there are considerable challenges, but the people of Brisbane know they can count on us to adapt and respond to those challenges and continue to deliver despite the challenges. We won’t give up, we won’t lay down tools, we will get on with the job that we have been elected to do. The rebuilding and recovery has been prioritised and we’ll continue to do that, together with all of the important basic services that people expect from us and also the major infrastructure projects that are critical for our growth as a city. So this quarterly financial report reflects some of those challenges and they are real and we table this report for the consideration of the Chamber.

Item B is an update to the City Administration and Governance policies. Council regularly reviews its policies to ensure good governance and mitigate risk and that’s all about protecting ratepayers’ interests. This submission seeks to update three existing Council policies as part of these routine reviews and updates. The first is a security policy, a comprehensive review of this policy identified an opportunity to improve and clarify processes associated with security governance, physical security, personal or people security and information security as well. The policy enshrines principles in these key areas which will be supported by a security culture that encourages, educates and enables consistent security management practice by all employees. Definitions, responsibilities and accountabilities in these areas are now more appropriately outlined in a suite of security procedures, which sits under this updated policy.

The second policy is the Risk Management Policy. Council undertook a review of our risk management framework to identify potential improvements to the effectiveness and consistency of these practices across Council and this has resulted in updates to the risk management policy, procedures and supporting tools. Once again, the amendments more clearly articulate the key principles for effective risk management and confirms Council’s commitment to these policies.

The final policy update is the Confidentiality Policy. Due to changes in the Right to Information Act, amendments to the policy are required to meet this legislative change. Isn’t it interesting, the question from the Independent Councillor, ‘Oh, is this lawful?’. Well the State law changed. We’re adapting and responding to that State law and that is appropriate that we do so. The update ensures that Council continues to meet its legislative obligations of adequately protecting relevant information and also maintaining the good governance practices, including updating of appropriately designated persons. So I commend these three policies coming through to the Chamber.

Chair: Thank you.

Any further debate?

Councillor LANDERS.

**ADJOURNMENT:**

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| **85/2022-23**  At that time, 3.04pm, it was resolved on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON, that the meeting adjourn for a period of 15 minutes, to commence only when all Councillors had vacated the Chamber and the doors had been locked.  Council stood adjourned at 3.06pm. |

**UPON RESUMPTION:**

Chair: Mic on, Councillors, we’re in E&C debate.

Further speakers?

Councillor COOK.

Councillor COOK: Thank you, Mr Chair and I rise to speak on Clause A and B. Mr Chair, Clause  A is the report card for the final quarter of the 2021-22 budget. Not one single program in this document is immune from incompetence, cuts, delays and this LNP Administration’s city-centric approach. Mr Chair, under the City of Brisbane Actthe LORD MAYOR has the sole responsibility for delivering a budget. Therefore, Council’s budget is a statement of this LORD MAYOR’s values and his priorities. We know that these LNP budgets have been getting worse for the people of Brisbane.

The final look at the 2021-22 budget confirms our worst fears, Brisbane suburbs are totally forgotten by this LNP Administration. This LNP Administration had a $23.3 million variance when it comes to stormwater infrastructure. It underspent because work is simply not being done. Residents may wonder how this LNP dominated Council could possibly underspend on any form of flood prevention or mitigation after the devastation we saw in February. Well, the reason provided for delaying the repairs of the February 2022 floods is because of the February 2022 floods. They are underspending in flood repairs because of the flood. You just simply can’t make this stuff up, Mr Chair, it’s there plain and simple in the documents.

There is also $10 million that was not spent on waste management. Imagine, Mr Chair, if we had a Council that prioritised waste reduction on an industrial scale by introducing things like a full FOGO (Food Organics Garden Organics) program throughout the city, the recycling of the 21st century. It’s clear we won’t have that under the LNP when they can’t even run their current waste management system on time or on budget. It’s no surprise that there is higher expenditure for the Metro project again, given the cost blowouts to date. Councillor CASSIDY warned just last week that the IT (information technology) project for the Metro was one of the reasons the project was blowing out by hundreds of millions of dollars. These papers confirm that today.

We see $3 million being overspent on green bridges at the expense of suburban bikeways, Joachim Street, two Moreton Bay Cycleway projects, North Brisbane Bikeway, all delayed or cancelled. This LNP Council’s mantra was that it needed to cancel projects to repair flood damage. Well this report card shows that they are in fact being delayed and cancelled to funnel cash into the green bridges because of that program’s cost blowouts. Then we see one of the green bridges has been delayed to line up the ribbon cutting almost precisely with the next Council election. No doubt we will see the LORD MAYOR promoting this in 2024 at ratepayers’ expense, despite once again not being able to deliver a project on time or on budget.

Projects like Gresham Street, Safe School Infrastructure, the Indooroopilly roundabout, Norris Road are all delays, delays, delays. This Administration has taken its eyes off the suburbs completely. Even where it looks like things might be going well, where expenditure is favourable or has been offset or reallocated, the devil is always in the detail. There was $47 million that was not spent in reconstructing bridges and culverts. Once again, we see chronic underspending in the suburbs. Mr Chair, people are suffering in the suburbs because of this LORD MAYOR’s political decisions. They are getting significantly less and paying more and more. This Administration is not only cutting projects to fund flood recovery repair, it’s running behind on delivering anything.

Let’s look at the amount spent on ferry maintenance. It is behind to the tune of $3.1 million, $1.1 million, $5.6 million, almost $10 million combined, almost $10 million of ferry network variances that could have seen things like the construction of a Norman Park ferry terminal. Gone. Not needed for flood damage and not reallocated to projects that could make a difference to the lives of local residents, who are now going without things like public transport. We have seen what 10 years of underspending did to our wooden monohull ferries. They are off to get auctioned to the highest bidder and ratepayers miss out on services yet again. Mr Chair, off-road cycling, eradicated yellow crazy ants, wiping out weeds, off-leash dog areas, all these projects are being carried over into a new financial year.

They were all re-announced in June as if they were new projects, but we have confirmed today that they are just more examples of this LNP’s incompetence. It is no wonder, Mr Chair, this budget saw the highest rates increase in the last 10 years. Not only are residents paying more and getting less, this Administration is still playing catch-up on works from previous financial years. Works supposed to be done by 30 June are now months overdue and this year’s projects will now be pushed out to next year or future financial years. Mr Chair, this Council is also supposed to be the friend to small business. Well this Administration failed to spend almost $1 million in supporting local business and the economy in the last financial year. Every page you turn is another page of broken promises and neglect of our suburbs.

Let’s just wind back to public transport yet again. The most disappointing part of this report and probably the biggest slap in the face for Council workers in particular is in Transport for Brisbane. The approved budget for 2021-22 expected an operating profit in transport, CityCats and buses of $11 million. This review shows an operating profit after tax of $20 million, that’s an increase of nearly $9 million. Yet bus drivers tell us they are taking home less pay than they did 10 years ago, despite winning meagre pay increases of 2.5%, the take-home pay of many permanent bus drivers has not changed in a decade. These pay increases are clawed back through roster changes, with the unique broken shift arrangements.

The dollar figure on their payslips is the same as 10 years ago. With inflation raging, it’s harder to pay the bills, put food on the table and put their kids through school. This LNP Administration fights tooth and nail to suppress wage increases of our bus drivers and at the same time, this Administration is taking a $20 million operating profit tax out of public transport. Mr Chair, this is at a time when kids can’t get buses to their school, or residents are having services cut and rationalised on this LORD MAYOR’s watch. As I’ve said, a budget is a statement of a LORD MAYOR’s values and priorities. Adrian SCHRINNER’s priorities are all wrong. He doesn’t care about people, about our suburbs or our Council’s workforce and this budget documentation confirms that yet again.

Mr Chair, on Clause B, the update to City Administration and Governance policies, today we have a suite of policies that have been reviewed by this LNP Administration and have received their endorsement. On our papers, it is clear that these are not necessarily substantive amendments as to the intent of any of those documents. There are, of course, layout and design amendments, that is pointed out in the papers for all of these policies. Maybe they are a bit more user-friendly to view, as they are all significantly shorter, but I guess this process also highlights what’s not in the documents.

When we look at things like the security documents, Council’s own policy talks about its commitment to providing a safe and secure physical environment for its people, information and assets. The new policy seemingly has removed things like a duty of care component that was present in the old policy and begs the question, if we are concerned about the safety of our people then why does this LNP Administration not prioritise the safety of our employees like bus drivers? New data shows that there were 20 spitting offences against drivers in 2021-22, that was an increase on the financial year before. There are more occurrences of passengers verbally abusing drivers than ever before and there were 13 incidents of objects being thrown at bus drivers, which rose from just two incidents in 2020-21.

Our team, as we’ve already said, we were recently at the Virginia depot and we heard first-hand the horror stories from drivers about what they are forced to experience while just trying to do their job. It is all very well for Brisbane buses to have partial or fully-enclosed screens, but Labor has been on the record time and time again demanding extra security measures like full encapsulation on some routes. Prioritising Brisbane City Council bus driver safety is not high on this LNP Administration’s agenda and this paring back of our Security Policy doesn’t seem to take these issues into account.

The confidentiality and risk management policies are very broad. Labor does not hold great faith in this Confidentiality Policy to properly provide guidance on how to appropriately deal with material identified as confidential by this Council. In a context, Mr Chair—

Chair: Councillor COOK, sorry, your time has expired.

**86/2022-23**

At that point, Councillor Kara COOK was granted an extension of time on the motion of Councillor Steve GRIFFITHS, seconded by Councillor Charles STRUNK.

Chair: Councillor COOK.

Councillor COOK: Mr Chair, the confidentiality and risk management policies are not adequate when this LNP Administration has a history of covering up its incompetence, lacking transparency and accountability through these very policies and processes. We have all, certainly on this side of the Chamber, tried to obtain information, as have our residents, about issues of what we consider public interest, only to receive documents heavily redacted and unable to make sense of. This LNP Administration goes to the extreme when it comes to hiding the truth and releasing information.

This LNP Council has a history of covering up information when it’s not to their benefit. We don’t trust this Council to not abuse the processes and power that these policies confer and we will not be supporting these policy amendments today. In some ways these documents don’t go far enough to offer protection and in others they appear intentionally vague, allowing for a potential improper use of power. Neither of those things are becoming of an administration that is meant to support and represent the people of this city openly and transparently.

Chair: Thank you.

Further speakers?

Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Thanks, Mr Chair. I rise to speak on item A and item B today. The quarterly financial report shows the approved budget as at 3BR (third budget review) against the year-to-date results, while the annual operational plan progress report records variances in the delivery of the annual plan. Mr Chair, we’ve heard it here today, the Opposition has been living under a rock. ‘What supply chain crisis? What labour market crisis?’ The same crisis that their Federal and State colleagues absolutely acknowledge that exists, they are living in denial. The numbers in this report tell a story about how Council responded to the pandemic and how we are working through the significant challenges of the aftermath of the devastating floods and the difficult market conditions across multiple sectors that we face ourselves.

The increase in rates and utilities revenue in the past financial year reflects the over $30 million in rates rebates we provided the previous financial year, offset in part, of course, by our floods rebate as well. There was a modest increase in fees and charges revenue, noting the waivers and the fee reductions we implemented the previous year to support our residents. The increasing contributions, donations, subsidies and grants is in large part due to the receipt of capital grants revenue from other levels of government, including for the State sanctioned Brisbane Metro project. This was offset by decreases in infrastructure charges of $13.5 million due to lower levels of developer activity last year. Who would have thought in the middle of a pandemic there was less developer activity?

The main driver for lower revenue in the financial year was the delay in recognition of $120 million in contributed assets from the State Government to Council for the Rocklea to Darra Stage 1 project. This was previously anticipated to be recognised in 2021-22, but is now not anticipated until 2022‑23. To the detailed program results, as the LORD MAYOR has said, the impacts of the pandemic, the floods, the war in Ukraine and all of the flow-on effects that these factors have created in terms of supply chain difficulties, an incredibly tight labour market, all the while with escalating inflation. Our residents feel these pressures and of course an organisation the size of Brisbane City Council is not immune to them. In addition to February and March’s severe weather, we also had an unseasonably wet May which impacted our capital delivery.

To Program 8 specifically, in City Governance there are two main variances in the report that I want to highlight. The first is a reallocation from capital to expense for the counter disaster operations project within City Resilience, which is made up of Council’s immediate flood response activities. The second is in the property management line item, where there is lower capital expenditure due to a delay in the settlement of blocks as part of the Minnippi Golf Course project, with these now expected to settle in the current financial year.

Mr Chair, on item B, it’s important for the good governance of our city that Council’s corporate policies are contemporary and as part of that, our regular reviews, there are also updates to three policies in the City Administration and Governance division. By doing this, Mr Chair, we are effectively managing and reducing our risk exposure. The first policy update is for the Security Policy. The proposed amendments are aligned to the Australian Government Protective Security Policy Framework. The updated policy focuses on principles under four areas. Security governance is about compliance with the Federal Security Policy Framework and the internal structures and procedures to manage security risks across the organisation.

Physical security is focused on the physical controls and restrictions to protect Council assets from being made inoperable or inaccessible, or being accessed, used or removed without appropriate authorisation. People or personnel security refers to our people and ensuring appropriate vetting and managing, documenting and reviewing individual security obligations and processes, particularly those occupying high risk positions with significant security risk exposures.

Finally, information security focuses particularly on our cybersecurity management systems and strategies, something that is only becoming more and more important. Across these areas the actions must be supported through fostering a security culture within Council to educate our staff and deliver consistent security management practices across the organisation. The definitions, responsibilities and accountabilities for this policy area now sit in a suite of related procedures, all of which are guided by the principles of this policy.

The second policy, Mr Chair, is the Risk Management Policy. The proposed amendments are the result of a comprehensive review of Council’s risk management framework, which has resulted in updates to the Risk Management Policy, procedures and supporting tools. The proposed amendments ensure the policy is fit-for-purpose to Council’s organisational and government requirements. Amendments to the policy and supporting procedures have been designed to improve clarity with respect to the accountabilities and responsibilities for risk management. The proposed amendments also improve alignment with relevant standards, which have been updated since the last change to the policy.

The final policy, Mr Chair, is the Confidentiality Policy. This is a very, very minor update to an existing policy and as the LORD MAYOR said, it was driven by changes to the Right to Information Act and the amendments were required to ensure Council is compliant with legislative changes. The policy also updates the definition of an appropriately designated person under the policy. Mr Chair, I commend these to the Chamber.

Chair: Thank you.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I rise to speak on item A and item B. Firstly, in item A, I am grossly appalled by the failure of the LNP Administration to deal in a substantive way with the February 2022 floods. Neither the LORD MAYOR nor the DEPUTY MAYOR is present in the Chamber now, but this quarterly review that’s been brought forward today highlights the shameful failure of this Council to deal with flood recovery in the city. Just a quick look at what’s happened shows that the budget cuts allocated to deal with the floods have been cut even further. There have been massive underspends on fixing up flood damaged bridges, culverts and drainage, $48 million. Park flood recovery, underspend of $10.5 million. Pontoons, jetties and sea walls, an underspend of $5 million. An underspend of $25 million on open drainage rehabilitation.

That’s fixing drains, that’s clogged drains, they’re everywhere in my ward, everywhere in my ward. That’s just cleaning out clogged drains and retaining walls and roads, $3.5 million. Now that’s money that was allocated for flood recovery purposes that has not been spent. That is a damning indictment of this LNP Administration and we can see on the ground today and every day in my ward that nothing is happening. I’ve got massive amounts of drainage that are blocked, I’ve got huge amounts of rubbish from the river and the creek clogging up drains everywhere and this Administration has done nothing. Just getting them to actually focus and go out and look at an open drain and identify that there’s a problem has required me to traipse into open drains, take photos and send them through, because the Council officers can’t even find them.

I cannot believe how much this LNP Administration is failing the residents of Brisbane and there is no greater example of this than the LORD MAYOR earlier today. I asked the LORD MAYOR a question about flood road recovery, right? Because I put Questions on Notice two weeks ago and the answers were provided a week ago. Those answers said very clearly that Council has still not even finished undertaking an assessment of the flood damaged roads in the city. Six months this weekend it will be since the flood and this Council has not even finished its assessment. Now in the answers to the Questions on Notice it does identify that there are 75 roads that have been identified as needing resurfacing because they’re flood-damaged, eight of which are in ALP areas.

The others, there’s none in your area, Councillor SRI and there’s none in my area, I’ve got nine of 10 flooded suburbs, yet not a single road in Tennyson Ward apparently is worthy of being resurfaced. Meanwhile Oxley Road is falling apart, it’s had so much water on it, it’s glued back together and the gluing’s come undone. It carries 33,000 vehicles a day and it’s not even been identified for repairs and it’s one of dozens of roads in my ward. How is it, how is it that six months after the floods this Council can’t even say definitively yes, we’ve got a list of all the damaged roads in the ward? I can tell you, they are everywhere and then this LORD MAYOR stands up and absolutely, absolutely—and I think he didn’t even know, but is untruthful, untruthful about the situation when it comes to identifying just the roads.

The other Questions on Notice show there’s still about 20 places where the barbecues haven’t been fixed, including multiple locations in my ward. This is about six months on, just getting the electricity restored to Council barbecues. Heritage-listed district access park that has thousands of people in it every week at the Sherwood Arboretum and the barbecues don’t work six months on. Now we know why, because this Council can’t spend the money it allocated to fix things, $10.5 million allocated for flood damage recovery in parks and it’s not spent. That is a reflection of this Administration’s failure to do its job. This Administration has to go, its time is up. This LORD MAYOR has—it’s like the floods didn’t even happen in this city.

I actually put a request in to have a look at the documents that the flood recovery taskforce being chaired by Councillor WINES has done. I wanted to see what the agendas were, what the minutes were, what the action items were, do you know what I got back today? One PowerPoint presentation about ferry terminals. Six months on from the floods, the flood recovery taskforce has had one PowerPoint presentation and if it’s not true, that means this Council’s deliberately hiding any other documents that it might have. So let’s be clear, this Administration has categorically failed the residents of Brisbane. In a week’s time it is spring. We know that the weather forecasts are already diabolical for this summer and there is expected to be further severe weather implications across the city. I have no confidence that this Administration will have delivered on flood recovery for my area and it’s clear in this budget that they are unable to.

Now I can see that on the ground, the Council officers are not there to do the work. They’ve been gutted by a reorganisation of the Council bureaucracy and even the tree person who’s supposed to be responsible for my ward says ‘geez, I can’t do it, Councillor, I’m actually looking after three wards.’ There is a massive failure of this LNP Administration, it starts with their reorganisation. They’ve centralised control and power in NEWS (Natural Environment, Water and Sustainability) and things aren’t getting done, things are not getting done. After six months, if you can’t connect the power back to the barbecues, you’ve got a problem. If you can’t even identify where the flooded roads are, you’ve got a problem and if you cannot clean out the drains so that they are functional and working before the summer storm season starts, then you’ve got a massive problem.

How is it that this Council can’t even clean the drains out? This LORD MAYOR has to go. He cannot be trusted to do the basic work that this city needs in a time of crisis. This LNP Administration want to say ‘oh, it’s all the officers’ fault and I’m criticising the officers’, the leadership of this Council has let the residents of this city down. They are idling along, cruising along, all they want to talk about is the Olympics and the Metro and the Olympics are 10 years away, when we’ve got residents who’ve got blocked drains at the end of their street now, weeks out from when it’s going to start raining again and what’s this Administration do? Nothing, nothing. I am appalled at the lack of action from this Administration. This is not a one-off, but in this case their catastrophic management of this city’s budget, of its resources, of its actions, it just shows that they have no awareness of the situation we are dealing with here today.

I do want to speak very briefly on item B. I will not be supporting item B. Firstly, I’ll just say that the change in the Confidentiality Policy seems to give more power to the CEO and the bureaucrats. Now that’s the legacy of this Administration, they have delegated away all of their authority and they haven’t noticed the correlation between the failure to deliver on basic services in the city and the fact that they keep delegating powers off. I mean it’s just shocking, so I’m not going to be supporting this.

We know and I know that there is an LNP Councillor who made a complaint to the CEO of Council, their name hasn’t been revealed yet but it will, I suspect it might be Councillor McLACHLAN and as a result, the CEO of Brisbane City Council made a complaint about me for a tweet three years ago. Wasn’t confidential, not marked confidential, I got permission to release it and meanwhile the CEO of this Council is wasting probably hundreds of thousands of dollars pursuing an issue that I am fairly certain—

Councillor TOOMEY: Point of order, Mr Chair.

Chair: Point of order to you, Councillor TOOMEY.

Councillor TOOMEY: Is this really relevant to the report?

Councillor JOHNSTON: It is, because I’ve read the policy.

Councillor TOOMEY: If it is, I’d like to know where in the report it is.

Chair: Yes, look Councillor JOHNSTON, we give you a fair bit of latitude in this place, but if you could please link it back to what we’re actually discussing here.

Councillor JOHNSTON: It’s pretty clear I’m saying that this CEO doesn’t deserve any more power under these policies.

Chair: Thank you, Councillor JOHNSTON, your time has expired.

Further speakers?

Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks, Chair. Just rise to speak on item A and the financial report. Hope the LORD MAYOR’s listening to this via the system or maybe the DEPUTY MAYOR’s listening. But I just wanted to drill down into one specific element that I’m seeing as a local Councillor and I’m sure other Councillors are seeing and experiencing this too. Which is just that the cost of delivering local projects via our Suburban Enhancement Fund (SEF) budget, seem to be rising quite dramatically. So as one example, we had a traffic calming project on a local street. We allocated a pretty significant chunk of money to it and then the Council officers came back and said they needed another $50,000 for it. Then they came back and said actually we need $80,000.

*Councillor interjecting.*

Councillor SRIRANGANATHAN: Because—it’s traffic calming, I get the costs are rising. But costs are rising quite significantly and we all see that. We see that in terms of all the different projects that we’re administering through our local ward budgets. But with other areas of Council spending and other Council budgets, if projects are running over budget or costs are rising, more money is allocated to those projects or to those spending areas.

That doesn’t happen with the Suburban Enhancement Fund money. It seems to be one of the few areas of Council spending where that budget is really quite fixed per year. Even if costs are expanding massively. It’s got to the point now where we were quoted $400,000 for a public toilet block the other week and we can’t afford to do that out of our SEF, even though we really want to go ahead with that project.

So there’s a problem here where in some cases projects that are already in train, where maybe money’s been allocated and then the community has been told the project’s going ahead. Then the costs come back at significantly higher. Or there are projects that we’ve wanted to do for some time but now the costs are increasing so significantly.

I’m sure LNP Councillors would be grappling with this as well. I would suggest to the Mayor and to the DEPUTY MAYOR and to the Finance Chair and perhaps it is worth looking, as part of the next budget review, whether the money for SEF can be increased. I know that money gets moved around, we can see it in the reports, projects get more money allocated to them. I think it’s worth looking at that seriously because the reality is that as costs increase, our capacity to deliver projects is getting really tight.

So LNP Councillors—I know some of you are listening to this, just maybe have a respectful chat to the Mayor and say look, if all our costs are going up, why not increase that allocation? Or add on—like we did that with COVID where there was that sort of desire to get some more projects out on the ground quickly. The Council was able to create that extra emergency pot of money to get some—what was it called? Was it stimulus—I can’t remember.

*Councillor interjecting.*

Councillor SRIRANGANATHAN: Yes, they chucked a bit of extra money towards the local ward offices to be able undertake those local projects a bit quicker. Given the rapidly rising costs of materials and labour and everything else. I think it might be a good time to do a similar thing now.

So DEPUTY MAYOR, I hope you’ll take this on board. It’s not a criticism of the LNP, it’s just an observation as what I’m seeing as a local Councillor. Is that every year we’re told ‘oh, if you need a new footpath, use your Suburban Enhancement Fund. If you want a new playground, use your Suburban Enhancement Fund. If you want some bike lanes, use the Suburban Enhancement Fund’.

We’re told that there are all these things we need to spend that money on, but the budget is not big enough to cover the costs of those basic projects. So hopefully that’s something that the team can look at and we can see a little bit of movement in that direction.

The other thing I wanted to suggest to the Council Administration to consider is that as the cost of those minor projects increases, it might also be worth rethinking the thresholds for sole source tendering. I offer this suggestion with some caution, because I’m mindful of what—I understand why we have tendering processes. I understand the risks if Council officers can allocate really large contracts to businesses without going through proper tendering processes,

But we have a threshold where we say look, if a project is estimated to cost lower than this amount, we can just go to a single supplier, because we know, we’ve worked with before or we know roughly what it’s going to cost and go to that sole supplier track. Maybe we should be raising that threshold a little bit so that more projects can happen quicker without Council officers having to go through longer tendering processes. During which time, costs can increase further, delays, et cetera, et cetera.

There was one, I think it was a park bench or some park furniture or something. Where if we’d gone out to a sole source, we could have got it done pretty quickly because there was a supplier. But then by the time we’d gone out to tender, costs had risen and the eventual cost of the project came back a lot higher. So sometimes it is quicker to just say all right, this is a simple, straightforward project. We know how much it costs, let’s just go through with a sole supplier and avoid too much bureaucracy.

Maybe there’s a case—and I just offer this as a suggestion—maybe there’s a case for increasing those thresholds and amending the circumstances and the criteria under which officers can go through that quicker process, rather than having to put out every single little SEF project to tender because that’s taking a lot of time, it’s adding to cost, it’s adding to Council officers’ workload. It doesn’t seem particularly efficient to me.

Obviously I’d prefer that more of these projects happen in-house, but at the very least I think—

*Councillor interjecting.*

Councillor SRIRANGANATHAN: —yes, exactly. At the very least I think merits some consideration. So hopefully that can be taken on board as well. Thanks.

Chair: Thank you Councillor.

Further speakers? Any further speakers?

Councillor GRIFFITHS.

Councillor GRIFFITHS: Yes, I rise to support both the Greens’ Councillor and both the Independent Councillor in what they were saying in relation to the financial report. It’s disappointing that the Administration Councillors, no one’s speaking up. I wonder if that’s how their party room operates too, that no one speaks up about anything. They’re told what to say and they say it like puppets. We’ve seen that with the Federal Government.

Chair: Councillor GRIFFITHS can you get on to the items before us please.

Councillor GRIFFITHS: I appreciate you not wanting me to mention Scott Morrison but we’ve seen that—

Chair: Councillor GRIFFITHS.

Councillor GRIFFITHS: —with the Federal Government.

Chair: To the items before us, please.

*Councillors interjecting.*

Councillor GRIFFITHS: These are the mates of Scott Morrison here.

Chair: Councillor GRIFFITHS, please to the items before us.

*Councillors interjecting.*

Councillor GRIFFITHS: Oh they love Scotty, they love Scotty, look at them talk. Anyway, I will get back to the—to what I was talking about. In terms of neglect—

*Councillors interjecting.*

Councillor GRIFFITHS: —in terms of neglect—and I’m disappointed Councillor MARX isn’t in the room. I know the LORD MAYOR isn’t in the room, for the record. But this is really important, the way we have ignored what is happening. This is—sorry, it’s—I’m being interrupted. Thank you, Mr Chair.

Chair: Councillor GRIFFITHS, you’ve got the floor.

Councillor GRIFFITHS: Yes, it is really important the way that our industrial areas, the way these areas that service the city and people live on the edge of industrial areas in my ward—have been ignored since the floods seven months ago. I drove a couple of officers down with one of my staff members to show them the extent of neglect. They wouldn’t answer, or couldn’t answer what service standard they had to provide there.

But can I say it is almost like a Third World country, the way we have neglected some of those industrial areas. It is almost like a Third World country. It’s like a bomb has gone off. It’s businesses who are coming to me and saying why—we’re paying all these rates, why is this Council ignoring us?

You go well that’s interesting, they’re supposedly the Council of small business. They keep telling us that. They’re not. You aren’t, you aren’t delivering for them, you’re failing them. There are roads falling apart, there are footpaths falling apart, there are dangerous holes in the footpath that I reported that don’t get fixed.

*Councillor interjecting.*

Councillor GRIFFITHS: Waterways are overgrown and full of debris. There’s rubbish, there’s weeds, there’s graffiti, there’s dumped cars and you’re saying you’re the party of small business. Just hop in the car with me, I will show you the sites that you neglect in this city. I will show you the sites you neglect in this city. I’m happy for you to come to a Chamber of Commerce meeting and meet with these business owners and explain to them why they’re paying so many rates.

*Councillor interjecting.*

Councillor GRIFFITHS: I know that Liberals don’t go to public meetings with Labor Councillors, but pay—why they pay so many rates. Why they don’t—

*Councillor interjecting.*

Chair: Councillor ADAMS please.

Councillor GRIFFITHS: —why they don’t pay—why they pay so many rates and get such poor service. Just recently I received a briefing about our restructure for our delivery. I listened for 15—

*Councillor interjecting.*

Chair: Point of order to you, Councillor MURPHY.

Councillor MURPHY: Just relevance. Where is this—what’s happening?

*Councillor interjecting.*

Councillor MURPHY: We’re going round the world here. We’re doing a General Business. Can we—we can do a General Business later. But I just—

*Councillor interjecting.*

Councillor MURPHY: —can we talk to the report on this one?

Chair: Thank you Councillor MURPHY.

Councillor MURPHY: Relevance.

Chair: You’re now debating the point of order.

But Councillor GRIFFITHS I do draw you back to—

*Councillor interjecting.*

Chair: —the question of relevance in relation to the item before us.

Councillor GRIFFITHS: Well let’s go through it. Let’s go through the Clean, Green budget. Let’s look at that. Let’s look at land management and remediation, or let’s look at conservation reserves or let’s look at road delivery. Does this Chairperson have no idea what this Council does? He wants to run away, he doesn’t want to have a debate. He doesn’t want Opposition Councillors to raise these issues.

I think it’s good for you to hear these issues because you’re not out there doing anything. Council officers want to deliver but they’re telling me they have to go from one end of the city to the other to see a job. Where we used to work with a team of people, we now work with one person who is, essentially and a very nice person, a glorified correspondence officer. A glorified correspondence officer.

*Councillor interjecting.*

Councillor GRIFFITHS: If you don’t think that these changes aren’t being felt on the ground, you have no idea. You have no idea how bad it is out there in terms of your delivery. I get what you’re doing. You’re separating yourself from the operation of Council. You’re the great Council and the workers are over there doing it. Unfortunately we’re here to be representing residents—or unfortunately for you—we’re here representing residents, to speak up for residents. That’s actually your job. That’s actually all our jobs. At the moment we’re missing the mark as a Council.

It’s embarrassing, but when I see the antics of what went on Federally, I understand what’s going on now.

*Councillor interjecting.*

Chair: Point of order to you DEPUTY MAYOR.

DEPUTY MAYOR: I don’t know what’s going on, the relevance to the annual policy please. Not about Field Services policy and changes of process. The actual report before us.

Councillor GRIFFITHS: I’ve finished.

*Councillor interjecting.*

Chair: Thank you DEPUTY MAYOR.

Councillor GRIFFITHS, have you finished? You’ve finished, okay. Thank you.

Any further speakers? No further speakers.

Okay, we now move to the vote on the E&C report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Establishment and Coordination Committee was declared **carried** on the voices.

Thereupon, Councillors Fiona CUNNINGHAM and Nicole JOHNSTON immediately rose and called for a division, which resulted in the motion being declared **carried.**

The voting was as follows:

AYES: 19 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 6 - Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRIRANGANATHAN and Nicole JOHNSTON.

The report read as follows⎯

**ATTENDANCE:**

The Right Honourable, the Lord Mayor (Councillor Adrian Schrinner) (Chair); Deputy Mayor (Councillor Krista Adams) (Deputy Chair); and Councillors Adam Allan, Fiona Cunningham, Tracy Davis, Vicki Howard, Kim Marx, Ryan Murphy and Andrew Wines.

#### A ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE YEAR ENDED JUNE 2022

**134/695/317/1232**

**87/2022-23**

1. The Divisional Manager, Organisational Services, provided the information below.

2. Sections 196(2) and (3) of the *City of Brisbane Regulation 2012* state that the Chief Executive Officer (CEO) must present financial reports to Council at least quarterly. The reports are to state the progress that has been made in relation to Council’s budget.

3. The Annual Operational Plan Progress and Quarterly Financial Report June 2022 (refer Attachment B, submitted on file) separately identifies and reports the financial results of Council’s Program Services (i.e. Council excluding Business Activities) and Business Activities. The written commentaries provide explanation of the figures.

4. Section 166(3) of the *City of Brisbane Regulation 2012* states that the CEO must present a written assessment of Council’s progress towards implementing the Annual Operational Plan to Council at regular intervals of not more than three months.

5. The previous financial report for the period ended 25 March 2022 was presented to Council on 24 May 2022. The current report relates to the year ended 30 June 2022.

6. The Divisional Manager provided the following recommendation and the Committee agreed.

7. **RECOMMENDATION:**

**THAT COUNCIL RESOLVE AS PER THE DRAFT RESOLUTION SET OUT IN ATTACHMENT A**, hereunder.

**Attachment A  
Draft Resolution**

**DRAFT RESOLUTION TO ADOPT THE ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE YEAR ENDED JUNE 2022**

As:

1. sections 196(2) and (3) of the *City of Brisbane Regulation 2012* require that the Chief Executive Officer (CEO) present financial reports to Council at least quarterly
2. section 166(3) of the *City of Brisbane Regulation 2012* states that the CEO must present a written assessment of Council’s progress towards implementing the Annual Operational Plan to Council at regular intervals of not more than three months,

then:

1. Council directs that the Annual Operational Plan Progress and Quarterly Financial Report for the year ended June 2022, as set out in Attachment B (submitted on file), be noted.

**ADOPTED**

#### B UPDATE TO CITY ADMINISTRATION AND GOVERNANCE POLICIES

**109/268/189/413**

**88/2022-23**

8. The Divisional Manager, City Administration and Governance, provided the information below.

9. Council operates in an environment that ensures our policies provide accountability, good governance, and structure. The policies attached in Attachments B to G (submitted on file) inclusive provide efficiencies and effectiveness in our ability to meet the outcomes of *Brisbane Vision 2031* and keep the community and Council’s employees and assets safe.

10. Council recognises the need to protect people, information and assets against a broad range of security risks and threats. The *AP191 – Security Policy* outlines key activities and responsibilities Council undertakes to provide a safe and secure physical environment for its people, information and assets.

11. As a result of the recent procedural review, changes to the current *AP191 – Security Policy* were identified. The proposed amendments to *AP191 – Security Policy* will support a principle-based approach to protective security and improve consistency of security practices across Council. The amendments also improve the layout and design of the policy to ensure it is fit‑for‑purpose for Council’s operational and governance requirements.

12. Council has established a risk management framework that supports the consistent and transparent identification, management and monitoring of risks. Central to this framework is *SP500—Risk Management Policy*. To ensure Council’s current risk management framework achieves this, a review was undertaken to identify opportunities to improve the effectiveness and consistency of risk management practices across Council. This review has resulted in amendments to *SP500—Risk Management Policy*. The proposed amendments to *SP500—Risk Management Policy* will further clarify how Council achieves effective risk management and maintains a functional "three lines of defence" model. The amendments also improve the layout and design of the policy to ensure it is fit–for–purpose for Council’s operational and governance requirements.

13. Council operates in an environment of public accountability in which it seeks to inform the public of issues under consideration and to be transparent in terms of the decision-making processes followed by Council and its committees. The corporate rule *AP212 Confidentiality Policy* provides guidance on how to appropriately deal with material identified as confidential.

14. Council ordinarily releases Council created information to the public if it is in the public interest to do so. However, during the course of its functions, Council will create, or come into possession of, confidential information. Council representatives have concurrent ethical and legal obligations to protect and maintain the confidentiality of certain information that Council creates or obtains in the course of governing Brisbane.

15. The Divisional Manager provided the following recommendation and the Committee agreed.

16. **RECOMMENDATION:**

**THAT COUNCIL RESOLVES AS PER THE DRAFT RESOLUTION SET OUT IN ATTACHMENT A**, hereunder.

**Attachment A  
Draft Resolution**

**DRAFT RESOLUTION TO APPROVE AMENDMENTS TO *AP191 SECURITY POLICY*, *SP500 RISK MANAGEMENT POLICY* AND *AP212 CONFIDENTIALITY POLICY***

As Council:

1. proposes to make the amendments to *AP191 – Security Policy, SP500 Risk Management Policy and AP212 confidentiality Policy,*

then Council:

1. approves the amendments to *AP191 – Security Policy* as set out in Attachment C (submitted on file)
2. approves the amendments to *SP500 – Risk Management Policy* as set out in Attachment E (submitted on file)
3. approves the amendments to *AP212 Confidentiality Policy* as set out in Attachment G (submitted on file).

**ADOPTED**

Chair: DEPUTY MAYOR, Economic Development and the Brisbane 2032 Olympic and Paralympic Games Committee report, please.

### ECONOMIC DEVELOPMENT AND THE BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES COMMITTEE

The DEPUTY MAYOR, Councillor Krista ADAMS, Civic Cabinet Chair of the Economic Development and the Brisbane 2032 Olympic and Paralympic Games Committee, moved, seconded by Councillor Sarah HUTTON, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair. I’m a little gobsmacked that we just divided on policies in E&C that are legislative changes and they voted against it, but I will go on to—

Chair: To the report.

DEPUTY MAYOR: No, I can go round the world, I can go round the world on some of those legislative reports because it was about procurement and the changes in procurement. We’re very, very proud in Economic Development that we are supporting our social enterprise and we are supporting our local buy, which I think Councillor CUMMING—over 84% on most months—

*Councillor interjecting.*

DEPUTY MAYOR: —in our local buy. So there are policies that do change—they do change from time to time, based on legislative requirements. That’s what we saw here today, but those opposite are too dense to understand that.

*Councillors interjecting.*

Councillor GRIFFITHS: Point of order.

DEPUTY MAYOR: However, what we can understand is the great success that we see.

Chair: Point of order to Councillor GRIFFITHS.

Councillor GRIFFITHS: That is unacceptable. My background is a special ed teacher; you don’t call someone dense.

Chair: Yes, Councillor ADAMS if you’d withdraw that comment please.

DEPUTY MAYOR: I’m happy to withdraw that comment.

Chair: Thank you Councillor ADAMS.

DEPUTY MAYOR: I’ll think of a better one next time.

*Councillors interjecting.*

Councillor JOHNSTON: Point of order.

Chair: Point of order to you Councillor JOHNSTON.

Councillor JOHNSTON: Yes, the policies we’ve just debated, which clearly the DEPUTY MAYOR doesn’t understand are about security, risk management and confidentiality. they’ve got nothing to do with procurement. So I’m not quite sure what she thinks she’s debating but it’s not what was on the agenda.

Chair: Thank you Councillor JOHNSTON, you’re now debating the point of order.

Councillor ADAMS, to the report please.

DEPUTY MAYOR: Thank you and again I’ll talk about Economic Development then just a little bit longer which is very important about government policies and the changes in government policies. Like in procurement, which we see from time to time—and we change our procurement policies to support economic development and business, but those opposite—bar Councillor TOOMEY—is—of course—obviously don’t fully comprehend that these are legislative requirements. They can’t get past their political mantra to understand the changes that are made in legislative policies from time to time. What do I have before me today is talk more about the Business Hub, which is a fantastic policy and a fantastic initiative by LORD MAYOR Adrian SCHRINNER and the Schrinner Administration to deliver the most small business friendly Council in Australia.

*Councillor interjecting.*

DEPUTY MAYOR: With our Brisbane Business Hub’s business support partners. I’m sorry, Mr Chair, I’m being interrupted. We have 156 designated facilitators, we have delivered workshops and provided export advice and support to business owners. We have more than 13,100 database contacts now. We have 66,700 website visitors over the last 12 months. More than 32,000 social media followers.

This is a business support community like no other in Brisbane, Queensland or Australia and it continues to grow. We have actually formally over 6,000 formal members. So the report before us last week showed us that our ongoing success is continuing to grow, particularly in the categories of events and workshops. The attendees of the workshops, the number of drop ins and the number of mentoring sessions.

I have to say, I’ve always been very proud of our call centre and the work that they do there in supporting our local community. We all know, as local Councillors, how much our residents love the call centre. They also love libraries. I think libraries get fairly high as well, but there’s not been an event that hasn’t got over 95% support from the attendees in the Business Hub this year, so that is a fantastic outcome.

Can I say—can I take this opportunity to thank the team of Brisbane Economic Development Agency, in particular the Manager of the Business Growth Talent and Industry Trades and that is Miriam Kent who does the most amazing job and presented to us last week.

Just so you don’t forget what’s on in the next week at the Business Hub, Win Government Business, a $6 Billion Opportunity, that’s by Gov Ready, a very exciting new SME (small and medium-sized enterprise) supporting other businesses to get into the profitable government revenue streams at Council, State and Federal Government.

On 25 August, the On The Couch With: Beth Mitchell, a networking event held once a month with an invited guest speaker, this one, Beth Mitchell—well Mitchell will experience her Brisbane Portrait Prize and her recent commission with Brisbane City Council.

Then also on 25th at 10am, the First Nations Business Frontier, Opportunities Past, Present and Future, that will be led by Prime Effect. It’s a panel workshop with First Nation business leaders who will discuss their learnings, winnings, setbacks and opportunities with other business owners. So the opportunities and the wins and the learnings at the Business Hub are absolutely endless. Again, as I do every week, I ask the Chamber to make sure they’re letting their local businesses know of the—just the drop-in centre if it’s nothing else than that and attend some of the workshops, but congratulations to the team on the outstanding work they’re doing.

Chair: Thank you.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I’m just going to rise to speak briefly on the one and only item in the Economic Development of the city and the Olympics portfolio, which is the Brisbane Business Hub, which I suspect has had more presentations in this Council than pretty much anything else. But I have to rise on this because I was a little bit confused about what legislative changes that we weren’t getting. I thought is there something in here that I’m unaware of, but there’s not. So the DEPUTY—

Chair: Councillor JOHNSTON to the item before us please.

Councillor JOHNSTON: Yes, I am, to the item. The item before us today is about the Brisbane Business Hub. The DEPUTY MAYOR stood up and said we all don’t know what we’re talking about, but the only matter before us today in this item is some stats on social media for the Brisbane Business Hub. Now if there’s some secret legislative changes that the DEPUTY MAYOR’s undertaking while she’s not on a junket to South Korea perhaps she’d like to bring them into the Chamber so we can all hear about them. But based on what she’s brought to the Chamber today, there’s a few social media stats here and some of them are actually quite illuminating.

*Councillors interjecting.*

Chair: Councillors in silence please. Any conversations, please take them outside.

Councillor JOHNSTON: Point 4, the Brisbane Business Hub, there have been 13,000 plus database contacts, 66,000 website visitors, 32,000 social media followers, the social—sorry the business support community is 6,000 members. Yet Council’s events for the year, On The Couch series, there were 582 attendees. Now if you take 6,000 members, that’s less than 10% of people who are your members that are actually coming to your events. Now I’m not sure that’s something to be proud of.

*Councillor interjecting.*

Councillor JOHNSTON: I’d be asking the question about why are there that many people perhaps having some contact with Council but then aren’t actually coming to the events that Council is putting on? So I found it quite interesting that the DEPUTY MAYOR put all these figures in but the reality of it is less than 10% of the people attending the events that she’s spruiking in this report, are actually members of the Brisbane business community. I think the big issue we’ve got there in Brisbane at the moment is that this Administration is failing to recognise how we can stimulate the economy for everyone, that is we need to get on with flood recovery in the city. The failure to do so means that not only is the economic activity level in the city struggling, we’re seeing the failure to deliver on the ground services. Now that’s impacting on small businesses everywhere. Out my way, small business people, some had their businesses flooded—

*Councillor interjecting.*

Councillor JOHNSTON: —their homes flooded. There’s just zero support coming from Council. My question would be has there been a single On The Couch series about flood recovery for a small business?

*Councillor interjecting.*

Councillor JOHNSTON: Has—I know the Small Business Commissioner has been out there working hard, setting up flood hubs and with her team doing her best to make sure small businesses are supported, but I’d like to know what Brisbane City Council’s been doing. Because it seems to me that we’ve heard from the DEPUTY MAYOR the upcoming events are about artwork and Indigenous First Nations, which may be very interesting, I don’t know enough about it but—about what’s being presented but I’d be pretty certain that the artwork issue is probably not top of mind. So to be fair, I don’t think this reflects the success story that Councillor ADAMS thinks it is. I suggest she spends more time doing her job than going on junkets overseas, as she’s done the whole time that she’s been a Councillor in this place with very little return for the City of Brisbane.

Chair: Further speakers? Any further speakers?

DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair. I’ll just make it clear, obviously, as a Chair in this place, which Councillor JOHNSTON probably doesn’t realise, as she never has been one is that you can talk around the world in your report.

*Councillor interjecting.*

DEPUTY MAYOR: I’ll give her a credit. She missed out two weeks ago, she had to say something about the travel, but I am proud to be representing the city to make sure engaging with cities around the world for best practice on what we get out of 2032. What we do need to get out 2032 is supporting our local businesses and the Business Hub, which sees over—nearly 600 people turning up to just the On The Couch series. That doesn’t count the workshops and the mentoring and the other events—just the On The Couch—is 10% and the online, for those who work out of hours and the on call that are out of hours as well. This is a good news story and the bitter and twisted Councillor for Tennyson needs to understand that we are working hard on flood recovery and this is a very important part of it.

Chair: Thank you. We now move to the vote on this report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Economic Development and the Brisbane 2032 Olympic and Paralympic Games Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

The Deputy Mayor, Councillor Krista Adams (Civic Cabinet Chair), Councillor Sarah Hutton (Deputy Chair), and Councillors Greg Adermann and Jared Cassidy.

**LEAVE OF ABSENCE:**

Councillors Fiona Hammond and Councillor Kara Cook.

#### A COMMITTEE PRESENTATION – BRISBANE BUSINESS HUB UPDATE

**89/2022-23**

1. The General Manager, Business Growth, Trade and Talent, Brisbane Economic Development Agency, attended the meeting to provide an update on the Brisbane Business Hub (BBH). She provided the information below.

2. The BBH serves as a central venue offering the following to business owners:

- business events and workshops

- mentoring sessions

- co-working space

- online learning and access to resources

- a community of businesses.

3. The Committee was shown BBH’s business support partners which, together with 156 designated facilitators, deliver workshops and provide expert advice and support to business owners.

4. The BBH business support community includes more than 13,100 database contacts, 66,700 website visitors, and 32,100 social media followers. The business support community is experiencing continued growth and includes over 6,000 members.

5. The Committee was shown the business support results for the 2021-22 financial year that demonstrate BBH’s ongoing success and continued growth in the following four categories:

- the number of events and workshops conducted

- the number of attendees at events

- the number of drop-ins at the BBH

- the number of mentoring sessions conducted.

6. The ‘On The Couch’ series held at the BBH offers business owners an opportunity to hear from guest speakers from a diverse range of business types. There have been 582 attendees with a 100% satisfaction rate. The series has included Brisbane-based thought leaders, such as Alice Barbery, Tracey Mathers, Cathie Reid, Ronnie Benbow, John Collins, Gert-Jan de Graaff, Duku Fore, Libby Trickett, Nir Davidson and Matt McKay.

7. The Lord Mayor’s Women in Business Grant was launched in October 2021, and received 466 applications. The 54 grant recipients were announced in February 2022, receiving over $8 million of economic impact support. Marketing of the grant had a community reach of 3.9 million people, and 147 full-time equivalent jobs were supported.

8. BBH held a mentor appreciation event that included 68 mentors with diverse business expertise. 200 mentoring sessions were delivered with a 100% satisfaction rate. The future of mentoring includes mentor development and scaling diversity and inclusion.

9. The Committee was shown examples of business support feedback received from event attendees, which expressed appreciation of the successful initiatives, support and expertise offered by the BBH.

10. BBH recently launched the MedTech business growth initiative. . The initiative aims to accelerate the global scale of local MedTech companies. An industry launch was held on 15 August 2022, and applications for early stage cohorts will close on 7 September 2022. Delivery of the initiative includes:

- delivering an accelerator syllabus from 5 October 2022 to 20 December 2022, in global partnership with Life Science Nation

- scaling a cohort of 10 early stage ventures

- building capability in regulation and investor readiness

- building pathways to global capital licensing for expansion and talent attraction

- amplifying industry success through marketing

- attending the J.P. Morgan Redefining Early Stage Investment investor conference in San Francisco in 2023.

11. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the General Manager for her informative presentation.

12. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

Chair: Councillor MURPHY, Transport Committee report please.

### TRANSPORT COMMITTEE

Councillor Ryan MURPHY, Civic Cabinet Chair of the Transport Committee, moved, seconded by Councillor Angela OWEN, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Councillor MURPHY.

No? Thank you.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Well, that’s illuminating, isn’t it? The Metro project’s got so bad, the Chairman doesn’t even want to talk about it. The item before us today is about changes to the Brisbane Metro Cultural Centre station which is a part of the botched—the botched Brisbane Metro project.

*Councillor interjecting.*

Councillor JOHNSTON: The Chair’s even walked out, this is his own area. So he doesn’t want to talk about it. This is the LNP’s signature project and has been for multiple elections. The Chairperson responsible has—doesn’t want to speak about it and has just walked out of the Chamber. This project has just gone from bad to worse and I just want to put on the record some concerns about this specific part of the project that relates to the changes to the new Cultural Centre station. So originally this was supposed to be an underground new station. It was going to provide a new underground point for vehicles—buses? Yes, big bendy-buses on the Metro route. Now that got junked. So now we have the terrible solution where the busway ends at Melbourne Street. There is a surface solution which is already terrible for pedestrians, terrible for cyclists; now we’re going to have all these buses crossing into a new at surface busway stop at the Cultural Centre.

I just want to put on the record my concern now about the pedestrian connectivity to this. I note in this that it is an at grade solution for pedestrians which means that we’re going to have pedestrians crossing the road at Melbourne, Grey—and Grey Street at South Brisbane. There is an overpass for QPAC (Queensland Performing Arts Centre) at the moment, but that’s designed to facilitate movement—limited movement. It strikes me that this Administration has failed to present a safe cycling solution to support active travel to the busway at the Cultural Centre. I want to put on the record my concerns about the overall project, which I have many times. But specifically Council’s failure here to design pedestrian-friendly access to the Cultural Centre bus stop. I feel that a lot of pedestrians are going to be put at risk here because of the poor design and the at-grade solution that is being offered by the Administration.

Chair: Thank you.

Any further debate? No further debate?

Councillor MURPHY.

Councillor MURPHY: Thank very much, Chair. Just briefly wanted to thank—pay tribute to Nelson Savanh one of my Policy Liaison Officers in active transport—previously was working for Lime, RACQ—has worked in a number of professional capacities for a number of elected officials over many years. This Friday will be his last day working for myself and the LORD MAYOR. I just wanted to thank him for all the work that he’s done for active transport policy and projects in our city during the time he’s been working at City Hall and wish him well into the future. Thank you, Chair.

*Councillor interjecting.*

Chair: Thank you.

We now move to the vote on the Transport Committee report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Transport Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Ryan Murphy (Civic Cabinet Chair), Councillor Angela Owen (Deputy Chair), and Councillors Jared Cassidy, Steven Huang, David McLachlan and Jonathan Sriranganathan.

#### A COMMITTEE PRESENTATION – BRISBANE METRO CULTURAL CENTRE STATION

**90/2022-23**

1. The Deputy Project Director, Metro Project Delivery, Brisbane Infrastructure, attended the meeting to provide an update on the Brisbane Metro Cultural Centre station. He provided the information below.

2. The Brisbane Metro urban realm design is informed by three principles – City, People and Place. The Committee was shown maps and artist impressions of how these principles are applied across the inner city works areas.

3. Key features of the Queensland Cultural Centre’s significantly enhanced urban realm include:

- decluttered streetscape

- wider footpaths

- additional pedestrian crossing at Melbourne Street and Grey Street, South Brisbane

- increased vegetation and shaded walkways

- improved active transport connectivity, including extended provisions to Manning Street, South Brisbane

- a new pocket park at 125 Grey Street, South Brisbane

- a new bus layover and drivers’ facility on Merivale Street, South Brisbane.

4. Key features of the new, at-grade Cultural Centre station include:

- improved platform functionality with accessibility improvements and operational changes

- integrated public art in platform canopies

- a delineated, shared cycleway at the rear of the outbound platform.

5. The Queensland Cultural Centre station construction works will occur in the following stages:

- the site compound at 125 Grey Street, with a pocket park to follow, commenced in April 2022, scheduled to be completed in mid-2024

- Queensland Performing Arts Centre lift construction works commenced 3 June 2022, scheduled to be completed in early 2024

- permanent traffic changes to Melbourne Street, Grey Street and Hope Street commenced 11 July 2022

- central lift demolition will occur once temporary platforms are in place, scheduled for late August 2022 to late 2022

- temporary outbound bus platforms works commenced 15 August 2022, scheduled to be completed in late 2023

- temporary inbound bus platform works will commence December 2022, scheduled to be completed by mid-2023

- overall construction is expected to be completed in mid-2024.

6. The Committee was shown maps and project plans outlining traffic and transport changes, Cultural Centre platform changes and temporary outbound platforms. Two new platforms will be installed for outbound services, with the temporary platform lengths to be greater than the current platforms.

7. The next stage of construction is scheduled to commence in December 2022, running until June 2023. The Committee was shown a map of the works to be completed, with impacts on traffic, pedestrians and cyclists explained.

8. Council will implement a 12-month trial of a free bus loop service during construction of Brisbane Metro, to be implemented in early 2023 to early 2024. The service is intended to mitigate cumulative construction impacts of projects occurring in the precinct. Commencement of the service was delayed from September 2022, in order to provide an additional stop on Grey Street. Construction work on new and existing bus stops will commence in late 2022.

9. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Deputy Project Director for his informative presentation.

10. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

Chair: Councillor WINES, Infrastructure Committee report, please.

### INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Peter MATIC, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair. The report to the Committee last week was about Innovation, Sustainability in a Circular Economy. It’s part of Council’s ongoing commitment to recycling and reuse within our road network, in particular. The presenters spoke to a range of tools and inputs that we use to decrease waste and try to restore and regenerate and extend the lifecycle of products that we buy once but reuse many times. It allows waste to be repurposed into a usable, resource. One of the best examples that we use in our system is the recycling of asphalt, glass, soft plastics, crumbed rubber, crushed concrete and how they’re reused in asphalt and concrete footpaths. As it’s been a long focus of this organisation to have a sustainable management system and our roads—while they’re susceptible to environmental deterioration and require extensive maintenance—the repurposing of materials within them extends the life of those surface minerals and reduces demand for raw materials, decreasing landfill, lowering carbon emissions and also lowering the call on the Council’s quarries.

In financial year 2021-22, 54,000 tonnes of reclaimed asphalt pavement was used in Council’s road projects. Brisbane continues to be a leader in this space and we have a dedicated process for the last 30 years where we will use 20% of all asphalt in our roads is reclaimed asphalt pavement. We are continuing to find methodologies where we attempt to increase that 20% to 40%. There have been some instances where that has occurred: one on Old Cleveland Road, another example in Cannon Hill and another example in Keperra as we are attempting to get the reclaimed asphalt to higher percentages. The reason that it is at those levels is because asphalt does deteriorate. The quality that is used in the road deteriorates over time.

Therefore to get above 20%, we have to provide an additive to the asphalt mix to make it more malleable and for it to take better and for it to form the road surface in a way that’s more usable and more in line with the standards that we expect. We understand for every kilometre of road the bitumen modifier that I was just discussing can reduce carbon emissions by 30%, save 481 tonnes of carbon, recycle 80,000 plastic bands—bags, I should say; 80,000 of plastic bags, and 18,000 units of toner powder and—from printer cartridges. So as you can hear, I’ve gone over a whole range of things that we reuse, whether it be rubber tyre—

*Councillor interjecting*

Councillor WINES: Well, you may learn something, Councillor MURPHY, if you—we use rubber tyre, we use toner ink, we use reclaimed asphalt, among many other things—glass bottles—are all used to try and make our road surfaces and our concrete paths more sustainable, our kerb and channel and a whole range of things to make sure that we only use what’s necessary and we look for ways to continue to innovate and continue to be more sustainable.

Chair: Thank you.

Is there any further debate? No further debate.

I put the motion before us, the Infrastructure Committee report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Infrastructure Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Andrew Wines (Civic Cabinet Chair), Councillor Peter Matic (Deputy Chair), and Councillors Steve Griffiths, Sarah Hutton and Charles Strunk.

**LEAVE OF ABSENCE:**

Councillor Fiona Hammond.

#### A COMMITTEE PRESENTATION – ASSET MANAGEMENT – INNOVATION, SUSTAINABILITY AND CIRCULAR ECONOMY

**91/2022-23**

1. The Strategic Manager, Asset Management, Brisbane Infrastructure, attended the meeting to provide an overview on asset management. He provided the information below.

2. Council uses a circular economy model as part of its commitment to sustainable business practices. A circular economy aims to decrease waste production by maintaining the value and utility of resources through a restorative and regenerative system that extends the lifecycle of a product. This process allows waste to be repurposed into a useable resource. This is achieved through recycling, remanufacturing, refurbishing, reusing, redistributing and/or repairing resources and materials. Examples of sustainable asset management practices include the recycling of asphalt, glass, soft plastics, crumbed rubber and crushed concrete. These are all materials that can be used in reclaimed asphalt pavement (RAP).

3. Sustainability is a key focus for Council’s management of Brisbane’s road assets. Council’s road network is 5,835 kilometres in length and worth $7 billion. The majority of Council’s road network consists of low-speed roads that provide direct property access, which are susceptible to environmental deterioration and require extensive maintenance. The construction and maintenance of such an expansive network presents many challenges, including the production of significant waste material and high consumption of resources. A sustainable approach is necessary to decrease Council’s environmental impact and lower maintenance costs associated with the repair and construction of road assets. The repurposing of RAP extends the lifecycle of existing surfacing materials, reduces the demand for raw materials, decreases landfill waste and lowers carbon emissions for Council’s road projects.

4. Council works closely with the Asphalt Innovations Working Group (AIWG) to drive improvement in managing Brisbane’s road network. The focus for the AIWG is environmental and financial sustainability by finding innovative and cost-effective surfacing solutions for long‑term durability. Council and the AIWG are investigating new pavement and surfacing techniques that can be implemented as part of Council’s road asset management strategy.

5. The Committee was shown a diagram depicting a cross section of a road and where recycled material can be used. Council permits recycled materials to be used in the wearing surface, base, sub-base and sub-grade components. New asphalt contains up to 20% RAP, which ensures the integrity of road surfaces are not compromised by environmental practices. In the 2021-22 financial year, 54,000 tonnes of RAP was used in Council road projects. Council is a recognised leader in the use of RAP as the process has been in place for over 30 years.

6. Current recycling practices include the stabilisation of old concrete and gravel pavements. The rehabilitation and recycling of gravel and concrete is a lower cost alternative to the full reconstruction of local roads.

7. The Committee was shown two recent projects delivered under the Smoother Suburban Streets program, where 40% RAP was used in the asphalt surfacing on heavily trafficked roads compared to the standard 15%. The Australian Flexible Pavements Association (AFPA) has been exploring the potential of using bitumen rejuvenators to incorporate over 40% RAP into asphalt mixes. A demonstration pavement using the 40% RAP mix with rejuvenator and bitumen was laid on 12 June 2022 on Old Cleveland Road, Coorparoo, between Kirkland Avenue and Shakespeare Street.

8. Council has commenced a project to incorporate small amounts of crumbed tyre rubber into residential street asphalt. Council hopes the material will improve the lifecycle of tyre materials and asphalt performance and reduce the cost of road surfacing. This technology is a world first and initial laboratory testing is showing positive results. Demonstrations using a small amount of crumb rubber in bitumen in the residential surfacing mix were performed in Cannon Hill and Keperra in February 2021.

9. A Better Brisbane Proposal trial is underway to investigate how waste materials can be used to create bitumen for road projects. The trial is developing an asphalt modifier using mixed soft plastics, such as single-use and reusable plastic bags, mixed with toner powder and recycled oil. The vendor claims that for every kilometre of road, the bitumen modifier can:

- reduce carbon emissions by 30%

- save 481 tonnes of carbon

- recycle 80,000 plastic bags and 18,000 units of toner powder from used printer cartridges.

10. Council understands the need to continue to reduce the environmental impact of road projects and is committed to innovation and collaboration to research emerging technologies and innovative strategies for waste management solutions. The size and value of Brisbane’s road network provides the opportunity for Council to assert itself as an industry leader for road asset management.

11. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Strategic Manager for his informative presentation.

12. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

Chair: Councillor ALLAN, City Planning and Suburban Renewal report, please.

### CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE

Councillor Adam ALLAN, Civic Cabinet Chair of the City Planning and Suburban Renewal Committee, moved, seconded by Councillor Fiona HAMMOND, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair. In last week’s Committee presentation, we were provided with an update on the Moorooka War Workers Housing Estate. The estate was built in the 1944-45 period and it’s the only large-scale, fully‑planned housing estate for war workers in Queensland. The estate was recognised as having heritage significance being unique in Australia and a highly intact example of a war workers’ housing estate representing the contribution of civilian war workers to the war effort. It comprises 180 properties of which 163 contain an original cottage. The proposed temporary local planning instrument (TLPI) will provide interim protection to the estate while the City Plan Heritage overlay is amended.

Specific guidance has been provided regarding the existing cottages and their setting, extensions and subdivisions, with consideration given to balancing modern living with conserving the heritage values. Some of the requirements include retaining the front yard open space, rear extensions within the set building envelope, no demolition or relocation of the cottages, compatible new construction for new builds, outbuildings are to be located to the side and rear, including sheds and also compatible fence designs to maintain consistency. The TLPI was adopted by Council on 2 August 2022 and approval from the Queensland Government Minister is due on 2 September 2022.

A major amendment to the City Plan will be included to ensure the estate is captured in our Heritage overlay. A letter providing supporting information will be provided to all property owners within the estate, and I’ll leave further debate to the Chamber.

Chair: Thank you.

Is there any further debate?

Councillor GRIFFITHS.

Councillor GRIFFITHS: Yes. Thank you, Mr Chairman, and I rise to just say a few words on this. The Moorooka War Workers estate was or has been previously protected under the City Plan, so this is just an additional layer of protection. It’s sort of sold that this Council was actually protecting it. It was already protected and it had been protected under a Labor administration. So this layer, I welcome this layer of protection, I think it’s good. I think it gives people certainty about how they can extend these houses, but in speaking to Council officers, the advice is we seek to protect areas of housing, character housing, because it offers something to the city. But in the plan, as it has changed over the years, we moved from a whole area down to three houses together, which is called a streetview, down to now individual houses.

Councillor ALLAN: A point of order, Mr Chair. I think you’ll find these—

Chair: A point—excuse me, Councillor ALLAN. Make—your point of order is?

Councillor ALLAN: I think you’ll find that the points that Councillor GRIFFITHS is touching upon aren’t reflected in this particular Committee presentation.

Councillor GRIFFITHS: I knew you’d say that.

Chair: So your point of order is about relevance.

Councillor GRIFFITHS: I knew this. So tomorrow night I’m having a meeting with residents and we’re going to discuss this Moorooka War Workers—

*Councillor interjecting.*

Chair: Councillor.

Councillor GRIFFITHS: We’re going to have a—meeting of residents and then they want to hold a public meeting. I’ll be sure to invite Councillor ADAMS, but more so we want to see the Mayor there. We’ll hold a public meeting so that residents can for sure have the opportunity to tell the Administration about character homes and how important they are in Moorooka. I understand that the LNP voted to protect these character homes, but there’s 200 character homes that they’re proposing to remove protection from; 200 character homes you’re proposing to remove protection from. Residents have a right to express to you that it would be very hypocritical to protect one area of the ward and then remove protection from character homes in another area of the ward.

So I look forward to meeting with those residents and talking about this meeting today and I can even in time direct them to the video of this meeting, but this is really important for the local community. The Administration has jumped on it and I think it’s good; we support it. In fact, every Councillor in the place supported it. But we should have a Council in this place that is genuinely concerned about protecting character homes across the city, not just in large areas, but also individually as well. That’s what I’m clearly saying here, that’s my position, and that’s my position in Moorooka, Salisbury and Nathan as well. Thank you, Mr Chair.

Chair: Thank you.

Any further debate?

Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair. Look, just to try and clarify the point that Councillor GRIFFITHS is making, there are 200 character homes that are part of a number of areas that are currently captured in the draft strategy that are under investigation. This sort of notion that the 200 homes are automatically going to be wiped out—it’s just not accurate. I just repeat that they are part of an area that’s in—or under investigation. Councillor CASSIDY, last week, raised the issue of these homes being destroyed and demolished. I just think it’s premature to make those statements without recognising—and letting the community know that they’re actually in areas for investigation—and to make the leap to this notion that they’re going to be destroyed is—as I said, it’s premature and it’s inaccurate.

Chair: Councillor GRIFFITHS.

Councillor GRIFFITHS: A point of order.

Chair: You’re raising a point of order or—

Councillor GRIFFITHS: Yes. I’d just like to ask the Councillor a question.

Chair: Councillor ALLAN, will you answer a question?

No.

Councillor GRIFFITHS: I think he won’t.

Chair: Have you concluded?

We now move to the vote on the City Planning and Suburban Renewal Committee report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the City Planning and Suburban Renewal Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Adam Allan (Civic Cabinet Chair), and Councillors Lisa Atwood, Peter Matic and Charles Strunk.

**LEAVE OF ABSENCE:**

Councillor Fiona Hammond (Deputy Chair) and Councillor Kara Cook.

#### A COMMITTEE PRESENTATION – MOOROOKA WAR WORKERS’ ESTATE

**92/2022-23**

1. The Strategic Planning Manager, City Planning and Economic Development, City Planning and Sustainability, attended the meeting to provide an update on the Moorooka War Workers’ Housing Estate (the estate). She provided the information below.

2. Bult in 1944-45, the estate is the only large-scale, fully-planned housing estate for war workers in Queensland. The estate was identified through research undertaken for the Nathan‑Salisbury‑Moorooka neighbourhood plan, and is an integral part of the Salisbury war industries local heritage. The Committee was shown aerial images taken in 1946 and 2019, showing a comparison of the layout of the estate demonstrating that it has remained highly intact.

3. The estate is identified as heritage-significant as it is a unique, rare and highly intact example of a war worker housing estate in Australia. Comprising 180 properties, of which 163 are original cottages, the estate represents the contribution made by civilian war workers to the Allied war effort, including munitions production. The estate design uses Radburn planning principles, encompassing footpaths, curvilinear streets, cul-de-sacs, parkland and standardised house designs, siting and construction. The lots are set in an extensive space providing open areas for residents.

4. The proposed Temporary Local Planning Instrument (TLPI) will provide interim protection to the estate while the City Plan Heritage overlay (the overlay) is being amended. The TLPI requires the properties to be treated as though they were included in the overlay. Specific guidance has been provided regarding the existing cottages and their setting, extensions and subdivisions with consideration given to balancing modern living while conserving heritage values.

5. The TLPI proposes to protect the following:

- layout of the estate and lot

- retention of open spaces

- the rhythm of the street

- standardised design of the cottages

- lightweight construction

- how the cottages ‘sit’ on the lot

- fencing

- setbacks to car ports.

6. Requirements of the TLPI apply to subdivisions, extensions, additions and alterations of the original cottages, and building new structures such as car ports and fences. The TLPI requirements include:

- retaining the cottage location

- retaining the front yard open space

- rear extensions within the set building envelope

- no demolition or relocation of cottages

- compatible new constructions for new builds

- outbuildings to be located to the side and rear, including sheds

- compatible fence designs to maintain consistency.

7. The Committee was shown the following diagrams demonstrating compliance requirements of extensions and additions to the original cottages:

- building extension envelope plan

- building extension envelope elevation, including requirements of rooflines

- car accommodation (to be located at the rear of the house)

- fencing.

8. The TLPI was adopted by Council on 2 August 2022, and approval from the Queensland Government Minister is due on 2 September 2022. A major amendment to the City Plan will be to include the estate in the Heritage overlay. A letter providing supporting information will be provided to all property owners within the estate.

9. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Strategic Planning Manager for her informative presentation.

10. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

Chair: Councillor DAVIS, Environment, Parks and Sustainability Committee report, please.

Councillor DAVIS: Thank you, Mr Chair. I move that the report—

Councillor GRIFFITHS: A point of order.

Councillor DAVIS: —of the Environment—

Chair: A point of—excuse me.

Councillor?

Councillor GRIFFITHS: Sorry. It’s just can I just check, I want to take Clause B for voting.

Chair: Well, let’s get to the report first.

Councillor GRIFFITHS: Yes, yes. Okay.

Chair: We’ll move, then you can do whatever you like—up to a point.

Councillor DAVIS, please, the report.

### ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE

Councillor Tracy DAVIS, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee, moved, seconded by Councillor James MACKAY, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Is there any debate?

A point of order to you, Councillor GRIFFITHS.

**Seriatim—Clause B**

|  |
| --- |
| Councillor Steve GRIFFITHS requested that Clause B, PETITION – REQUESTING COUNCIL INSTALL WILDLIFE FENCING ALONG BOUNDARY ROAD AND PINE MOUNTAIN ROAD, HOLLAND PARK, AT WHITES HILL RESERVE TO PROTECT NATIVE ANIMALS, be taken seriatim for voting purposes. |

Chair: Okay.

Councillor DAVIS.

Councillor DAVIS: Thank you, Mr Chair. Last week’s Committee presentation showcased Council’s three environment centres where we are delivering an experience for residents that builds connection to the environment and looks to drive behavioural change. Over the past year, 831 activity events were delivered at the centres, with a 100% participant satisfaction rate with more than 121 visitors taking the time to visit Boondall Wetlands, Downfall Creek and Karawatha Forest. The environment education officers at each centre work with local schools to engage children in nature-based learning experiences and environmental educational activities in line with their school’s curriculum. In fact, the program is on track to deliver 400 lessons to more than 10,000 students over the next year.

For youngest children, Bush Kindy activities and the Creek Neighbours program educate kindergarten-aged children about their local environment importance and the importance for caring for Brisbane’s creeks and aquatic ecosystems. The centres also run a volunteer program which brings together diverse groups of residents who help build community and deliver greater services for visitors, and these includes activities like guided walks, birdwatching for beginning and assisting, of course, with Bush Kindy activities. We did hear a lovely story that during the COVID lockdown, centre volunteers came together to create craft and activity kits using upcycled and recycled materials and natural materials, so that that could be delivered to local families.

It’s a wonderful program and it too had a 100% participant satisfaction rate. Mr Chair, I’m very lucky to have the Downfall Creek Bushland Centre in the McDowall Ward with almost 25,000 visitors coming along last year. It’s nestled in the Raven Street Reserve, which offers accessible bushland walking trails and bikeways with the centre boasting a new playground—which my grandchildren give a rating of 10 out of 10 to, a community composting hub and free native plants nursery. Mr Chair, each of the centres has its own unique look and feel, so residents can enjoy quite different experiences at each location. I know that our very passionate environment education officers are always very excited to welcome visitors to enjoy our natural reserves and to encourage positive environmental outcomes.

Item B is a petition of 117 signatures requesting Council install wildlife fencing along Boundary and Pine Mountain Road at Whites Hill Reserve. I’ll leave further debate to the Chamber. Thank you.

Chair: Thank you.

Is there further debate on this report?

Councillor GRIFFITHS.

Councillor GRIFFITHS: Sorry, yes. Thank you, Mr Chair. So I’ll rise to speak on both these issues. Clause A is the environmental centres presentation. I welcome the environmental centres, they’re obviously doing great work in the city. As I’ve raised in this Chamber before, we could have another environmental centre if we worked with Griffith University. They are keen to work with us, particularly on weekends. They have a healthy population and a growing population of koalas seven kilometres from the city. They’re accessible and it wouldn’t—it just makes sense. I, as the local Councillor, will continue to work with them on doing this. In relation to the petition, I was surprised neither of the Councillors got up in relation to this petition. We won’t be supporting this petition.

I was informed today—I asked for the stats of the number of deaths of koalas on this section road and was told there’s been 20 deaths of koalas in five years. Now, obviously, there’s going to be a lot more if you go back further in time. While I drive along this road frequently, there’s a few things I don’t understand. I don’t understand why we haven’t reduced the speed limit along this section of road, it’s currently 70 k. I know through Toohey Forest we have similar issues, the speed limit has gone down to 60. If you look at the practice of Griffith University, they actually have koala season, where they have a lower speed limit throughout the university to stop death of wildlife.

So I’m just saying I don’t think there’s a lot of creativity in this response. I understand that a—I’ve seen a big log sort of structure built over the road, so the koalas can go up. There’s a small section of fencing to capture the koalas to direct them up and over. In speaking to people who know a lot more about this than me, they are saying we’re capturing the koalas in this section, allowing them to cross the road safely, but then essentially they go into an urban footprint. So I’m just wondering what sort of street tree planting we’re doing, what sort of remediation we’re doing? If we’re saying it’s okay for our koala population to move through this forest, what are we doing? I know with my—and I see Councillor ADAMS.

She’s—she wants to speak up, but she had a chance. In around Toohey Forest what we’ve done is we’ve worked very closely with the Asset Services or whatever they were called previously. We actually undertook significant street tree plantings around the suburbs that adjoin Toohey Forest, native street tree planting to get a better outcome for the wildlife moving in and out of the forest. So my concern here is that we aren’t extending this fencing right along the road. We’ve got traffic travelling—a lot of a traffic travelling at 70 kilometres an hour. We know we’ve had 20 deaths. We’ve fenced a small section of the road, why aren’t we fencing the whole section of the road?

I have to say from what I’ve done and what I’ve funded with the local groups in Toohey Forest, we got Main Roads to do wildlife fencing along part of the South East Freeway, but there’s also a large section of Toohey Forest that wasn’t covered by this fencing. So I paid $80,000 out of my trust fund to get that fencing done. I would put it to the two Councillors who are here, why don’t you put some money towards fencing here to stop these deaths or to redirect the wildlife back into the forest? That’s the way it has been presented to me by experts is that you actually try and harness the wildlife and push it back into the forest. There’s not many options for where it can go. I just think it’s disappointing that this is the response we’re giving back to the community. So, no, we won’t be supporting it. We think so much more can be done.

Chair: Further speakers?

DEPUTY MAYOR.

DEPUTY MAYOR: Thank you. I rise to speak on item B, and I have to say there is just one thing I agree with Councillor GRIFFITHS is that he often speaks to people that know a lot more about this than him. That is the whole point. The experts have looked at this and, unfortunately, although thoroughly supported at the time by Councillor CUNNINGHAM and myself, because this is our Boundary Road, by name and by nature, that this is—it was not suitable for fencing along this road because fencing is used—as it is used in Toohey Forest, as it is used along the areas there heading towards Griffith University and many other places across the city—fencing is used to funnel the animals to a safe crossing point, usually under the road.

We’ve done it at Dorrington Creek—Councillor MURPHY isn’t here, but we’ve done it at Dorrington Creek as well and we’ve built the furniture under the road as well for them to cross there. There is no safe crossing point on Boundary Road. It doesn’t go under, it dips—the road dips down, there is no underpass. There is nowhere for the animals to safely pass once they are trapped by that fence.

Speaking to people that know a lot more about this than Councillor GRIFFITHS and myself and the Chair, the experts have very clearly said no safe crossing point and all you would do, as it says in the paragraph here very clearly, if the Councillor for Moorooka would read, is that you will just trap the wildlife, koalas and everything else and they will not be able to get to their—to where they need to go, they will be trapped there, because it doesn’t lead to a safe crossing point in any point. So what was done, thank you very much with the support of the Federal Government, was to design a bespoke, first-of-its-kind koala crossing over the road where we know the majority of those hits that we saw over the last five years have occurred.

That’s higher up near the reservoir away from where the lights of the Whites Hill Reserve are, out of the dog off‑leash area, but they do love that area at nighttime as well. But closer up to where they do do the crossings and where we’ve seen the majority of the hits, so they can get up and over the road and there is fencing there that, just while the other fencing doesn’t work, this fencing funnels them to the—and it’s not a log, it is actually a very strong, steel structure that is covered with wood, so that the koalas think that it’s a tree, which is absolutely gorgeous—then it’s a basket structure over the top of the road, which then can help the koalas get across to where they go on the other side of the road.

I had the great pleasure of running into one of my residents—not running into, they came and saw us at our mobile office the other day, Councillor CUNNINGHAM, who said they had actually seen a koala crossing across the basket the other night as they were driving past, but because they were moving, they didn’t think to stop and take a photo of it, but they said it was absolutely fantastic which segues nicely to the moving on the road. Again, something else I agree with Councillor GRIFFITHS—two with Councillor GRIFFITHS is a bit of a record—would love to see the road—the speed of this road reduced. Would love to see the speed of this road reduced. We are trying again. We are working—it’s been to the speed limit review and this is the one I was specifically referring to when I spoke earlier about speed limit review and to the Committee as well.

Even going to try now to see if we can get it reduced doing the day—during the evening like they do out at Gumdale where they reduce it at nighttime, so people travelling feel comfortable at 70 during the day, because it is at night that they start moving, but we recognise that this is a highly sensitive areas for koala. Something that I am proud of—because we’ve got a lot of koalas in my area—not proud that we’re the Triangle of Death, as we might have been called in the Quest newspapers the other day. But this area, this vitally important area that Councillor GRIFFITHS believes strongly should have fencing for the number of koalas is less than two kilometres from Carrara Street that we bought as a reserve for the koalas as they move through the biodiversity corridor.

So, Councillor GRIFFITHS, you can’t have it both ways.

*Councillor interjecting.*

DEPUTY MAYOR: You can’t claim that there was no koalas two kilometres away and then claim we’re not doing enough for the koalas. Not to mention the local State Member who just gave an award to the chair of the Mount Gravatt Townhouse Group Against Development for the work in protecting koalas in Carrara Street by forcing Council to buy the land. Corinne has said thank you for the land that we bought at Carrara Street. Maybe Councillor GRIFFITHS needs to speak to his Federal mates—his—sorry, his State mates. I’d like him to, because if he can convince Minister Bailey to drop the speed limit on Boundary Road, we would be very, very happy. I want to thank the Council team and the Federal Government for the work they’ve done on the bridge.

My area has five wildlife awareness monitors—that’s how many koalas we have crossing on roads—to make sure that people slow down through this breeding season. As I said, very proud of the number of koalas that have been growing and have been expanding in the area, but we need to make sure that we are doing more and we doing the right thing followed by the right advice by the experts. To the point about planting, yes, they do go over into an urban area, we understand that. It’s been urbanised for decades, but the Finger Gullies Habitat Group, that I know Councillor CUNNINGHAM spends a lot of time with, plants every single week through those finger gullies that reach down into Boundary Road, wildlife habitat and flora for the animals, not just the koalas, in that extremely important biodiversity corridor through Mt Gravatt East, Holland Park and across to Holland Park West. I support the petition in the Chamber.

Chair: Thank you, DEPUTY MAYOR.

Any further speakers?

Councillor DAVIS? No?

We now move to the vote on this report, but in seriatim. So item A.

**Clause A put**

Upon being submitted to the Chamber, the motion for the adoption of Clause A of the report of the Environment, Parks and Sustainability Committee was declared **carried** on the voices.

Chair: Item B.

**Clause B put**

Upon being submitted to the Chamber, the motion for the adoption of Clause B of the report of the Environment, Parks and Sustainability Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Tracy Davis (Civic Cabinet Chair), Councillor James Mackay (Deputy Chair), and Councillors Jared Cassidy, Steve Griffiths, Sandy Landers and David McLachlan.

#### A COMMITTEE PRESENTATION – ENVIRONMENT CENTRES

**93/2022-23**

1. The Major Projects and Asset Coordination Manager, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an update on Council’s environment centres. He provided the information below.

2. Council has three environment centres located in iconic natural areas of Brisbane:

- Boondall Wetlands Environment Centre (established in 1996)

- Karawatha Forest Discovery Centre (established in 2016)

- Downfall Creek Bushland Centre (established in 1988).

3. The Downfall Creek Bushland Centre, located in Chermside Hills Reserve, is an urban oasis for local residents and a community hub for people to connect with nature. It has accessible bush walking trails and bikeways, a new playground, a community composting hub and a free native plants program which is very popular. The main demographic includes local kindergartens, retirement villages, people exercising and walking their dogs, local families and all abilities care groups. The centre received 24,197 visitors in 2021-22.

4. Located in Karawatha Forest with over 42 km of walking trails, Karawatha Forest Discovery Centre has a big nature play area and immersive experiences. It is set in a highly multicultural area of Brisbane and contains infrastructure such as barbecues and picnic tables, making it an important meeting place for many different celebrations and cultures. The Karawatha Forest Discovery Centre also supports a strong relationship with the Karawatha Forest Protection Society. The main demographic includes local kindergartens, people exercising and walking their dogs, local families, bush walkers, cultural groups and all abilities care groups. The centre received 73,327 visitors in 2021-22.

5. Situated in South East Queensland’s largest Ramsar-protected wetlands with a focus on migratory shorebirds, the Boondall Wetlands Environment Centre is a state-of-the-art wetland centre which connects people to the wetlands through technology and sensory experiences. It is close to Nudgee Beach and the popular Moreton Bay Cycleway. It also boasts an international partnership with the Yatsu Higata Wetlands known as the Wetland Affiliation Agreement. The main demographic includes people exercising and walking their dogs, local families, large special interest groups and cyclists. The centre received 24,271 visitors in 2021-22.

6. Council’s Environment Centre vision is to deliver a customer experience that builds connection to the environment and drives behaviour change. In 2020-21, the environment centres developed a planning framework to ensure the centres align and meet the strategic needs of Council. The CARE (connected, active, resilient and empowered) framework has been developed to ensure that all programs delivered through the centres align with Council’s *Brisbane Vision 2031*. The planning framework was shown to the Committee.

7. The environment centres have three customer experience streams:

- Visitor Services program – engages the wider community by ensuring the centres and experiences are welcoming, engaging and informative for everyone

- School program – delivers nature-based learning experiences for all local students that are aligned with their school’s curriculum

- Volunteer program – increases the reach and impact of the centres by bringing together a diverse group of community ambassadors to develop and deliver programs.

8. In 2021-22, the Visitor Services program has:

- delivered 831 activities to 11,695 residents with 100% participant satisfaction

- received a total of 121,795 visitors across all three centres

- provided community engagement activities, such as Wildlife presentations, Night adventures, Canoe discovery, Sustainable living seminars, Brisbane biodiversity seminar series, active and healthy programs, tailored group bookings and other events

- provided daily environmental experiences, such as Bush Kindy, Sustainable living workshops, guided walks (delivered in English, Arabic and Cantonese), and themed walks (Bush Kindy, forest therapy and bird watching).

9. The Bush Christmas event at Downfall Creek Bushland Centre was held on 15 December 2021 and had approximately 400 people attend. The event featured:

- a wildlife display with Bumpy the Wombat

- a brass band from Bands in the Park

- a Lord Mayor’s carolling trio

- a LED candlelit path for bushwalking at night

- a free wreath making and ornament decorating station

- a meet and greet with Sid the Squirrel Glider

- a free sausage sizzle provided by McDowall Ward Office

- a carbon calculator stall.

10. In 2021-22, the School program has provided:

- curriculum-linked programs suitable for all year levels

- 322 lessons to 9,427 school students.

The program is on track to deliver 400 lessons to over 10,000 students in 2022-23.

11. Bush Neighbours is a free school program that builds school, Council and local community partnerships to raise the profile of the local environment. It is aimed at Years 4-5 and is delivered over four sessions: a Bush Neighbour lesson in school, a wildlife show, a reserve visit and off-set planting.

12. Creek Neighbours is a highly successful face-to-face educational program for kindergarten students. In partnership with the Waterway Health Integration Team, it has a focus on educating, valuing and protecting Brisbane creeks. Since its launch in 2020, 253 lessons and 1,783 students and their families have been engaged with the program. This year saw the launch of the online program with 310 children having completed the program and 13 kindergartens signing up.

13. In 2021-22, the Volunteer program has:

- delivered approximately 83 volunteers

- provided benefit to environment centres through a dramatic increase in capacity and services

- increased visitor engagement through volunteer passion and ideas

- engaged 5,431 community participants through activities and volunteered approximately 2,890 hours of their time

- received 100% overall satisfaction from volunteers.

14. Some of the volunteer roles available include:

- interpretive guided walks in English and languages other than English, such as:

- bird watching for beginners

- bush kindy guided walks

- forest therapy walks

- greeter and centre support

- event support

- citizen science.

15. As a response to COVID-19 lockdowns and restrictions, volunteers created craft kits and delivered them to local families. Using upcycled and natural materials, the craft kits included origami, clay animals, wildlife masks, migratory shorebird kite-making kits and nature weaving frames.

16. The environment centres have a range of internal partnerships, such as:

- Free Native Plants Nurseries – Downfall Creek Bushland and Karawatha Forest Discovery Centres, with more than 7,796 free native plants given

- Community Composting Hubs – Downfall Creek Bushland and Karawatha Forest Discovery Centres, with more 620 households using these composting hubs

- Compliance – partnerships with Council’s Compliance and Regulatory Services

- Waterway Health Integration – Creek Neighbours program and Waterway Health Integration augmented-reality app

- Offsets and Restoration – offset plantings as part of the Bush Neighbour School program to assist in community plantings

- Energy and Carbon – hosting a pilot ‘cutting carbs’ mini event and investigating opportunities to promote the Brisbane carbon calculator

- Urban Forest – through the Sustainable Living series

- Biodiversity and Conservation Planning – providing reserve plans for Boondall Wetlands, Chermside Hills and Karawatha Forest, and Brisbane biodiversity seminars

- Green Community Engagement – Lord Mayor's Young Environmental Leadership Network, Future BNE and Green Heart Fair

- Biosecurity, Invasive Species and Wildlife Management – distribution of fire ant baits from Karawatha Forest Discovery Centre for residents of Calamvale Ward, hosting invasive species displays, engagement activities and volunteer flying fox counts.

17. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Major Projects and Asset Coordination Manager for his informative presentation.

18. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL INSTALL WILDLIFE FENCING ALONG BOUNDARY ROAD AND PINE MOUNTAIN ROAD, HOLLAND PARK, AT WHITES HILL RESERVE TO PROTECT NATIVE ANIMALS

**137/220/594/68**

**94/2022-23**

19. A petition requesting Council install wildlife fencing along Boundary Road and Pine Mountain Road, Holland Park, at Whites Hill Reserve to protect native animals, was presented to the meeting of Council held on 22 February 2022, by the Deputy Mayor (Councillor Krista Adams), and received.

20. The Divisional Manager, City Planning and Sustainability, provided the following information.

21. The petition contains 117 signatures.

22. Whites Hill Reserve supports a diversity of native wildlife, including koalas and wallabies. In recent years, Council has installed a variety of infrastructure in areas neighbouring Whites Hill Reserve to assist animals move through the landscape. Infrastructure includes a railing under the culvert at Pine Mountain Road and artificial habitat poles and fencing along Salvin Creek.

23. Council has installed several, custom-designed wildlife ‘climb-outs’ along Boundary Road, as there was evidence of wildlife becoming trapped on the steep batters. Council has also installed Wildlife Awareness Monitors (WAMS) along Boundary Road to raise driver awareness and reduce speeds. The WAMS have seen, on average, reduced driver speed by 6 km/h.

24. Wildlife fencing can be used to funnel wildlife towards safer crossing points across a road. However, it is generally only suitable along roads where there is a safe crossing point that wildlife have access to, such as an underpass under the road.

25. If wildlife fencing were installed without other infrastructure that allows wildlife to move across the road, it would prevent native animals from accessing important food and habitat resources or from escaping possible risks, such as bushfire. Further, it may inadvertently funnel fauna towards crossing other nearby busy roads, such as Cavendish Road. Therefore, the installation of wildlife fencing without other supporting infrastructure along Boundary Road and Pine Mountain Road at Whites Hill Reserve is not considered to be a viable option.

26. To further support safe wildlife movement at Whites Hill Reserve, Council has constructed a world first in koala crossings on Boundary Road, namely a custom-designed, overhead log bridge and associated wildlife fencing. The log bridge enables koalas to cross from the tree canopy, without having to return to the ground. The design will inform future wildlife crossing designs across Brisbane. This project was fully funded by the Federal Government through the Local Roads and Community Infrastructure Program and was completed in June 2022.

27. The petitioners’ raise concerns around the posted speed limit of 70 km/h along Boundary Road. In Queensland, speed limits are set in accordance with the Queensland Governments’ Department of Transport and Main Roads’ (TMR) *Manual of Uniform Traffic Control Devices*. Roads identified as potentially suitable for a Speed Limit Review (SLR) are subject to a formal review process, which considers the road’s function, recorded traffic speeds and volumes, environmental characteristics and crash data. The recommendation from the SLR is then presented to the Speed Management Committee (SMC) for endorsement. The SMC has representatives from the Queensland Police Service, TMR, and Council.

28. Council recently conducted a formal SLR for Boundary Road, after requests from the community and Councillors, taking the factors outlined above into consideration. The SLR found that the current 70 km/h speed limit is appropriate for this corridor, and the SLR results was presented to the SMC who endorsed the decision. Therefore, Council is unable to change the speed limit on Boundary Road.

Consultation

29. Councillor Krista Adams, Councillor for Holland Park Ward, and Councillor Fiona Cunningham, Councillor for Coorparoo Ward, have been consulted and support the recommendation.

Customer impact

30. The submission will respond to the petitioners’ concerns.

31. The Divisional Manager recommended as follows and the Committee agreed, with Councillors Jared Cassidy and Steve Griffiths dissenting.

32. **RECOMMENDATION:**

**THAT THE INFORMATION IN THIS SUBMISSION BE NOTED AND THE DRAFT RESPONSE, AS SET OUT IN ATTACHMENT A,** hereunder**, BE SENT TO THE HEAD PETITIONER.**

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/68

Thank you for your petition requesting Council install wildlife fencing along Boundary Road and Pine Mountain Road, Holland Park, at Whites Hill Reserve to protect native animals.

Whites Hill Reserve supports a diversity of native wildlife, including koalas and wallabies. Impacts to native animals because of vehicle strikes is always very regrettable and, therefore, Council is investing in wildlife movement infrastructure to help keep wildlife safe when moving around roads. In recent years, Council has installed a variety of infrastructure in areas neighbouring Whites Hill Reserve to assist animals move through the landscape. This includes a railing under the culvert at Pine Mountain Road, and artificial habitat poles and fencing along Salvin Creek.

It is acknowledged that wildlife vehicle strikes occur along Boundary Road. Council has installed several, custom-design wildlife ‘climb-outs’ along Boundary Road, as there was evidence that wildlife were becoming trapped on the steep batters. Council has also installed Wildlife Awareness Monitors (WAMS) along Boundary Road to increase driver awareness and reduce speeds. The WAMS have, on average, reduced driver speed by 6 km/h where they have been installed.

Your recommendation to install wildlife fencing along Boundary Road and Pine Mountain Road to prevent wildlife from accessing the road is noted. Wildlife fencing can be used to funnel wildlife towards safer crossing points across a road. However, it is generally only suitable along roads where there is a safe crossing point that wildlife have access to, such as an underpass under the road. If wildlife fencing were installed without other infrastructure that allows wildlife to move across the road, it would prevent native animals from accessing important food and habitat resources or from escaping possible risks, such as bushfire. Further, it may inadvertently funnel fauna towards crossing other nearby busy roads, such as Cavendish Road. Therefore, the installation of wildlife fencing without other supporting infrastructure along Boundary Road and Pine Mountain Road at Whites Hill Reserve is not considered to be a viable option.

To further support safe wildlife movement at Whites Hill Reserve, Council has constructed a world first in koala crossings on Boundary Road, namely a custom-designed, overhead log bridge and associated wildlife fencing. The log bridge enabling koalas to cross from the tree canopy, without having to return to the ground. The design will inform future wildlife crossing designs across Brisbane. This project was fully funded by the Federal Government through the Local Roads and Community Infrastructure Program and was completed in June 2022.

Your comments regarding the posted speed limit of 70 km/h along Boundary Road has been noted. In Queensland, speed limits are set in accordance with the Queensland Governments’ Department of Transport and Main Roads’ (TMR) *Manual of Uniform Traffic Control Devices*. Roads identified as potentially suitable for a Speed Limit Review (SLR) are subject to a formal review process, which considers the road’s function, recorded traffic speeds and volumes, environmental characteristics and crash data. The recommendation from the SLR is then presented to the Speed Management Committee (SMC) for endorsement. The SMC has representatives from the Queensland Police Service, TMR, and Council.

Council recently conducted a formal SLR for Boundary Road, after requests from the community and Councillors, taking the factors outlined above into consideration. The SLR found that the current 70 km/h speed limit is appropriate for this corridor, and the SLR results was presented to the SMC who endorsed the decision. Therefore, Council is unable to change the speed limit on Boundary Road.

The above information will be forwarded to the other petitioners via email.

Should you wish to discuss this matter further, please contact Ms Susan Dymock, Senior Program Officer Bushland Acquisition, Biodiversity and Conservation Planning, Natural Environment, Water and Sustainability, City Planning and Sustainability, on (07) 3403 9149.

Thank you for raising this matter.

**ADOPTED**

Chair: We now move on to the City Standards Committee report, please.

Councillor MARX, City Standards Committee.

### CITY STANDARDS COMMITTEE

Councillor Kim MARX, Civic Cabinet Chair of the City Standards Committee, moved, seconded by Councillor Steven TOOMEY, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair. Firstly, can I just start by thanking Councillor TOOMEY and especially the LORD MAYOR for allowing me to take off at the last minute last week. Those of us who get that one o’clock in the morning phone call will know that it’s not the best thing to happen. Unfortunately, my mother‑in‑law passed away very, very unexpectedly, so I had to fly back for the funeral and Councillor TOOMEY very ably stepped up into my role for me and I really appreciate that. Of course, I—

*Councillor interjecting.*

Councillor MARX: Yes. I did. I did come back with Kiwi Cootie, so, yes, which is the reason I’m wearing a mask—also the reason I’ve been leaving the Chamber—I know Councillor GRIFFITHS was questioning why I wasn’t in the Chamber—I thought it was prudent to leave rather than interrupt everyone’s speeches with multiple coughing fits, but potentially next time I’ll just stay here and cough a lung up in the Chambers.

*Councillor interjecting.*

Councillor MARX: So the Committee presentation that I sadly missed was on the rodent dog inspection program. I know everyone loves the dogs. I noticed there’s a few Chairs in the Chamber who like to claim the dogs as their own. So it’s always a fight on who owns the dogs, but basically it’s my officers who take them home and look after them, so I’m claiming them. LORD MAYOR met Rosie recently, the new puppy that has just joined the team. Unfortunately, we did lose one of our dogs; Emmy recently died of natural causes. Our officers who live with the dogs or shall I say the dogs live with the officers potentially love those dogs and are they are a much—part of the family, so it’s always very sad when something like that happens.

But Rosie is doing very, very well in her training and I also want to thank everyone for that and the officers. Also just want to add the comment that Councillor WINES talked about all the stuff that we add to the asphalt and mentioned rubber. Can I just make the comment that it does not make the road any bouncier by adding rubber to the asphalt. Thank you.

Chair: Thank you.

Is there any further debate? No further debate.

We now move to the vote on the City Standards Committee report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the City Standards Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Steven Toomey (Deputy Chair), and Councillors Greg Adermann, Peter Cumming and Sarah Hutton.

**LEAVE OF ABSENCE:**

Councillors Kim Marx (Civic Cabinet Chair) and Nicole Johnston.

#### A COMMITTEE PRESENTATION – RODENT DOG INSPECTION PROGRAM

**95/2022-23**

1. The A/Manager Public Space Operations, City Standards, Brisbane Infrastructure, attended the meeting to provide an update on the rodent dog inspection program (the program). He provided the information below.

2. Since the early 2000s, Council has recruited eight dogs for the program. Council’s preferred dog breed is the Australian Fox Terrier due to their high intelligence, sense of smell and affectionate nature. There are currently two rodent dogs in service, with an additional dog expected to join the team in late 2022.

3. In June 2022, one-month old Australian Fox Terrier puppy Rosie Meanjin was selected to join the program. Rosie will replace experienced senior dog Holly, who will be retired next year. Holly has completed approximately 1,500 rodent inspections during her career and received multiple commendations for her work. Rosie will be partnered with Holly during her training period.

4. The training process for new rodent dogs takes place over a 12-month period. New dogs are partnered with experienced dogs to assist with training practices. In their first three months, the dog will undergo routine training to wake up early and experience travelling to and from inspections. By six months, the dog will be showing signs of working independently and have commenced additional training, including familiarisation with the rat scent, instinct training, burrowing skills and exposure practice in a controlled environment. By nine months, the dog will be capable of working independently. Rodent dogs remain part of the squad for approximately eight years before being retired.

5. Council provides rodent dog inspections as a free service for residents. Rodent dogs are used to detect rats near residential properties and business but are not instructed to catch or trap rodents while performing an inspection. The purpose of an inspection is to identify if there is an infestation of rats in the area. Action to remove detected rodents is the responsibility of the property owner.

6. Following a number of questions from the Committee, the Deputy Chair thanked the A/Manager Public Space Operations for his informative presentation.

7. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

Chair: Councillor HOWARD, the Community, Arts and Nighttime Economy Committee report, please.

### COMMUNITY, ARTS AND NIGHTTIME ECONOMY COMMITTEE

Councillor Vicki HOWARD, Civic Cabinet Chair of the Community, Arts and Nighttime Economy Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair, and before moving to the Committee report, I just want to talk about a few things that have happened in the last week. Some of these are really important in terms of the wonderful Brisbane community. One of the first things that both Councillor ALLAN and I attended was the Northgate and Spring Hill Local Ambulance Committee AGM (annual general meeting). Can I just say that these people do the most amazing job as volunteers and Dee Weston has been doing that job for a very, very, very long time and it was great to hear that they are still supporting our wonderful ambulance workers and it was something that I thought was worth mentioning here today because I don’t think people generally realise that there is local ambulance committees out there and so I urge all Councillors, if they have one in their area, to support them.

I also attended the Vietnam Veterans’ Day on Thursday 18 August and it, again, was a wonderful opportunity, I think, for us to remember the Vietnam veterans and some of the difficulties that they had when they did return from active duty and some of the stories that we heard at the remembrance service were very moving. I was delighted to support Jenny Gregory, who’s the president of War Widows, and Jenny gave a very moving speech and talked about the fact that it’s not just the serving officers, but the families of those officers and, in her case, some of the war widows that they support so magnificently.

I then attended a photographic exhibition for My Journey, which was one of the activities that happened as a result of our Pathways out of Homelessness grants and one that we provided to Fiona Terry and Mission Australia for women over 55 who are at risk of homelessness. I think it’s worth mentioning to the Chamber that we have over 700 women over 55 who are homeless in Greater Brisbane. This is one of the reasons why the LORD MAYOR has been calling on the Federal Government to turn the former coronavirus quarantine facility at Pinkenba into a crisis accommodation for homeless women. These are often quite hidden women, because they’re not really part of any group.

That’s why this particular grant was so important and why the photographic exhibition was amazing to see the journey that these women had been on. So it really is something that I think that the Schrinner Council was very proud to support these women on that journey and will continue to do so. On Friday, I attended the Gold Star and Little Star event at my local library at New Farm. Can I just say, I know that each and every Councillor in this Chamber just loves those events and we can understand why. We had such excitement. We had a cake and every year those cakes just get bigger and bigger, but I can tell you that most of it disappeared by the end of the afternoon. So it was a fantastic event.

I really want to thank all of our librarians who just love these programs and do such a great job of encouraging our young people to enjoy the reading and to sort of move on their pathway to reading. On Friday night, I also attended the Queensland Symphony Orchestra’s 75th Birthday Concert. Again, what a great milestone for a fantastic organisation that provides so much enjoyment to the people of Brisbane. I also attended on Saturday an art exhibition with my local Rotary Club at my local church. Again, I sort of reflected on the fact that this is what Brisbane is all about. We had the local church providing a space for some of our artists who are in the more vulnerable category. The artists were just so thrilled that their work was on display. We had lots of locals coming in off the street to talk to everyone and it really was fantastic to see that coming together of the community.

Finally, on Sunday, I attended the World Refugee Celebration at La Boite Theatre, which again was called Our Journey. Once again, a great opportunity to see the wonderful communities that have made Brisbane home. So I just wanted to reflect today a lot on the community part of my portfolio and—but to also let you know that the nighttime economy is alive and well and the Brisbane Fashion Festival will be making sure of that in the next week. So thank you, Brisbane Fashion Festival, for what you do. Turning to the report, we had a wonderful report on The QUBE Effect.

Look, I am just so proud of this program and you’ve heard me talk about it in the Chamber before, but it was launched in 2015 and it’s had 188 participants over the past eight years. It just gets better and better every year and I just want to share with the Chamber a comment that was made by Sahara Herald, who was a mentor for The QUBE Effect this year and worked very closely with the group NXT, who were—who won the opportunity to perform at Splendour in the Grass. It might have been a little damp for them, but that was their prize.

She was so moved by her time of working with them and with Moondust Merchants, who are our producers, that she provided feedback on the positive impact that The QUBE Effect has had on the current ones, but also to comment that in her day that just didn’t exist. So it was a very moving, sort of, comment that she made to us. I think that it’s fantastic to see that this is working so well. So the 2023 program will run from November 2022 to June 2023 and it’s going to—The QUBE Effect 2023 awards will be held at the Brisbane Powerhouse in June/July 2023.

I know that all of you’ve received some information about that, so if you can encourage any of your emerging artists to participate, we know that it’s a fantastic experience for everyone concerned and I will leave further debate to the Chamber.

Chair: Thank you, Councillor HOWARD.

Is there any further debate? No further debate.

We now move to the vote on this report.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Community, Arts and Nighttime Economy Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Vicki Howard (Civic Cabinet Chair), Councillor Sandy Landers (Deputy Chair), and Councillors Peter Cumming, Steve Griffiths, James Mackay and Steven Toomey.

#### A COMMITTEE PRESENTATION – THE QUBE EFFECT 2022

**96/2022-23**

1. The Creative Communities Manager, Connected Communities, Lifestyle and Community Services, attended the meeting to provide an update on The QUBE Effect 2022. He provided the information below.

2. Launched in 2015, The QUBE Effect has had 188 participants over the past eight years. It showcases and promotes young and emerging Brisbane musicians, providing them live performance, promotional and professional development opportunities, and strengthening Brisbane’s liveability as a vibrant creative hub which aligns with Council’s *Creative Brisbane Creative Economy Strategy*.

3. In 2022, 60 applications were assessed by a panel of industry experts to choose 24 finalists. The finalists then worked one-on-one with industry mentors during sessions tailored to their individual needs. New producers, Moondust Merchants, were engaged to produce 23 professionally-filmed music videos. These music videos generated over 8,000 views on YouTube and more than 10,850 visits to Council’s website to vote for the People’s Choice Award. A total of 3,350 votes were received resulting in 28 paid performance opportunities for the finalists. The Committee were shown a video showcasing the artists and their music videos.

4. The QUBE Effect 2022 Awards involved the following award winners:

- Innovation Award – Laius

- QUBE Development Award – Bridget O’Shannessy

- Original Song Award – Flamingo Blonde

- Lord Mayor’s Live Event Award – Andy Martin

- People’s Choice Award – Flag Duty.

5. Some of The QUBE Effect alumni from 2021 have featured in Triple J’s *Hottest 100* and *Like a Version*, and performed for the Brisbane 2032 Olympic and Paralympic Games announcement, Brisbane Festival and Valley Fiesta. In 2022:

- Sachem performed at the Gabba as part of the AFL Indigenous Round in May and opened the 2022 Queensland Music Awards, for which he was nominated in the Hip Hop and Indigenous categories

- Sycco, Pink Matter and NXT performed at Splendour in the Grass in July

- The Beddy Rays completed a successful national tour following the release of their self-titled album

- Sycco toured nationally with Glass Animals after touring the United Kingdom and Europe

- Pink Matter performed at the Jungle Love Festival and will feature at BIGSOUND and Brisbane Festival

- Hope D will headline BIGSOUND.

6. Sahara Herald, a mentor for The QUBE Effect 2022, worked closely with NXT, the Splendour in the Grass performance prize winners, providing one-on-one mentoring. She was so moved by her time working with NXT and Moondust Merchants that she provided feedback on the positive impact of The QUBE Effect and thanked everyone involved in the program for their contribution to Brisbane’s music industry. Sahara’s feedback was shared with the Committee.

7. Registrations for The QUBE Effect 2023 opened on 1 August 2022 and remain open until 12 October 2022. The 2023 program will run from November 2022 to June 2023, with finalists performing live as part of Youth Week in April 2023. The QUBE Effect 2023 awards will be presented at Brisbane Powerhouse in June/July 2023.

8. Following a number of questions from the Committee, the Civic Cabinet Chair thanked Creative Communities Manager for his informative presentation.

9. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

Chair: Councillor CUNNINGHAM, Finance and City Governance Committee report, please.

### FINANCE AND CITY GOVERNANCE COMMITTEE

Councillor Fiona CUNNINGHAM, Civic Cabinet Chair of the Finance and City Governance Committee, moved, seconded by Councillor Sarah HUTTON, that the report of the meeting of that Committee held on 16 August 2022, be adopted.

Chair: Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Thanks, Mr Chair. Our Committee presentation last week was from the Human Resources branch about our communities of inclusion. The communities of inclusion were established in 2019 as an action from our Inclusion Blueprint. The blueprint focuses on Inclusive opportunities, so that everyone gets to the starting line; an Inclusive environment, where employees can bring their whole selves to work; Inclusive development, to maximise individual and team potential; and Inclusive leadership, to drive outcomes through diversity. Our communities of inclusion bring together employees who share a passion for diversity and inclusion, to champion messaging about the diverse group that they represent and to bring forward the voice of lived experience.

We have five communities of inclusion in Council, they are River City Pride, Women in STEM (science, technology, engineering and mathematics), Trades and Leadership; Cultural and Linguistically Diverse; BrisAbility and One Mob. We heard some of the achievements of each of these groups in the presentation, as well as some really moving testimonials from members. I thank the Council officers who are part of these groups for their continued efforts, not only for being dedicated to a better Brisbane, but also being dedicated to creating positive social change in our community and I commend it to the Chamber.

Chair: Thank you.

Is there any debate?

Councillor STRUNK.

Councillor STRUNK: Thank you. Thank you, Chair. I rise to speak on the presentation that we received at the Committee meeting. In regards to community inclusion or—I sort of coined the phrase a little bit, diversity of inclusion or inclusion of diversity—whichever way you want to say it. Now, it was a great presentation, because it informed me—which I wasn’t aware of and I checked with my team back out at the ward office as well afterwards—that this program, which is—seems to be an internal program, which is fine, it’s—which was very helpful, of course, to people once they’re working for Brisbane City Council or being interviewed for a job for Brisbane City Council to be told about the program.

But, of course, the general public doesn’t or isn’t aware, because we don’t actually put it out into the public domain. So—but the Chair has covered off on of course those committees of inclusion. She read through them, but there’s also that blueprint, which I think is quite important too, the Inclusion Blueprint, which includes inclusive opportunities, inclusive environment, inclusive development and a very important one, of course, inclusive leadership. So I can’t speak highly enough of the program.

I think we should let the general public know this is what we’re—what program is internal within Brisbane City Council to support those new employees and established employees to let them know that we really appreciate the diversity of the various cultural communities that make up this great city that—and that those that are working for us have a happy place to come to work and knowing that they’re going to be appreciated. So I made a suggestion, so I’ll just put it on the record. I’ll just make—I made a suggestion that maybe we have a diversity and inclusive day where maybe we—maybe use some of our advertising money, which was quite eye-watering, on the questions I noticed that came back; $6 million or whatever it is.

But maybe we use some of that money to let people know the great program that is currently underway and has been for some years within the workforce of Brisbane City Council. I think we would do ourselves a lot of favour and we would probably attract a lot of people, a lot of good people, a lot of good employees, right, once they know that they will be appreciated once they start working for us. So maybe we can maybe do that day maybe out on Brisbane Square, King George Square, and work out or work with our Council officers to roll out a plan, an event. We have the venue; King George Square would be a great public space to roll that out for a day, just to let the general public know what this program is all about. Thank you, Chair.

Chair: Thank you.

Any further debate?

Councillor CUNNINGHAM, summing up?

We’ll now move to the vote on this report.

Upon being submitted to the Chamber, the motion for the adoption of the Finance and City Governance Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Fiona Cunningham (Civic Cabinet Chair), Councillor Steven Huang (Deputy Chair), and Councillors Lisa Atwood, Angela Owen, Jonathan Sriranganathan and Charles Strunk.

#### A COMMITTEE PRESENTATION – COMMUNITIES OF INCLUSION

**97/2022-23**

1. The Chief Human Resources Officer, Human Resources, Organisational Services, attended the meeting to provide an update on Council’s communities of inclusion (COIs). She provided the information below.

2. Council’s *Inclusion Blueprint 2018-2023* (the Blueprint)is a plan to ensure the workplace gains from the innovation that diversity brings and the advantages that inclusion creates. The Blueprint aims are:

- inclusive opportunities – everyone gets to the starting line

- inclusive environment – bring your whole self to work

- inclusive development – maximise individual and team potential

- inclusive leadership – drive outcomes through diversity.

3. The COIs were established in 2019 to support the embedment of the Blueprint. They bring together employees who share a passion for diversity and inclusion, to champion messaging about the diverse group they represent, and bring forward the voice of lived experience. The COIs:

- coordinate the celebration of days of significance

- organise educational events and forums

- develop and assist with the delivery of actions to support Council policy

- represent Council at events and advocate with business areas and Human Resources on inclusion activities and initiatives.

4. Membership of the COIs consist of a chairperson, members and an Executive Management team member as executive sponsor. Members are a mix of those with lived experience and allies. The five COIs are:

- River City Pride (LGBTIQ+)

- Women in STEM, Trades and Leadership

- Cultural and Linguistically Diverse (CaLD)

- BrisAbility (People with Disability)

- One Mob (Aboriginal and Torres Strait Islander peoples).

5. River City Pride represents the LGBTIQ+ community by supporting the diversity of sexuality and gender identity at Council to ensure no one experiences fear in bringing their whole self to work.

6. One Mob actively collaborates across Council to advocate for improved outcomes on Aboriginal and Torres Strait Islander matters. One Mob is committed to truth telling and provides information, educates about and celebrates Aboriginal and Torres Strait Islander peoples and their cultures.

7. CaLD represents culturally and linguistically diverse employees. They promote the advantages cultural inclusion can bring to the organisation and employee well-being through initiatives that establish connectedness, foster relationships and reflect diverse perspectives.

8. BrisAbility focuses on recognising people with lived experience as experts, expanding conversations in Council through storytelling and sharing information, and supporting Council as a workplace that is accessible and inclusive for people with disability.

9. Women in STEM, Trades and Leadership Supports women in leadership and other under‑represented employment paths such as STEM (science, technology, engineering and mathematics) and women in technical disciplines such as trades.

10. The Committee was shown various testimonials from members of the COIs. Council staff can get involved by joining a Divisional Diversity and Inclusion Action Group, which are run by divisions to drive diversity and inclusion initiatives and activities within the division. There are also employee networks which come together to promote cultural awareness, professional development, collegial support and greater visibility for diversity at Council. They promote an inclusive work environment, providing cultural insights and knowledge to Council and a safe and supportive space in which to have conversations about diversity.

11. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Chief Human Resources Officer for her informative presentation.

12. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

## PETITIONS:

Chair: Councillors, petitions.

Are there any petitions? No petitions for the second week running.

## GENERAL BUSINESS:

Chair: General Business.

Are there any statements required as a result of an Office of the Independent Assessor or Councillor Ethics Committee order? No one rising to their feet.

Are there any matters of General Business?

I see you, Councillor MACKAY.

*Councillor interjecting.*

Chair: No, no. I see you, Councillor MACKAY. I was pretending not to.

Councillor MACKAY: Thanks, Chair. As it’s Tuesday, I’m just going to give you a two-minute Tuesday quick ward update. The good news is that it’s going to be limited to just two topics. The first of all—the first topic is to talk about some news that’s doing the rounds on social media, and that is that the State Government is reconsidering its position on placing the new primary school for the inner west at the Toowong Bowls Club. As you know, Chair, that is owned by Brisbane City Council and has faced some stiff opposition from local residents who are against that site being used.

If it’s true and the Minister Grace Grace is actually going to change the location, it’s a great outcome for the residents around there who were concerned with flooding impact on the bat colony, the impact from the sewage plant located next door and massive traffic implications. It’s a great win. Thank you, Councillor ADERMANN. It is a great win for the local area. Now we can go back, do some consultation, on where the school should go, which should provide a better outcome. The second item I’d like to talk about is the Gold Star and Little Star awards.

*Councillor interjecting.*

Councillor MACKAY: We have two libraries in Walter Taylor; we stole one off Paddington Ward. We have the Indooroopilly Library and the Toowong Library and we actually had so many kids at Toowong that we had two ceremonies last Thursday and on Saturday. It was great to go along. There are so many keen kids along—came along and some of them had seven or eight different stars. We have Toowong this weekend and I really look forward to it. As Councillor HOWARD said before, thank you to all of the wonderful librarians who participate, including Kylie, the convenor at the Indooroopilly Library, who dressed up as Fantastic Mr Fox as part of Book Week.

*Councillors interjecting.*

Chair: Thank you.

Further General Business.

Councillor STRUNK.

Councillor STRUNK: Thank you, Chair. I rise to speak on a couple of events that have happened since we last met. The first was the Korean Independence Day event by a Korean seniors group that meet in the Old Inala Hall in Inala. I hadn’t actually interacted with this group before and I’m really sorry I hadn’t, because they’re one of the most terrific, kind-hearted, generous, very hospitable groups that I probably have come across in many a year. Their numbers are reasonable size, although the—15 August, of course, was their Independence Day and—which is when we met.

There was a bit of sickness and things like that still permeate through the senior community, so we had probably about half the cohort there for the event, which saw the new Korean Councillor, the head of Mission Bay, who was in attendance and gave us a really good speech in Korean, but it was interpreted with one of the seniors help, so I was able to understand. Now, they talked about, of course, their rich culture and, of course, I—we appreciate, of course, that Korea, especially South Korea of course, is a very industrious country and we’re so lucky to have that calibre of people that want to call Australia home, because they’re very hardworking, industrious people, but they’re very kind, generous and very hospitable at the same time. What a great culture they are. I just want to thank President Pak for inviting me along. We were able to generate and donate a little bit of money to help them in their—for their event and some ongoing support as well for their regular meetings as well.

Moving on, we also had the unveiling of some Indigenous artwork, which was in the precinct of the Inala Community House area, which is a Brisbane City Council building, by the way. It goes back many, many years of course. The artwork that was unveiled was by Indigenous artist Terri Hill. What she did on the—I wish I could just show you a picture of what she actually accomplished. In the—in one of the gardens in the middle of the precinct as well, they had removed down to the stump four trees. They weren’t huge trees, they probably had a circumference—the trunk that was left probably had a circumference of around about 400 mls. They were basically left there, because if anyone knows, of course, to remove stumps out of a space, of course, almost costs more money to do that than it does to cut the tree out. But what she was able to do was cover those four stumps in artwork that actually told a story. When I looked at what she was able to accomplish with those four stumps, it was just quite amazing.

It just gave me an idea that maybe some of those stumps that we do take out of the space where it makes sense, we could find an Indigenous artist to do some artwork, because most of those stumps will last for many, many years if looked after and it’s just an opportunity to repurpose those stumps into Indigenous artwork. In this case, there were four stories—four stumps, four stories. So I encourage you to, if you’re ever out in the Inala area, to have a look at Inala Community House and what they’ve been able to accomplish there in their garden. Thank you, Chair.

Chair: Thank you.

Further General Business?

Councillor LANDERS.

Councillor LANDERS: Thank you, Chair. I just rise to encourage people to support Cancer Council Queensland Daffodil Day on Thursday 25 August. This appeal raises funds for medical research into cancer and in-cancer treatment. Very few people have not been impacted by cancer, whether it be their own experience or someone they know. Research show improved prevention, detection and—early detection and treatment has also improved the lives of so many with the Cancer Council funding these life-changing breakthroughs over the years. I, myself, have had my own experience with melanoma and early detection and treatment has assisted me. My own father, who did pass away from lymphoma, but because of early detection and treatment had five very good years.

Just recently, three weeks ago, I attended the funeral of a very good friend’s sister, Lisa, who had a battle with cancer—ovarian cancer for 15 years, but because of that medical research and the treatment, had a very full and beautiful life. My own nephew was two years when he had leukemia, because of the treatment, he is a survivor and he now celebrates his 25th birthday this year. I wanted to talk about Bracken Ridge State School. They are great supporters of Cancer Council every year and just last week had a cent auction with raffles, an auction, and they raised $9,117. They are the highest on the leader board for schools and the nearest to them was a school who raised $500.

They were well supported by an incredible team of volunteers led by Amy Attwood and incredible community support with donations of raffles. Then all of the community, school parents came together and had a beautiful day listening to the students doing musical performances and all got into the spirit of raising that money. So I think it was an incredible effort by a very small school in my community. Of course, as the LORD MAYOR mentioned earlier, we are supporting by lighting our assets yellow for Daffodil Day. I do encourage everyone to help by purchasing daffodils on Thursday. The reason it’s a daffodil is because it’s the first flower of spring and daffodils have become a symbol of hope.

So you can do your bit on Thursday by buying a daffodil and know that you are or will bring hope to many people. Thank you.

Chair: Thank you, Councillor LANDERS.

Further speakers?

Councillor CUMMING.

Councillor CUMMING: Thank you. I probably should have made this speech last week, but I refer to the fawning speech at the last week’s Council meeting by Doboy Ward Councillor Lisa ATWOOD. She heralded Councillor MURPHY as being Mr Doboy for a decade. She quoted staff who had worked or continued to work for Councillor MURPHY. Obviously, she could not find any member of the general public to endorse Councillor MURPHY, but the most glaring weakness of—in Councillor ATWOOD’s speech was that Councillor MURPHY had walked out and deserted Doboy.

Councillor MURPHY thought he might lose the marginal ward of Doboy, so he deserted Doboy and stood for the much safer ward of Chandler, which included the LNP strongholds of Carindale and Wakerley at the time. Councillor MURPHY had no loyalty to Doboy Ward—

Councillor HAMMOND: Point of order

Chair: Point of order.

Councillor CUMMING: —and a fawning speech given—

Chair: Excuse me, Councillor CUMMING. Excuse me for a moment.

Point of order, Councillor.

Councillor HAMMOND: Would the Councillor take a question.

Councillor CUMMING: No. No. No. It just—

*Councillors interjecting.*

Councillor CUMMING: —would disrupt my flow. No loyalty to Doboy Ward and a fawning speech given—of 10 years since he first elected was quite pathetic. Anyhow, but seeing how Councillor LANDERS mentioned charity, I want to highlight the efforts of the Quota Club of Wynnum and Manly, a group of 15 ladies who work extremely hard. Their main fundraising event each year is the Hear and Say evening that they run, which—they had it last Saturday, they raised almost $15,000. They get donated an enormous amount of items with—mainly with a sporting theme, jerseys and goodness knows what. They have an auctioneer who works as a volunteer and does a tremendous job selling their goods and have raffles galore.

Over the years they’ve raised over $150,000 for the Hear and Say organisation over a decade and they do a tremendous job for such a small group of women. I’d like to congratulate them for their efforts.

Chair: Thank you.

Any further General Business?

No further General Business. I declare the meeting closed.

## QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN:

*(Questions of which due notice has been given are printed as supplied and are not edited)*

**Submitted by Councillor Steve Griffiths (received on 18 August 2022)**

**Q1.** Please list all of the legal firms, or legal professional individuals, that Council engages for any type of legal services?

**Q2.** How much funding will Inala Wangarra receive from Council in milestone payments in the 2022/2023 financial year and for what purpose is the funding intended for?

**Q3.** Of the 1,400 Brisbane City Council employees that work in Brisbane Square how many are currently working from home?

**Q4.** How many of all Brisbane City Council employees across Brisbane are currently working from home?

**Q5.** How many Brisbane City Council employees across Brisbane are working from home for part of the week?

**Q6.** How many staff work from Brisbane City Council Green Square?

**Q7.** How many Brisbane City Council Green Square staff are currently working from home?

**Q8.** Provide a list of all non-park projects completed under Suburban Enhancement Fund for 2021-22 financial year including the type of project (e.g. new footpath construction), a summary of works done, the total cost, park name and Ward.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **PROJECT TYPE** | **SUMMARY OF PROJECT** | **COST BREAKDOWN** | **LOCATION** | **WARD** |
|  |  |  |  |  |

**Q9.** Advise the total number of properties made available through Council’s Community Housing Partnership Project during the 2021-2022 financial year, broken down by property type.

**Q10.** Advise how many Council mosquito treatment officers (excluding the entomologists) Brisbane City Council employs (actual and FTE).

**Q11.** Advise how many Council footpath repair officers Brisbane City Council employs (actual and FTE).

**Q12.** Advise how many Council new footpath construction officers Brisbane City Council employs (actual and FTE).

**Q13.** Provide a list of all private bookings of CityCats or ferries for private functions in the last six months including the name the booking was made under, the date of function, booking fees, and vessel booked.

|  |  |  |  |
| --- | --- | --- | --- |
| **NAME OF BOOKING** | **DATE OF BOOKING** | **BOOKING FEES** | **VESSEL BOOKED** |
|  |  |  |  |

## ANSWERS TO QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN:

*(Answers to questions of which due notice has been given are printed as supplied and are not edited)*

**Submitted by Councillor Steve Griffiths (from meeting on 16 August 2022)**

1. Provide the total spent on catering for E&C meetings during 2021-2022 financial year.

***A1.*** *$3,106.25*

1. Provide a list of all market research undertaken during the 2021-2022 financial year, with a breakdown of the cost and the name of the company undertaking the research.

***A2.***

| ***COMPANY*** | ***COST*** |
| --- | --- |
| *Kantar* | *$45,000* |
| *Kantar* | *$128,074* |
| *Kantar* | *$124,760* |
| *The Lab* | *$59,420* |
| *Nature* | *$37,200* |
| *Nature* | *$22,800* |
| *The Lab* | *$80,000* |
| *Kantar* | *$25,000* |
| *Kantar* | *$114,870* |
| *Peak XD* | *$65,360* |
| *Kantar* | *$34,750* |
| *Kantar* | *$81,116* |
| *Nature* | *$40,000* |
| *Kantar* | *$28,500* |

1. Provide a list of all Civic Receptions held during 2021-2022 financial year, broken down by event and including the month the reception was held.

***A3.***

| ***Event*** | ***Month*** |
| --- | --- |
| *NAIDOC Week Ceremony and Civic Reception* | *July* |
| *Miss Vietnam Queensland Contestants High Tea* | *August* |
| *Consular Corps Civic Reception* | *August* |
| *Yuri Gagarin Bust Unveiling and Civic Reception* | *August* |
| *Australian National Flag Day Ceremony and Reception* | *September* |
| *100 Year Anniversary of Rotary* | *September* |
| *Soroptimist International Civic Reception* | *October* |
| *Tokyo 2020 Celebrations—Keys to the City and Civic Reception* | *October* |
| *Reserve Forces Day Morning Tea* | *October* |
| *Navy Week Beat to Quarters and Ceremonial Sunset and Civic Reception* | *October* |
| *Volunteer Guides & Mt Coot-tha Welcomers Morning Tea* | *October* |
| *Early Childhood Australia Civic Reception* | *October* |
| *Civic Reception for Diwali Festival Organisers* | *November* |
| *SES Thank You Reception* | *November* |
| *Cancer Council 60th Anniversary Civic Reception* | *December* |
| *Australia Day Awards Ceremony and Reception* | *March* |
| *Stradbroke Cup Civic Reception* | *May* |
| *80th Anniversary for the Battle of the Coral Sea Civic Reception* | *May* |
| *Croquet Association Queensland 100 Year Celebration Civic Reception* | *May* |
| *Royal Humane Bravery Awards* | *May* |
| *Sorry Day Reception* | *May* |
| *Latin American Ambassadors Civic Reception* | *May* |
| *NAIDOC Week* | *June* |
| *NAIDOC Week Ceremony and Civic Reception* | *July* |

1. What has Council been using the former East Brisbane Bowls Club building at Mowbray Park for since Backbone was relocated?

***A4.*** *The building remains available for internal Council purposes.*

1. Please provide a detailed breakdown of how much Brisbane City Council spent on advertising in the 2021-2022 financial year, broken down by various categories of advertising (e.g. television, billboards, radio, social/ digital, influencers, print etc).

***A5.***

| ***CHANNEL*** | ***COST*** |
| --- | --- |
| *TV* | *$1,224,762.17* |
| *Radio* | *$657,031.09* |
| *Print* | *$221,992.49* |
| *Outdoor and cinema* | *$1,296,282.47* |
| *Digital* | *$805,803.46* |
| *Social media* | *$333,214.59* |
| *Influencers* | *$90,530.00* |

1. Provide the total number of apprentices working in the following trades for Council (excluding Council contractors) broken down by category:-

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **INDUSTRY** | **TOTAL NUMBER OF APPRENTICES** | **YOUNG PEOPLE** | **ABORIGINAL & TORRES STRAIT ISLANDER PEOPLE** | **PEOPLE FROM NON-ENGLISH SPEAKING BACKGROUNDS** | **PEOPLE WITH A DISABILITY OR IMPAIRMENT** |
| Construction |  |  |  |  |  |
| Automotive |  |  |  |  |  |
| Horticultural |  |  |  |  |  |
| **TOTAL** |  |  |  |  |  |

***A6.***

| ***INDUSTRY*** | ***TOTAL NUMBER OF CURRENT***  ***APPRENTICES*** | ***YOUNG PEOPLE*** | ***ABORIGINAL & TORRES STRAIT ISLANDER PEOPLE*** | ***PEOPLE FROM NON-ENGLISH SPEAKING BACKGROUNDS*** | ***PEOPLE WITH A DISABILITY OR IMPAIRMENT*** |
| --- | --- | --- | --- | --- | --- |
| *Construction* | *18* | *12* | *1* | *-* | *-* |
| *Automotive* | *59* | *39* | *6* | *1* | *2* |
| *Horticultural* | *11* | *4* | *1* | *-* | *-* |
| ***TOTAL*** | ***88*** | ***55*** | ***8*** | ***1*** | ***2*** |

1. Provide the total number of trainees working in the following trades for Council (excluding Council contractors) broken down by category:-

| **INDUSTRY** | **TOTAL NUMBER OF APPRENTICES** | **YOUNG PEOPLE** | **ABORIGINAL & TORRES STRAIT ISLANDER PEOPLE** | **PEOPLE FROM NON-ENGLISH SPEAKING BACKGROUNDS** | **PEOPLE WITH A DISABILITY OR**  **IMPAIRMENT** |
| --- | --- | --- | --- | --- | --- |
| Administration |  |  |  |  |  |
| Customer Engagement |  |  |  |  |  |
| Laboratory Skills |  |  |  |  |  |
| Logistics |  |  |  |  |  |
| Civil construction |  |  |  |  |  |
| **TOTAL** |  |  |  |  |  |

***A7.***

| ***INDUSTRY*** | ***TOTAL NUMBER OF TRAINEES*** | ***YOUNG PEOPLE*** | ***ABORIGINAL & TORRES STRAIT ISLANDER PEOPLE*** | ***PEOPLE FROM NON-ENGLISH SPEAKING BACKGROUNDS*** | ***PEOPLE WITH A DISABILITY OR IMPAIRMENT*** |
| --- | --- | --- | --- | --- | --- |
| *Business Administration* | *6* | *3* | *-* | *1* | *-* |
| *Customer Engagement* | *-* | *-* | *—* | *—* | *-* |
| *Laboratory Skills* | *—* | *—* | *—* | *—* | *—* |
| *Logistics* | *—* | *—* | *-* | *—* | *—* |
| *Civil Construction* | *3* | *1* | *2* | *-* | *1* |
| *Pest Management* | *2* | *-* | *-* | *-* | *1* |
| *Horticulture* | *4* | *4* | *1* | *0* | *2* |
| *TOTAL* | *15* | *8* | *3* | *1* | *4* |

1. Provide the total number of cadetships working in the following trades for Council (excluding Council contractors) broken down by industry (adding any other categories not included here):-

| **INDUSTRY** | **TOTAL NUMBER OF APPRENTICES** | **YOUNG PEOPLE** | **ABORIGINAL & TORRES STRAIT ISLANDER PEOPLE** | **PEOPLE FROM NON-ENGLISH SPEAKING BACKGROUNDS** | **PEOPLE WITH A DISABILITY OR**  **IMPAIRMENT** |
| --- | --- | --- | --- | --- | --- |
| Engineering |  |  |  |  |  |
| Data science/ analysis |  |  |  |  |  |
| ICT |  |  |  |  |  |
| Planning & Environment |  |  |  |  |  |
| Human Resources |  |  |  |  |  |
| Communication |  |  |  |  |  |
| Legal |  |  |  |  |  |
| Finance |  |  |  |  |  |
| Science |  |  |  |  |  |
| [*Add other categories*] |  |  |  |  |  |
| **TOTAL** |  |  |  |  |  |

***A8.***

| ***INDUSTRY*** | ***TOTAL NUMBER OF CADETS*** | ***YOUNG PEOPLE*** | ***ABORIGINAL & TORRES STRAIT ISLANDER PEOPLE*** | ***PEOPLE FROM NON-ENGLISH SPEAKING BACKGROUNDS*** | ***PEOPLE WITH A DISABILITY OR IMPAIRMENT*** |
| --- | --- | --- | --- | --- | --- |
| *Engineering* | *7* | *5* | *2* | *3* | *2* |
| *Data science/ analysis* | *2* | *2* | *-* | *1* | *-* |
| *ICT* | *2* | *1* | *2* | *1* | *-* |
| *Planning & Environment* | *5* | *4* | *-* | *2* | *1* |
| *Human Resources* | *-* | *-* | *-* | *-* | *-* |
| *Communication* | *-* | *-* | *-* | *-* | *-* |
| *Legal* | *1* | *1* | *-* | *1* | *-* |
| *Finance* | *-* | *-* | *-* | *-* | *-* |
| *Science* | *1* | *-* | *-* | *-* | *-* |
| *Architecture* | *1* | *-* | *-* | *-* | *-* |
| *Governance* | *1* | *1* | *1* | *-* | *-* |
| *Social Work* | *2* | *1* | *2* | *-* | *-* |
| ***TOTAL*** | ***22*** | ***15*** | ***7*** | ***8*** | ***3*** |

1. Provide a list of all trips taken by Councillors using Council cab charges, including the date, reason and total amount.

***A9.***

| ***NAME*** | ***DATE*** | ***TOTAL AMOUNT (INC GST)*** |
| --- | --- | --- |
| *CR RYAN MURPHY* | *27/07/2021* | *$30.03* |
| *CR KRISTA ADAMS* | *21/07/2021* | *$23.94* |
| *CR ADAM ALLAN* | *8/09/2021* | *$25.20* |
| *CR KIM MARX* | *28/10/2021* | *$10.50* |
| *CR KIM MARX* | *28/10/2021* | *$8.19* |
| *CR KRISTA ADAMS* | *23/10/2021* | *$51.10* |
| *CR KRISTA ADAMS* | *23/10/2021* | *$48.20* |
| *CR KRISTA ADAMS* | *15/10/2021* | *$23.21* |
| *CR KRISTA ADAMS* | *15/10/2021* | *$26.15* |
| *CR KIM MARX* | *10/11/2021* | *$13.44* |
| *CR KIM MARX* | *10/11/2021* | *$16.38* |
| *CR ADAM ALLAN* | *13/11/2021* | *$23.94* |
| *CR KIM MARX* | *1/12/2021* | *$9.45* |
| *CR KRISTA ADAMS* | *16/01/2022* | *$52.29* |
| *CR ADAM ALLAN* | *11/02/2022* | *$30.98* |
| *CR RYAN MURPHY* | *30/03/2022* | *$33.71* |
| *CR KRISTA ADAMS* | *21/03/2022* | *$11.66* |
| *CR KRISTA ADAMS* | *14/05/2022* | *$46.59* |
| *CR KRISTA ADAMS* | *13/05/2022* | *$8.09* |
| *CR RYAN MURPHY* | *12/05/2022* | *$53.45* |
| *CR RYAN MURPHY* | *12/05/2022* | *$40.11* |
| *CR RYAN MURPHY* | *11/05/2022* | *$90.81* |
| *CR RYAN MURPHY* | *11/05/2022* | *$62.71* |
| *CR RYAN MURPHY* | *11/05/2022* | *$17.54* |
| *CR RYAN MURPHY* | *10/05/2022* | *$70.14* |
| *CR ADRIAN SCHRINNER* | *30/04/2022* | *$46.83* |
| *CR KRISTA ADAMS* | *29/04/2022* | *$26.78* |
| *CR RYAN MURPHY* | *22/04/2022* | *$58.72* |
| *CR KRISTA ADAMS* | *26/05/2022* | *$71.00* |

*Note: Council officers have advised the reason for the trip is not recorded.*

1. Following the Lord Mayor’s announcement to purchase 59 Brisbane Metro vehicles from Hess in Switzerland, provide the total cost of the purchase.

***A10.*** *[Commercial-in-confidence]. This figure is commercial-in-confidence and is subject to exchange rate fluctuations and rise and fall formulae.*

*Commercial-in-confidence information has been provided to Councillors separately.*

1. What is the current number of Council officers by FTEs for the following job roles (excluding contractors):

| **JOB ROLE** | **FTEs** | **Full Time** | **Part Time** | **Casual** |
| --- | --- | --- | --- | --- |
| Logistics |  |  |  |  |
| Landscape Architect |  |  |  |  |
| Letterbox dropper |  |  |  |  |
| Environmental Officer |  |  |  |  |
| Urban Planner |  |  |  |  |
| Accountant |  |  |  |  |
| Marketing |  |  |  |  |
| Mechanic |  |  |  |  |
| HR |  |  |  |  |
| WHS |  |  |  |  |
| Traffic Controller |  |  |  |  |
| Plant Operator |  |  |  |  |
| CAD |  |  |  |  |
| Inspector |  |  |  |  |
| Carpenter |  |  |  |  |
| Groundsman |  |  |  |  |
| Burial Officer |  |  |  |  |
| Document Controller |  |  |  |  |
| Project Designer |  |  |  |  |
| Signwriter |  |  |  |  |
| Planning |  |  |  |  |
| Plant Operators |  |  |  |  |
| Weighbridge Operator |  |  |  |  |
| Integration Advisor |  |  |  |  |
| Interior Design |  |  |  |  |
| Plumber |  |  |  |  |
| Business Improvement |  |  |  |  |
| Recruitment |  |  |  |  |
| Business Development |  |  |  |  |
| Senior Methodology Officer |  |  |  |  |
| Habitat Officer |  |  |  |  |
| Quality Manager |  |  |  |  |
| Procurement |  |  |  |  |
| Yardsmen |  |  |  |  |
| Boilermaker |  |  |  |  |
| Contaminated Sites Officer |  |  |  |  |

***A11.*** *Council officers have advised this data is unable to be provided as it would require multiple officers to be redirected from their day job for multiple days to provide a response.*

**RISING OF COUNCIL: 5.17pm.**

**PRESENTED: and CONFIRMED**

**CHAIR**

**Council officers in attendance:**

Dorian Maruda (A/Senior Council and Committee Officer)

Katie Edgley (A/Council and Committee Officer)

Ashley Bailey (A/Council and Committee Officer)

Billy Peers (Personal Support Officer to the Lord Mayor and Council Orderly)