

# MINUTES OF PROCEEDINGS

**The 4721 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 5 September 2023**

**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 Steven TOOMEY (The Gap) – 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)Julia DIXON (Hamilton)Fiona HAMMOND (Marchant) Vicki HOWARD (Central) Steven HUANG (MacGregor)Sarah HUTTON (Jamboree)Sandy LANDERS (Bracken Ridge) (Deputy Chair of Council)James MACKAY (Walter Taylor) Kim MARX (Runcorn)Ryan MURPHY (Chandler)Angela OWEN (Calamvale)Andrew WINES (Enoggera) | Jared CASSIDY (Deagon) (The Leader of the Opposition)Lucy COLLIER (Morningside) (Deputy Leader of the Opposition)Steve GRIFFITHS (Moorooka)Charles STRUNK (Forest Lake)Sara WHITMEE (Wynnum Manly) |
| **Queensland Greens Councillor (and Ward)**Trina MASSEY (The Gabba) |
| **Independent Councillor (and Ward)**Nicole JOHNSTON (Tennyson) |

## OPENING OF MEETING:

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

Chair: I declare the meeting open.

Councillor HUTTON, any apologies?

## APOLOGY:

**141/2023-24**

An apology was submitted on behalf of Councillor Clare JENKINSON, and she was granted a leave of absence from the meeting on the motion of Councillor Sarah HUTTON, seconded by Councillor James MACKAY.

Chair: Confirmation of minutes, please.

## MINUTES:

**142/2023-24**

The Minutes of the 4720 meeting of Council held on 29 August 2023, copies of which had been forwarded to each Councillor, were presented, taken as read and confirmed on the motion of Councillor Sarah HUTTON, seconded by Councillor James MACKAY.

## QUESTION TIME:

Chair: Councillors, are there any questions of the LORD MAYOR or Civic Cabinet Chair of any Standing Committee?

 Councillor HUANG.

**Question 1**

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

 LORD MAYOR, for years, we have seen both Labor and the Greens oppose new homes across the city. Their track record is a mile long. Can you please update the Chamber on the latest decisions you have made to help create more homes, more quickly in Brisbane?

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair, and thank you, Councillor HUANG, for the question, because I know that you, like everyone on this side of the Chamber, cares about housing and cares about ensuring that there are more houses available for the people of Brisbane to live in. Now, we certainly don’t get more houses by opposing houses being built, like we see some Councillors in this Chamber, and we know that the housing shortage is very, very real. This is not some kind of manufactured issue that the media is just talking about. This is a real issue that is affecting every resident in Brisbane.

The housing challenges at the moment are affecting homeowners with increasing pressure on their mortgage repayments. They are affecting renters. They are affecting people in social housing and in government housing, where the government hasn’t provided enough homes. Every sector is being impacted at the moment, and this is a very real situation and what is needed is more of every kind of housing, more of every kind of housing. One of the challenges at the moment is the real feasibility issues with building new homes. Projects simply are not stacking up. There is massive demand. In fact, the demand has never been bigger. You can be sure that, if there was an ability to quickly and affordably build new homes, they would be being built right now.

The demand is there. The demand is growing every single week. New people are moving into Brisbane every single week, but the reality of the situation is, while the number of approvals in Brisbane has kept pace, on par with previous years, what we’re not seeing happening is the number of commencements keeping pace and we’re not seeing the number of completions keeping pace with previous years. Now, on average, in the period since about 2016, 2015, on average, around 4,000 new apartments have been delivered each year in Brisbane. Last year, the number was 725, just 725. Is it because less homes are being approved? No. The approvals are right up there on par with what we’d expect to see.

It’s because the commencements aren’t happening. We’re seeing builders falling over. We are seeing projects not being feasible, and it requires a response from all three levels of government. No one level of government can fix this problem entirely, but together, we can do things that will help. So, we’re stepping up to make sure that we can unlock some of this supply. Now, right now, there are 3,000 new apartments that have been approved, so they’ve already been assessed and approved, since 1 January last year that could be enacted. They could be built if they were feasible. So, we’re moving to make them more affordable, to reduce the costs, to hopefully help the feasibility stack up.

We announced a 75% reduction for studio, one-bedroom and two-bedroom apartments within inner-city, high-density principal and major centre areas within existing approval since 1 January 2022. This will help relieve the pressure. The same applies for build-to-rent accommodation in that field, as well. We’ve also announced a 100% permanent and ongoing elimination of infrastructure charges for community housing providers. Not a reduction, an elimination. No infrastructure charges for registered community housing providers building social housing and community housing.

Going forward, going forward, we have announced that applications that are received from now on and assessed will receive a 50% reduction for studio, one‑bedroom and two-bedroom apartments within the inner city, high-density principal and major centre areas. What we require, effectively, is that those homes be built within four years of the approval date. So, this is about bringing forward development that is either approved or is shortly about to be approved and bringing on those homes sooner. It’s about reducing the costs to help the feasibility stack up, because something needs to change.

If we have a situation where we’ve had 35,000 people come here since the pandemic, just in the Brisbane City Council alone, yet last year, only 724 new apartments were built, that will only add pressure. That will only increase costs. That will only make housing less affordable. We need to provide more supply and it needs to be supply in the right areas. That’s why this doesn’t apply to greenfield areas. It does not apply to low-density areas that we want to protect. It applies to high-density—

Chair: LORD MAYOR—

LORD MAYOR: —areas and inner-city areas.

Chair: —I’m sorry, your time has expired.

 Further questions?

 Councillor COLLIER.

**Question 2**

Councillor COLLIER: My question is to the Chair of the Finance and City Governance Committee, Councillor CUNNINGHAM.

 It has now been 21 days since you committed to publishing real-time data on broken, dangerous and closed footpaths in Brisbane. When will this data be published?

Chair: Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Thanks, Mr Chair, and thanks, through you, to Councillor COLLIER for the question. Now, as I recall, Mr Chair, this was a motion that we discussed in this place some few months ago—some few weeks ago, sorry, correction, Mr Chair. Mr Chair, we made a commitment at that time to do it as part of our digital channel project, and that commitment, Mr Chair, stands.

Chair: Further questions?

 Councillor ATWOOD.

**Question 3**

Councillor ATWOOD: Thank you, Chair. My question is to the Chair of the City Planning and Suburban Renewal Committee, Councillor ALLAN.

 Councillor ALLAN, we just heard from the LORD MAYOR about the Schrinner Council’s latest move to help increase the supply of housing. Can you please detail further these initiatives, including the track of the Greens-Labor coalition of chaos in opposing new homes?

Chair: Councillor ALLAN, you’ve got the call.

Councillor ALLAN: Thank you, Mr Chair, and through you, thank you to Councillor ATWOOD for the question. Well, Mr Chair, the truth of the matter is, the Greens-Labor coalition of chaos continues day-in, day-out to oppose new homes in Brisbane. Labor have failed to support 16 out of 18 neighbourhood plans since 2016, with a potential to provide an additional 29,000 dwellings.

*Councillors interjecting.*

Councillor ALLAN: The Greens are worse.

Chair: Just one moment, please, Councillor ALLAN.

 Can I remind the Chamber, and specifically those Councillors on my left, that we will hear questions and answers, questions and answers in silence, please? Thank you. That also applies to those on my right, as well.

 Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair.

Chair: Councillor ALLAN, you’ve got the call.

Councillor ALLAN: The Greens are worse, only voting in favour of one of these neighbourhood plans and failing to support an additional 30,000 new dwellings across the city. Together, this destructive coalition voted against the Kurilpa precinct plan, which will unlock a further 10,000 dwellings in the West End peninsula. Mr Chair, I was not surprised that Labor opposed this initiative. I am also not surprised that the Green Councillor has yet again been silent on the issue of housing across the city, but despite the silence from the Councillor, the Greens’ Lord Mayoral candidate has been vocal. His proposal to address the housing crisis includes squatting in vacant properties or placing international students in share houses, all while our residents continue to look for housing opportunities.

Despite this white noise, the Schrinner Council is getting on with the job and incentivising the construction industry to build projects with current approvals with a focus on small household developments. We know that just 724 attached dwellings were built last year, compared to a yearly average of approximately 4,000. What was not mentioned is that, during this time, the approvals for attached dwellings have increased, with approvals returning to pre-pandemic levels. When this incentive was announced, Councillor CASSIDY did what he does best, commented on an issue without any knowledge of the topic. In fact, Mr Chair, he insinuated that Council was at fault for this low figure, that Council was responsible for not constructing more homes sooner.

Mr Chair, I have repeated numerous times in this Chamber, Council is the facilitator of latent supply. We are not a builder. We are not a developer. Mr Chair, what we do is that 96% of dwellings within Brisbane are privately-owned, either through owner‑occupiers or private rentals. It is the private sector that will build the much‑needed supply. We understand that to build this supply, the industry needs support in tackling some of the difficulties they face, such as increasing material costs, increasing labour costs, supply chain disruptions and labour shortages, but while our approach to assist in reducing some of these costs for construction, Councillor CASSIDY has been clear on his thoughts about the development and construction industry.

Mr Chair, I quote Councillor CASSIDY directly, “if those developers are not going to build their approved developments, maybe they should be penalised”. Extraordinary. Make no mistake, Councillor CASSIDY is willing to punish the very industry—

*Councillor interjecting.*

Chair: Councillor CASSIDY.

Councillor ALLAN: —willing to punish the very industry that would deliver more homes. Councillor CASSIDY is willing to add increased construction costs, costs that would impede more supply into the market. Maybe this is part of Labor’s comprehensive plan to deliver more housing in Brisbane. We know that Labor has only released three priorities. (1) They’ll work with affordable housing providers, reducing fees and charges—tick, we are already doing this. (2) Financial support—

*Councillors interjecting.*

Councillor ALLAN: —for housing and homelessness organisations—

Chair: Just one moment, Councillor ALLAN.

 Councillor CASSIDY and Councillor COLLIER, I remind you again, no yelling out across the Chamber. Consider this as your first warning.

 Councillor ALLAN, you have the call.

Councillor ALLAN: Thank you, Mr Chair. I will repeat that from the start. So, (1) Councillor CASSIDY suggested that we work with affordable housing providers, reducing fees and charges. We are already doing this. (2) Provide financial support for housing and homelessness organisations. Again, tick, we are already doing this. (3) Practical zoning changes and affordable housing incentives. Their track record of not supporting Kurilpa, not supporting 16 neighbourhood plans—

*Councillor interjecting.*

Councillor ALLAN: —and 39,000 potential—

Chair: Councillor CASSIDY.

Councillor ALLAN: —new dwellings, is testament to their track record. They have no desire to support affordable housing in this city. Their voting record in this Chamber proves it. While Councillor CASSIDY continues to show that the Greens-Labor alliance is alive and well, this Administration is getting on and doing what needs to be done to provide additional housing in this city. Thank you, Mr Chair.

Chair: Thank you, Councillor ALLAN.

 Councillor MASSEY.

**Question 4**

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

 Residents across the Kurilpa TLPI (Temporary Local Planning Instrument) area, West End and South Brisbane, are getting more and more concerned about the lack of basic infrastructure needed to accommodate the LNP Council and the ALP State Government’s mandated future hyper density. These concerns are made worse by Council’s practice of pooling infrastructure charges into general revenue, rather than committing to spend infrastructure charges in the suburb where they’re collected. What guarantee can you give these residents that critical infrastructure, like bikeways, footpaths, park upgrades, intersection upgrades and more will be delivered now that the Council has dramatically cut developer infrastructure charges?

Chair: LORD MAYOR.

LORD MAYOR: Well, thank you, Mr Chair. That was an interesting question because, if you go out to the suburbs of Brisbane and you try and make an argument that Kurilpa has a poor level of infrastructure, you will be laughed at. You will be absolutely laughed at. Like, they are within walking distance of the CBD. They have multiple transport options. They have multiple walking and cycling and scooting options, and there is so much investment going into the precinct when it comes to improvements to those infrastructure assets—

*Councillor interjecting.*

LORD MAYOR: —the—sorry?

Chair: Just one moment, LORD MAYOR.

 Councillor MASSEY, you’ve asked a question of the LORD MAYOR. You can at least give the LORD MAYOR the courtesy of listening to the answer in silence.

 LORD MAYOR.

LORD MAYOR: So, the idea that somehow, Kurilpa doesn’t have infrastructure or won’t have infrastructure is plain and simply wrong, plain and simply wrong. I don’t know if the Greens Councillor, Mr Chair, would prefer to see more greenfield development, the cutting down of bushland to provide houses on the outskirts of the city or in other Council areas, but that’s what they seem to be pointing to because, unfortunately, the Greens claim to be green, but they are anything but green. They don’t want any housing to be built in the areas that they represent. That’s the reality. They have the ultimate NIMBY (not in my backyard) attitude, which is, oh look, we support high density, but just not in our area. That’s called a NIMBY. That is called a NIMBY.

Councillor MASSEY: Point of order, Chair.

LORD MAYOR: They will come up with every excuse in the book—

Chair: Just one moment, LORD MAYOR.

 Point of order, Councillor MASSEY.

Councillor MASSEY: Misrepresentation.

Chair: Noted, thank you.

 LORD MAYOR.

LORD MAYOR: They’ll come up with every excuse in the book why they don’t want to support a particular proposal. It’s like, oh, we support high density, but not this one, no, no. Oh look, no, there’s not enough infrastructure. The reality is, the best chance that the people of that area had to get new schools would be to have Jackie Trad as their State Member, but obviously—

*Councillor interjecting.*

LORD MAYOR: —that didn’t happen.

Chair: Councillor CASSIDY.

*Councillors interjecting.*

LORD MAYOR: That—

Chair: Councillors, stop.

 Councillor MURPHY.

 Councillor CASSIDY.

 Councillor COLLIER.

 Councillor MASSEY.

 LORD MAYOR, you’ve got the call.

LORD MAYOR: Because we saw that, while Jackie Trad was the local member, there were schools being built. There were schools being built and there was cooperation with Council on infrastructure projects, and it was great to be working with that local State member to progress the Metro project, for example. Jackie Trad was supportive of what we’re trying to do with Brisbane Metro. What we have seen is—

*Councillor interjecting.*

LORD MAYOR: What we have seen—look, Councillor CASSIDY is interjecting “why did we do a deal with the Greens”. He is the only one that’s doing a deal with the Greens. He is the only one that takes preferences off the Greens.

*Councillors interjecting.*

LORD MAYOR: We don’t deal with the Greens.

Chair: Councillors.

LORD MAYOR: We don’t deal with the Greens.

*Councillors interjecting.*

Chair: Councillors.

 Councillor MASSEY—

LORD MAYOR: We are not part of a coalition of chaos.

Chair: Sorry, Councillor COLLIER and Councillor CASSIDY, this is your second warning, right? We’re going to calm the Chamber down and we’re going to listen to the response in silence.

 LORD MAYOR.

LORD MAYOR: I can confirm on the record, we will not be doing any deals with the Greens. We will not be doing any deals ever with the Greens, because they are destructive. They are divisive. They will send this city backwards. We support progress. They support saying no to everything. They support driving up costs. They support driving up taxes—

Councillor MASSEY: Point of order, Chair.

LORD MAYOR: —driving down affordability—

Chair: Just one moment, LORD MAYOR.

LORD MAYOR: —and we say no to that.

Councillor MASSEY: Relevance—

Chair: Councillor—

Councillor MASSEY: —to the question, which was the guarantee on infrastructure, the relevance, please?

Chair: Thank you. Thank you, Councillor MASSEY. Thank you.

 LORD MAYOR, can I bring you back to the—

LORD MAYOR: I can guarantee that Kurilpa—

Chair: —question, please?

LORD MAYOR: —will continue to have some of the best infrastructure in the entire city. I can guarantee that because it’s already there. It is already there or it is already under construction or it is already planned. Now, at the moment, we’re going through a consultation process on the LGIP (Local Government Infrastructure Plan), and while we’ve seen some people—

*Councillor interjecting.*

LORD MAYOR: —while we’ve seen some people in West End opposing parkland being built in their area, I’d be interested for people to put in submissions about the infrastructure they’d like to see, where they’d like to see it. This is a live debate and discussion going on right now, and so, the best thing that Councillor MASSEY can do is to work with her residents on putting in submissions, rather than opposing new homes and opposing development in an area where it should be.

Chair: Thank you, LORD MAYOR.

 Just one moment, Councillor CASSIDY.

 Councillor MASSEY, your misrepresentation, please.

Councillor MASSEY: Thank you, Chair. I’ve publicly said that I support the neighbourhood plan in that area that has high density at 30 storeys.

Chair: Thank you. Thank you, Councillor.

 Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair.

Councillor HAMMOND: Excuse me?

Councillor CASSIDY: My question is to the LORD MAYOR—

Councillor HAMMOND: I was on my feet.

Chair: Oh sorry.

 Sorry, Councillor CASSIDY.

*Councillors interjecting.*

Chair: This is my fault. Can I make an apology, please, Councillor CASSIDY?

*Councillors interjecting.*

Chair: Hang on. Councillor GRIFFITHS, I’m apologising for making a mistake, all right? I do believe that I am meant to go from side-to-side and I failed—

Councillor HAMMOND: I was up.

Chair: —to look in this direction. I know I did, but Councillor HAMMOND was at her feet. Last week, the speaker was not at their feet.

 So, I apologise to the Chamber.

 Councillor HAMMOND.

**Question 5**

Councillor HAMMOND: Thank you, Mr Chair. My question is to the Chair of Infrastructure Committee, Councillor WINES. Councillor WINES, the Schrinner Council has a strong track record upgrading roads right across the city. Can you please update the Chamber on the latest on the Black Spot Program, getting residents home sooner and safer?

Chair: Councillor WINES.

Councillor WINES: Thanks, Mr Chair, and can I thank Councillor HAMMOND for the question? She’s as good as any person in this place when it comes to advocating for and receiving quality intersection upgrades to improve the welfare of her residents, and I want to recognise her for that, but today’s question is about Black Spots. So, Black Spots are a partnership between the Federal Government and the Council. Now, I’ve often spoken about the virtue of those partnerships, the necessity that when those two levels of government work together, they can materially improve the way of life for all Brisbane residents.

Now, we’ve spoken in the past about how the Federal Government threatened that funding. We’ve had resolutions in this place to that effect. We’ve been able to secure funding for Beams, and I can also—with some great joy, I suppose—reassure this Chamber that Black Spot funding has also been guaranteed to the city, as well, which is really, really important and really, really vital to ensuring that we continue the pipeline of work that improves safety at particular intersections. Now, what qualifies for Black Spot funding? So, a Black Spot‑funded project typically is an intersection where there is a history of collisions, where there are injuries or, worst case, fatalities. They’re required to cost less than $2 million and should be able to be delivered within 12 months. So, those are the features of Black Spot projects.

This year, Council will be delivering four of them. Now, I’d like—there’s often a criticism made of the Administration that they’re somehow city-centric, so if Councillors could take a moment to consider whether these places would be outer suburban or city-centric, I think that would be something valuable. So, the locations are Wynnum, Forest Lake, Norman Park and Inala. They are the four locations for Black Spots for this financial year. They touch on suburbs that are very much at the edge of the city and they ensure that there is balance. In fact, it’s probably a fair criticism that all of those four suburbs, actually, none of them fall within the wards held by majority Councillors yet.

*Councillor interjecting.*

Councillor WINES: So, don’t worry, Councillor CASSIDY, Alex Givney is working very hard and I’m sure she’ll be joining us very soon. I’m going to start with Wynnum.

*Councillor interjecting.*

Councillor WINES: Yes, change is coming. Change is coming in Wynnum Manly.

*Councillors interjecting.*

Chair: Councillors. Councillors.

 Councillor WHITMEE, that is inappropriate. We’re not yelling out across the Chamber. We don’t do that in this place.

 Councillor WINES, you’ve got the call.

Councillor WINES: So, in Wynnum, let’s start with Wynnum. We’re improving the Bay Terrace and Chestnut Street intersection by improving the sight lines and bringing forward the give way line marking on Chestnut Street. Pedestrian safety will also be improved with new refuge islands and kerb buildouts on Chestnut Street to reduce the crossing distance. This will also delineate turning movements with slower speeds and improve the visibility for pedestrians, both of pedestrians and for pedestrians. This project will benefit the local community by improving safety for people walking, riding, and motorists through this intersection. It will promote slower speeds, increase driver awareness, while enhancing pedestrian access and connectivity through that particular intersection.

In Forest Lake, we are moving along Johnson Road. The project will improve safety by clearing vegetation to improve sight lines, install signage and guideposts to increase driver awareness, and encourage speed reduction with new guard rail as a preventative safety measure to stop errant driver movement. Now, before I go on, does anyone actually know where Johnson Road is? It is as far from the—it is as close to Logan as you can be—

*Councillors interjecting.*

Councillor WINES: —without being in Logan. It is the far edge of the city.

Chair: Councillor STRUNK.

 Councillor OWEN.

Councillor WINES: I just wanted to—while we often take what is often unfair criticism of city-centric attitudes, this is as far from the city as is possible. I think—and Johnson Road, I believe it’s the border of Calamvale Ward, isn’t it?

*Councillor interjecting.*

Councillor WINES: Yes, it’s in Calamvale Ward, and so—

*Councillor interjecting.*

Councillor WINES: Then, it goes into—

Chair: Councillor OWEN.

*Councillor interjecting.*

Chair: Sorry, yes.

Councillor WINES: All assistance gratefully accepted.

Chair: Thank you, Councillor WINES, and I’m sure that the questioning that you are putting through to Councillor OWEN is going through the Chair.

Councillor WINES: Always, always.

Chair: Always, yes, of course.

Councillor WINES: So, as I said, Johnson Road is the very edge of the city. This work ensures what can be a connector road will be safer for motorists, and we appreciate the Federal intervention so that work on the boundary can proceed in a timely manner. The existing signage on the southern side of the road will be relocated to improve visibility.

Chair: Councillor WINES, your time has expired.

Councillor WINES: Thank you, Mr Chair.

Chair: Councillor CASSIDY, you’ve got the call, and again, accept my apologies before. The error was definitely on my part.

**Question 6**

Councillor CASSIDY: Thanks very much, Chair. My question is to the LORD MAYOR. LORD MAYOR, more moderate Liberals around Australia, more organisations, including one that you are a member of, the Organising Committee for the Brisbane Olympic and Paralympic Games, have come out in support of a yes vote in the referendum for a Voice to Parliament for recognition, for listening, and for better outcomes, but you haven’t been able to bring yourself to say a very simple word, yes. With the vote to be held on 14 October, can you tell the people of Brisbane today if you support a yes vote?

Chair: LORD MAYOR.

LORD MAYOR: Either Councillor CASSIDY hasn’t been listening when we’ve discussed this before in the Chamber, or he’s deliberately trying to muddy the waters. We have had motion debates on a number of occasions on this issue, and we have had even votes on this issue, as well. The last time we had a motion debate on this, the motion got up unanimously. So, I’m not sure what Councillor CASSIDY is referring to, but my position was made very clear. Questions that I had that need to be answered were made very clear. We are still waiting on answers to those questions, as well.

*Councillors interjecting.*

LORD MAYOR: As the days go by, I progressively lose hope that those questions will be answered, because there has been no effort made on the part of the Federal Government to answer those questions. In fact, we’ve heard that the Prime Minister hasn’t even read the Uluru Statement of the Heart. I mean, a basic thing which the government said was the genesis of this whole debate and this whole issue.

*Councillors interjecting.*

LORD MAYOR: He hasn’t even read it, yet he wants us—

Chair: Just one moment, LORD MAYOR.

 Councillor COLLIER and Councillor CASSIDY, this is your third warning about calling out across the Chamber. We are going to listen to the response in silence.

 LORD MAYOR.

LORD MAYOR: Thank you. The Prime Minister wants us to make a very important decision without answering some very simple questions. I do remain hopeful, but as I said, I am losing hope day by day that those questions will be answered, because our concern should rightly be for the Traditional Owners and Custodians of Brisbane, and as we know, there are at least, at least three different traditional owner groups, being the Turrbal, the Jagera, and also the Quandamooka, within the Brisbane City Council area. Nobody has yet been able to tell me how they will be represented and how things will improve for our local Traditional Custodians and Owners, and that is a fair and legitimate question to ask. As I said, we’ve discussed this at length in the past. There are still those unanswered questions. I am still waiting.

Chair: Thank you, LORD MAYOR.

*Interjecting.*

Chair: Just one moment, please. Can I remind the members of the Gallery that, under the Meetings Local Law, you are not permitted to express dissent or disapproval in any way, shape or form? Doing so gives me the opportunity to throw you out of the Gallery.

*Interjecting.*

Chair: Thank you. I’ll accept that as an apology.

 Councillor LANDERS—

*Interjecting.*

Chair: Sir, thank you. I would kindly ask you to leave the Gallery.

*Interjecting.*

Chair: Thank you, sir.

*Interjecting.*

Chair: Thank you.

 Councillor LANDERS, we’ll wait while other members of the gallery remove themselves. Thank you.

 Thank you, Gallery.

 Councillor LANDERS.

**Question 7**

Councillor LANDERS: My question is to the Chair of the Community, Arts and Nighttime Economy Committee, Councillor HOWARD. Councillor HOWARD, in typical fashion, the new Councillor for Morningside recently jumped the gun and made up claims that the Schrinner Council hasn’t supported women’s sport. Can you please take five minutes out of your day to educate Councillor COLLIER on all the great investments the Schrinner Council has made into women’s sport in recent times?

Chair: Councillor HOWARD.

*Councillors interjecting.*

Chair: Councillors, please.

 Councillor HOWARD.

Councillor HOWARD: Well, thank you. Thank you very much—through you, Mr Chair, to Councillor LANDERS for her question and for her ongoing interest in women’s sports. As all those—

*Councillor interjecting.*

Chair: Councillor CASSIDY. I will go to the official warnings. You’re on a third verbal warning.

 Councillor HOWARD, you’ve got the call.

Councillor HOWARD: Thank you, Mr Chair. As all those here in the Chamber know, women’s sporting participation is rapidly growing across Brisbane, across a range of different sporting codes, meaning that we are seeing more women and girls playing at one of Council’s many community facilities across Brisbane. With this significant growth in mind, the Schrinner Council is working hard to ensure that we can foster this participation in a managed and productive way, ensuring that our facilities across Brisbane are able to cater for this surge in female participation.

The other week in the Chamber, I was briefly able to correct the record on some of the statements made by Councillor COLLIER, who asserted that this Council was in some way not fostering women’s participation in sports at Council-leased facilities. Our recent track record on this matter, however, shows that these statements could not be further from the truth. Through both our Lord Mayor’s Better Suburbs Grants and through our Community and Sport Partnership program, Council has recently committed significant funding across 12 sites across the city that cater for women’s sport, eight of these being change room upgrades.

I would like to take this opportunity to highlight some of the recent projects that Council is helping deliver across the city through our investment into women’s sport. While this is quite an exhaustive list and includes program upgrades totalling over $3 million in Council contributions, I will take this opportunity to highlight just some of the examples of these works being undertaken to foster women’s sports across Brisbane. At East Rugby Union at Norman Park, Council is providing $250,000 for the club to construct four unisex change rooms to meet inclusion requirements and support rugby activities. At the Wynnum Vikings Australian Football and Sporting Club, Council is providing $315,000—

*Councillor interjecting.*

Councillor HOWARD: Through you, Mr Chair, this is—

Chair: Thank you.

Councillor HOWARD: I am being disrupted all the time by Councillor CASSIDY.

Chair: Councillor HOWARD, thank you.

 Yes, I heard that. Councillor CASSIDY, I will go to the formal warnings.

*Councillor interjecting.*

Chair: Yes, I know. You can follow on, and if you want to answer, can you do it within your own mind, please?

 Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair. I might remind Councillor CASSIDY that he is not interrupted when he is giving his responses, and that it’s only—

Chair: Councillor HOWARD, to the question, please. Thank you. I’ll be able to handle Councillor CASSIDY if you would care to answer the question.

Councillor HOWARD: So, at the Wynnum Vikings Australian Football and Sporting Club, Council is providing $315,000 for the club to extend the current clubhouse and change rooms to improve accessibility for all. Last but certainly not least, Hockey Queensland are receiving $310,000 to resurface their synthetic playing fields for the benefit of their almost 10,000 members at Colmslie Recreation Reserve. As I mentioned earlier, a number of these 12 projects had been funded by Council through the Community and Sport Partnership program, first announced by the Schrinner Council in 2021. The program has since seen Council partner with a number of sports clubs on Council-leased sites to help fund significant improvements to enhance facilities, ensuring that they are fit-for-purpose and can meet the increasing demand for sporting participation.

Since its inception, this program has gone on to help a range of organisations, including funding to foster women’s participation in sport, in collaboration with stakeholders such as peak sporting bodies. We know that this funding has been really appreciated by the respective sporting codes, many of whom are still experiencing some of the ongoing impacts of the February 2022 floods. However, it is this Council that can gladly say that we are taking thoughtful and considered action to get women and girls playing at one of our many leased facilities. It also is worthwhile to update the Chamber on some significant actions this Council took to promote women’s participation in football immediately before and during the FIFA Women’s World Cup, given that Councillor COLLIER made reference to the Matildas in her question the other week.

As it was, several international teams did in fact train at Council-leased sites in the lead-up to the 2023 FIFA Women’s World Cup, of which our local football clubs were very proud. However, in order to ensure these facilities complied with FIFA’s international standards, a number of these clubs were advised that capital improvements such as lighting and facility upgrades were required in order for these venues to meet these international standards. To ensure these venues could cater, Council provided close to $300,000 in funding to relevant clubs to ensure that they could be utilised in preparation of the FIFA World Cup. So, to echo the LORD MAYOR’s comments on this matter the other week, we recognise—

Chair: Councillor HOWARD, my apologies. Your time has expired.

 Further questions?

 Councillor GRIFFITHS.

**Question 8**

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

 LORD MAYOR, how many bus manufacturing jobs in Brisbane has your LNP Council supported in the past two years?

Chair: LORD MAYOR.

LORD MAYOR: We have supported just as many as the Labor State Government has, Mr Chair, because we’ve heard in the past, Councillor MURPHY provided a very good Committee report and also summary on this interesting situation we have at the moment where the Labor State Government and Minister Bailey decided to make policy up on the run and say, from a certain date, only zero emission buses could be purchased. We have been trying now for months and months and months to strike a deal with the State Government to start building electric buses.

We want them to be built here in Brisbane, yet first of all, the State Government won’t sign up a funding arrangement with us to jointly do this, and secondly, the industry themselves have been saying, well, we can’t actually deliver what the State Government is asking for. We don’t have the capability, and we need some kind of certainty. Questions need to be answered about what percentage of manufacturing requirement for buses is local versus using imported parts. Now, some of the componentry for these buses, even if they are assembled locally, will have to be imported. So, things like chassis, they’re imported. Things like batteries for electric buses, they are imported. We don’t have local capacity at this point in time to do that.

So, they’re seeking clarity on, well, what are the guide rails here? How can we deliver this policy? This is what happens with Labor kneejerk policy. They’ve had years to sort this out. We’ve been trying to work with them to sort it out. We want to start building buses right away, and in fact, not only have we written repeatedly to Minister Bailey on this issue, trying to get permission to go ahead and a deal done to go ahead, I have also talked to others in the Labor State Government to try and get this deadlock broken so that we can start building buses locally here.

Councillor GRIFFITHS: Point of order.

LORD MAYOR: We need to get on with it.

Chair: Point of—sorry, LORD MAYOR.

 Point of order, Councillor GRIFFITHS.

Councillor GRIFFITHS: Yes. The question was, how many have we built in the last two years by this Council? No, that was the question, how many over the past two years? That’s all I’m seeking.

Chair: LORD MAYOR.

LORD MAYOR: Mr Chair—

Councillor GRIFFITHS: Just a simple number.

LORD MAYOR: —the question was about manufacturing jobs, not buses. He’s changed the question. So, as I pointed out, we have supported just as many as the Labor State Government has supported.

*Councillor interjecting.*

LORD MAYOR: Well, you tell me. What has the Labor State Government supported when it comes to bus manufacturing jobs? You tell me.

*Councillors interjecting.*

LORD MAYOR: You tell me—

Chair: Councillors.

LORD MAYOR: —because they are part of the equation here. We want those workers to be building locally-manufactured buses tomorrow. We want them to be building tomorrow.

*Councillor interjecting.*

LORD MAYOR: The only thing—

Chair: Councillor MURPHY.

LORD MAYOR: —standing in the way is the Labor State Government who refuse to sign an arrangement. This is, once again, what we see week after week. It’s called an own goal. Like, literally, do your basic research and find out that the only thing standing in the way of us building buses locally is the Labor State Government and Minister Mark Bailey. This can be changed with the stroke of a pen. So, don’t try and play politics with your own side. That’s a bit silly. We want to get on with it. We want to work with the State Government. In fact, as recently as last week, I’ve had correspondence with the State Government on just this matter, just this matter, because I’ve said we need to get building. We need to get building. Sign off on it. Do the deal. Support the arrangement. Provide the appropriate funding.

Councillor GRIFFITHS: Point of order.

Chair: Point of order, LORD MAYOR.

 Point of order, Councillor GRIFFITHS.

Councillor GRIFFITHS: Thank you. I gather the figure is zero.

Chair: That’s not a valid point of order.

Councillor GRIFFITHS: Zero.

Chair: Councillor GRIFFITHS, that is not a valid point of order.

 LORD MAYOR.

LORD MAYOR: I would just caution Councillor GRIFFITHS about verballing the State Government in that way. He doesn’t know the answer to this question, obviously, but the answer is we want to get building tomorrow. We want to get building straight away. We want to sign a contract and we want to get building. There is only one thing standing in the way and it is George Street.

Chair: Thank you, LORD MAYOR.

Councillor ADERMANN: Chair.

Chair: Any further questions?

 Councillor ADERMANN.

**Question 9**

Councillor ADERMANN: There are indeed. Thank you, Chair. My question is to the Chair of City Standards, Councillor MARX.

 The Schrinner Council is acutely aware of the cost-of-living crisis facing households around the city. Can you please update the Chamber on the latest offering from Council keeping the cost of living down?

Chair: Councillor MARX.

Councillor MARX: Yes, thank you, Chair, and through you, I thank Councillor ADERMANN for the question. Spring has truly sprung in Brisbane, and what better time it is to get stuck into the spring clean. I don’t know if many of you, like myself, got woken up very early in the morning the other morning with a tremendous thunderstorm and rains, which is probably better than the usual three o’clock in the afternoon, school-out time that generally happens. To make it easier and more affordable for residents to be prepared for the unpredictable weather ahead of us, we will be expanding our free green waste tipping weekends to one weekend in every month of spring. So, this change is from the consecutive weekends to once a month drop-off weekends, and that will give residents time to clean up and correctly dispose of as much household green waste as they want to at no cost.

So, our free drop-off weekends will take place from 6.30am to 5.45pm on the following dates: September 9 and 10, October 7 and 8, and November 11 and 12. So, on those designated days, residents can visit one of Council’s four RRC (resource recovery centres) centres located in Chandler, Nudgee, Willawong and Ferny Grove to dispose of their green waste. Potentially, there might be a bit of a queue, so I ask for everyone’s patience at that time. The green waste collected is then turned into mulch and compost, saving green waste from our stormwater drains and also landfill. We know that our residents make the most of these opportunities. Last year, an estimated 8,420 people made use of free tipping weekends, disposing of more than 1,500 tonnes of green waste and saving almost 118,000 in tipping fees.

Of course, our green waste recycling service operates throughout the year, and beyond November, residents can take advantage of their green waste vouchers, which are the normal waste vouchers that you get with your rates notice or as a renter, or sign up to receive a green waste bin which, as we know, the LORD MAYOR has dramatically dropped the price on. Brisbane’s residents trust the Schrinner Council to deliver cost-effective solutions that enhance the sustainability of our beloved city. Our waste management plan for Brisbane is about expanding services and providing more opportunities for the residents to dispose of their waste correctly. This extension aligns with two key commitments of the Schrinner Council, easing cost-of-living pressures for Brisbane households and upholding Brisbane’s reputation as a clean, green and sustainable city.

Mr Chair, the wonderful weather we’re currently enjoying is one of the reasons we adore Brisbane. However, we must remain vigilant as our city’s subtropical climate can also bring severe weather. So, in anticipation of this, I urge all residents to clean out their gutters, trim the overgrown vegetation around their properties, and then, thanks to our free green waste disposal weekends, all of those clippings, cuttings and other garden waste can be disposed of without cost. So, can I please invite all Councillors in the Chamber—through you, Mr Chair—to promote the upcoming weekends to their residents on social media or however they choose to speak with their residents. Thank you, Mr Chair.

Chair: Thank you, Councillor MARX.

 That then ends Question Time.

 Move on to the next—

Councillor COLLIER: Point of order, Chair.

Chair: Point of order, Councillor COLLIER.

**Procedural motion – Motion be taken off the table**

**143/2023-24**

At that juncture, Councillor Lucy COLLIER moved, seconded by Councillor Jared CASSIDY, that the motion submitted by former Councillor Kara Cook at the meeting on 6 September 2022, be taken off the table.

Upon being submitted to the Chamber, the motion was declared **lost** on the voices.

Thereupon, Councillors Jared CASSIDY and Lucy COLLIER immediately rose and called for a division, which resulted in the motion being declared **lost.**

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Sara WHITMEE, Trina MASSEY and Nicole JOHNSTON.

NOES: 19 - 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, Julia DIXON, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

Chair: Councillors, I draw your attention back to item four on the agenda.

 LORD MAYOR, Establishment and Coordination Committee (E&C) report, please.

## 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 28 August 2023, be adopted.

Chair: LORD MAYOR.

LORD MAYOR: Okay, thank you, Mr Chair. As I always do, I just wanted to highlight some of the important milestone days that are happening throughout the week and the lighting up of assets that we do in support of those things, obviously, across multiple sites and multiple days. If you see an asset lit up in pink, chances are it’s for Brisbane Festival. Councillor DAVIS is dressed accordingly today. Obviously, it’s a 22-day celebration of arts and culture, an opportunity to celebrate our amazing creatives, to showcase our amazing creatives, and also to encourage the people of Brisbane and the surrounding areas to get out and enjoy the best of what’s on to offer for the Brisbane Festival, whether it’s starting with a bang with Riverfire, which we’ve just heard, by the way, that the Greens oppose now. So, the Greens oppose Riverfire. Add that to the list. Add that to the list of things they’re against, which is really disappointing, but not surprising.

To see also lots of—hundreds of free and low-cost events being available as part of the Brisbane Festival program is important. Now, for those events that are ticketed, obviously, that’s all about helping to support the arts and culture in Queensland and in Brisbane, so there’s a role for ticketed events, there’s a role for free and low-cost events, and Brisbane Festival has a mix of both, but I want to congratulate in particular Louise Bezzina and Charlie Cush, and also the Board of the Brisbane Festival, who do a great job, and thank all of the supporters of the Brisbane Festival, as well, those that contribute financially, including both Brisbane City Council, the State Government and corporate supporters and personal philanthropists, as well, who all donate to make it possible.

Last night, the Story Bridge was lit up in red and white to support Polycystic Kidney Disease Awareness Day, and this is an important awareness and fundraising opportunity for a cure which affects 25,000 Australians and their families.

Tonight, City Hall, Sandgate Town Hall and the Story Bridge will be lit up in purple to support Women’s Health Week. This week celebrates and promotes women’s health with a number of community and workplace events being held across the country in recognition of the day.

On Wednesday night, the Story Bridge will also be lit up in purple for Gynaecological Cancer Awareness Month, which once again helps to raise awareness and funds for life-changing medical research and clinical trials to combat this cancer.

On Thursday night, both City Hall and Sandgate Town Hall will be lit up in blue, yellow and green to support Brazil Independence Day. It’s celebrated on 7 September every year. The day marks Brazil’s Declaration of Independence, and I want to wish our growing and thriving Brazilian community all the best for this important day.

Also on Thursday, the Story Bridge will be lit up in red to support International Fetal Alcohol Spectrum Disorder Awareness Day. Once again, an annual awareness day, and also one that acknowledges the struggles faced by families who are living with this disorder.

On Friday night, City Hall and the Sandgate Town Hall will be lit up in green to support the Merciful Servants sleepout, which is a new initiative by the Merciful Servants, who are raising funds for homelessness and awareness of homelessness in Brisbane. The Merciful Servants do a great job with their charity outreach on a regular basis, and this is another new way that they’re helping out with Brisbane’s homelessness challenges. Thank you to the Merciful Servants.

On Saturday night, City Hall will be lit up in purple for the Lord Mayor’s Charitable Trust Gala Ball, the annual gala ball which is a major fundraiser for the Lord Mayor’s Charitable Trust, held in this building since the 1950s, and one that I particularly want to thank the Lady Mayoress for, and her passion and support for this cause as a volunteer, and also the team in City Hall who provide support to make sure that every dollar donated to the Trust goes back out the door, so that the overheads of this organisation are covered by Council, which means that a dollar donated is a dollar that goes out to support the community, but obviously, we’re looking forward to another successful fundraiser so that we can continue, through the Lord Mayor’s Charitable Trust, to support those at the frontline who are doing great work.

We’re going into a particularly different season in terms of weatherwise than we’ve had in recent years. We’ve had La Niña in recent years and now we’re in El Niño, which is a different kind of season. It’s more likely that we’ll have drier conditions. It’s more likely that we will experience conditions that are similar to drought. It’s more likely that we will have lower rainfall, and it’s more likely that we’ll have conditions that are conducive to bushfires, as well. So, the minute that the weather authorities have started warning of a potential El Niño, we’ve been gearing up our response in terms of preparedness for the storm season, the summer season.

So, this season, we know that we will continue to get summer storms, even if the overall conditions are drier. So, we’ll get storms on one hand, but we also may face a season that brings bushfire, and so we’ve been gearing up both our storm preparedness and we continue to gear up our flood preparedness, but also our bushfire preparedness, as well. The message to all Brisbane residents is, for summer in Brisbane, expect the unexpected. That is the reality. We’ve had more and more people who have moved here from New South Wales and Victoria, and while those people may not necessarily be familiar with the Brisbane conditions yet, many of those people are familiar with bushfire conditions in those locations, but we have a mixture of challenges that we are prepared for.

This year, we have done more planned burning or controlled burning than at any year in at least five years, and so we’ve geared up our program accordingly. There’s been more than 342 hectares in 17 different locations covered through planned burns. More importantly, though, there’s been 3,158 hectares of fire breaks and grass cutting of fire breaks conducted to make sure that the fire breaks are ready. There’s been 1,874 hectares of vegetation work completed, and 128 kilometres of fire tracks and maintenance tracks have been accessed and maintained and checked to make sure that they are ready, in case of the unexpected.

The other thing that is happening, as well, is that we are reminding residents of the Get Ready for Summer campaign, and as part of that campaign each year, we offer green waste tipping opportunities. So, this year, we will again be having free green waste tipping weekends. The very first of those weekends is this weekend, Saturday and Sunday, but if residents for some reason can’t access that weekend, there are two more coming. We’re having green waste tipping weekends in September, October and November, and all of those will provide the free access for people to do the clean-up of their property, clean out the gutters of leaves, trim overhanging branches, make their properties as ready as possible for either storms or potential bushfires. On top of that, we also have the opportunity to get a green waste recycling bin for less than a dollar a week, and so that’s another opportunity that people can access at a low cost to help dispose of green waste and be ready for summer.

Over the weekend, Brisbane City Council and its employees were up for three different awards at the Queensland Auscontact Excellence Awards. Councillor HOWARD, I know that’s one you follow very closely. I’m pleased to announce that out of the three awards that we were up for, we won all three of them. So, congratulations to Adrian Beech, who was one of the award winners, and also Layla Buckley, who was another one of the award winners in our Customer Experience team. Also, congratulations to all Council employees in the Contact Centre—and there’s more than 200 of them—because this year, Brisbane City Council was awarded Contact Centre of the Year. That is a great outcome.

*Councillor interjecting.*

LORD MAYOR: I think—so, someone just said, thank you, Lord Mayor Jim. Well, we have a lot to thank Lord Mayor Jim for. We have a lot to thank—Lord Mayor Jim did a lot of outsourcing. We’ve consistently resisted any outsourcing of our Contact Centre. We’ve always made sure that it is local Brisbane residents serving local Brisbane people. There have been many, many pushes over the years to outsource the Contact Centre, and we have always said no.

Chair: LORD MAYOR, your time has expired.

**144/2023-24**

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

Chair: LORD MAYOR.

LORD MAYOR: I think this point, really—I mean, Labor likes to play politics with this sort of thing, but this point illustrates that, where getting contractors to provide services is a better outcome, we do it. Where retaining services in-house is a better outcome, we do it. So, you know, whatever Labor Councillors might say, it should be taken with a grain of salt because we know that Lord Mayor Jim outsourced the grass cutting. He outsourced the rubbish collection. He outsourced the CityCat operations. He was the great outsourcer, and he is the person that they claim is a mentor. He’s a mentor for all of those Councillors and, I understand, even a mentor for their Lord Mayoral candidate, as well. Look, you know, we know that what they say on these issues can be taken with a grain of salt.

Item A on the agenda is the report of the Audit Committee meeting on 3 August. So, Council’s independent Audit Committee reviews on a continual basis Council’s internal audit reports and manages oversight of operational risks and control measures. It also works with the Queensland Audit Office, who was represented at this meeting. The Committee was briefed by the CEO, CFO (Chief Financial Officer), Chief Legal Counsel and Chief Internal Auditor, and also the Acting Chief Information Officer on a range of matters. Topics discussed were set out in the minutes and have appeared through for the Council to be aware of.

Item B, this is an exciting one, and Councillor CUNNINGHAM shares my excitement, as do other Councillors on this side. Item B is a long-anticipated and much-lobbied-for outcome for the local community, and also for an incredible charity organisation in our city. What we see here is Commonwealth Government land or Federal Government land being sold to Council, so that it can be used for the combination of parkland and also a new home for the organisation of Legacy, which is a wonderful outcome. Legacy is obviously—has been serving the veterans and their families of our community for such a long time, and their commitment is something that we all support, but they also need a home.

Their current home is a future development site in the Kurilpa precinct, in fact, and they needed a new home. This opportunity provides them with a home right next to the hospital that does the most care for our veteran community, the Greenslopes Hospital. So, it is an ideal outcome and it also provides Federal Government land that can become some parkland and greenspace for the community, as well, so it is a dual win for the community and a great outcome. So, what will happen here is that we see three blocks will be reconfigured into two titles. One of those will be approximately 1,125 square metres for an urban common, and there will be approximately 800 square metres for Legacy Queensland.

We will pass through this land at the cost that we paid for it, or the equivalent cost based on that pro rata basis for 808 square metres to Legacy. So, Legacy will reimburse the Council for that 808 square metres, and then the remaining 1,125 square metres will become an urban common. This is an outcome which Councillor Fiona CUNNINGHAM has been relentlessly pursuing, relentlessly pursuing, because she knows it would be a good outcome for the community and for such an important veterans’ charity organisation. This is an outcome that we have faced a lot of hurdles to achieve.

In fact, you know, there has been challenges in the past from various elected MPs (Members of Parliament) that we’ve had to navigate through, but in the end, we got the support of the Federal Government to make this a possibility. That support was provided by the previous Federal Government and, thankfully, the new Federal Government has kept that commitment, and so were able to offer this outcome for the community. The purchase that we’re making is less than the market value, so the Federal Government has done the right thing, offered this land at less than market value. It is a price—I’m not sure if it’s commercial‑in‑confidence. I think it’s $1 million. That’s in my notes here, so I assume it’s not commercial-in-confidence. One million dollars that the Federal Government is selling the land to Brisbane City Council.

As I said earlier, we will then on-sell 800 square metres to Legacy to reimburse part of that cost, and the remainder will become urban common. So, congratulations to Councillor CUNNINGHAM for engineering and persisting with this outcome. We think it will be a great outcome for the community, a great outcome for Legacy, and in the right location, as well, right next to the hospital that services our veterans’ community and provides care and support to our veterans. So, I commend this item to the Chamber.

Chair: Thank you, LORD MAYOR.

 Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair.

**Seriatim - Clauses A and B**

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| Councillor Jared CASSIDY requested that Clause A, REPORT OF THE AUDIT COMMITTEE MEETING ON 3 AUGUST 2023; and Clause B, PURCHASE OF LAND LOCATED AT 51-55 HEADFORT STREET, GREENSLOPES, FROM THE COMMONWEALTH DEPARTMENT OF VETERANS’ AFFAIRS, be taken seriatim for voting purposes. |

Councillor CASSIDY: I’ll speak on both these items, and start with item B, the purchase of land at 51‑55 Headfort Street, Greenslopes, from the Commonwealth Department of Veterans’ Affairs (DVA), and reiterate the LORD MAYOR’s gratitude and thanks to the Federal Government. He couldn’t quite say those words, not quite in his nature, but it is a good outcome. At a level that is far below market value is indeed a good outcome, and to know that Legacy will be going in there is a fantastic outcome, and that there will be public space, as well, for people to enjoy, not just people who are going to Legacy and the services that will be there. I believe Mates4Mates, as well, will be in there, but also, people who are at the hospital, visiting the hospital or just in the local area.

Legacy is a fabulous organisation. We were at the Geebung RSL (Returned and Services League) President’s Lunch over the weekend and the beneficiary—it was celebrating 100 years of Legacy, and the beneficiary of the Women’s Auxiliary fundraising effort was for the Geebung Legacy group. I have very, very fond memories of Legacy in the location that the LORD MAYOR mentioned, where they will be moving from. I used to attend there with my grandmother when she looked after me on school holidays. I wasn’t much for the dancing and the other things, the other activities they did, but I always did enjoy their hospitality and their morning teas, and the camaraderie that was there at Legacy amazed me at a very young age, and the support that my grandmother received from Legacy as a war widow is something I’ll never forget. So, really, really happy to see that organisation will have a new permanent home out at Greenslopes in such a well‑located area, so we’ll certainly be supporting that item today.

The item we won’t be supporting, of course, is the report of the Audit Committee and the minutes, I guess, that we receive as Councillors here. Now, this is a pleasant surprise, to get a second report in two weeks from the Audit Committee, given last week’s report was three months late. This one was for the Audit Committee a month ago. I’m not sure what—maybe that—it’s only every second month, I presume, then, that the Audit Committee does meet. It’s hard to keep track. They do come here with regularity, not with a lot of information, but this one does—even more than last week’s—raise an awful lot more questions for us as Councillors than it provides in answers through the information that is before us today.

So, to kick things off, there’s obviously something over in the water at CBIC. There are lots of resignations noted over at the City of Brisbane Investment Corporation that is there. I do wonder why—and you go and look at the most recent annual report of CBIC and you get a bit of—they’re not doing very well at all. You get a bit of an indication as to what’s going on over at CBIC. This year, for the first time ever in CBIC’s history, we’re going to see the rent that’s paid by ratepayers to CBIC far outstrip the returns back to ratepayers by millions and millions and millions of dollars.

*Councillor interjecting.*

Councillor CASSIDY: The board is, of course, still being paid and there are, of course, lots of friends of the LNP on that board over at CBIC.

Now, there’s an item in here about materials. This is at item six. Material contingent liabilities were discussed, which is obviously a fancy way of saying a potential claim or a lawsuit or a class action, perhaps, against Council. The Committee raised concerns that there was a risk of that at the moment. That’s not something that’s come up very often lately. It is telling, I guess, that as those letters start to go out to residents about house resumptions, and then quickly after that, the Audit Committee is briefed on possible legal action. So, I guess the unintended consequences of these letters being sent out by the LORD MAYOR, regardless of how many times the LORD MAYOR tried to back away from his epic failure, is that property values will be impacted, and there is no way that they won’t be and there is no way to hide that, as well. It only makes sense that residents may or may not pursue legal action in the process of trying to protect their homes and their futures.

Then, the Committee discussed delegations, and while there’s not much detail in that section of the report about delegations, it is noted there that there are emerging risks when it comes to the level of delegations through the annual review process of delegations in Council. So, as we know, delegations are at a record high under this LNP Administration. The LORD MAYOR retains his unique ability under the City of Brisbane Act to direct the CEO and senior contract staff within Council, but more and more of the other decision-making powers of the Council, which we all constitute, is now being delegated away to staff. I think that’s obviously something that’s concerning to the Audit Committee, and something concerning to us, as well.

Alarmingly, there was a discussion around policies and procedures relating to debt collection, the use of third-party debt collection. There’s a specific reference in there to the Robodebt Royal Commission. Of course, why wouldn’t the Audit Committee want to get an assessment of the adequacy of Council’s policy on debt collectors? They may, in fact, be worried about Council’s practices. Let’s hope there isn’t any concerns there, otherwise that advice which was earlier in the report around class actions and lawsuits and claims against Council may be needed again. What did the external third‑party review of Council’s cybersecurity maturity reveal? Who was the third party and why is this information becoming secret?

A cybersecurity issue that isn’t secret at the moment is a real live issue of a scam happening over in the Marchant Ward. Unfortunately, Councillor HAMMOND’s link to a survey was hacked and people’s details were compromised. This is obviously something that needs to be looked at, and I’m sure the Audit Committee will be looking at that, as well. What’s detailed in the corporate finance update is anyone’s guess in this Council Chamber. We’re not provided with that information. What progress was made on assets—

*Councillor interjecting.*

Chair: Councillor HAMMOND.

 Councillor CASSIDY.

Councillor CASSIDY: —under construction? These are the same Queensland Audit Office issues that were discussed at the last meeting, so what is the progress on all of these things? The Audit Committee is obviously asking these questions of Council and of this Administration. Are they getting the answers? We don’t know as Council. We also have some serious concerns with the language here around the consolidation of controlled entities and urban utilities, as well. We have a concern because we know that there is an increasing reliance on dividends paid from controlling entities to Council and entities in which Council has a majority shareholding, like Urban Utilities, we’re worried that there’s an artificial inflation of the dividend that’s being paid to Council from Urban Utilities to plug a budget black hole, which means higher water bills for residents in Brisbane.

We know that, obviously, the returns from CBIC to Council, the dividend has been artificially inflated for many years because that is all coming home to roost now, that the rent paid by Council to CBIC is far outstripping the real dividend return, as well. So, we do have concerns about that and I’m sure the Audit Committee shares those concerns, as well, but because the LORD MAYOR has absolutely no problem in stacking our boards with LNP friends, we know that. We saw that in the last few weeks with answers to Questions on Notice, the number of LNP mates, LNP members and fellow travellers that are on boards, and we’re just worried this is another example of that, as well. In the last two weeks, we’ve seen another familiar name put onto a Council board, Councillor Peter Matic. Oh sorry, not Councillor anymore. He was just recently—he’s just plain old LNP Peter Matic—has been put on the SunPAC (Sunnybank Performing Arts and Cultural Centre) Board.

What progress has been made on the climate resilience framework? Talked about a lot, we know we are living with the devastating effects of climate change here in Brisbane now. We went 18 months ago talking about the worst flood we’ve ever had to be talking about the most catastrophic bushfire season we’re ever going to have. The Audit Committee is really concerned about that, but what are the plans that this LNP Administration has to deal with that? What has changed with Council’s finance functional strategy? No information there. How many agreed management actions not implemented are there, as well?

These are all questions that I’m sure Councillor CUNNINGHAM will answer in her contribution to this today, because as Council—we are the Council, the 26 of us plus the LORD MAYOR constitute the Council. This Audit Committee is a function of the Council. They are raising serious concerns about the policies and procedures and decisions of this Council, of which the LNP run the show. That information should be available to councils before we just simply note a report and give it a rubber stamp, just like the LNP does, and say, nothing to worry about here. Well, that’s not the approach that we take on this side. We think the people of Brisbane certainly deserve transparency and accountability when it comes to the decisions that this Administration is making.

Chair: Thank you, Councillor CASSIDY.

 Further speakers?

 Councillor DAVIS.

Councillor DAVIS: Thank you, Mr Chair. Mr Chair, I rise to speak on item B, which is the purchase of land located at 51-55 Headfort Street, Greenslopes, from the Department of Veterans’ Affairs. The approval of this submission will mean that we are one step closer to delivering a new park in Greenslopes, as well as providing the perfect site for Legacy Queensland to build their new home because of its close proximity to the Greenslopes Hospital. There were a few challenges with this site. It was significantly contaminated. Soil tests had revealed that there was a high concentration of contaminants, which included asbestos, from the site’s former use as part of a World War II-era military hospital.

As you know, Mr Chair, much of Brisbane’s parkland estate is built on landfills or a floodplain or industrial sites. We know that the remediation of contaminated land from historic uses can add significant cost to the delivery of a new park, but we’ve been working through these issues with the Department of Veterans’ Affairs, who have agreed to dispose of the land at an off-market concessional transaction of $1 million, but under this agreement, DVA have assumed the cost for the demolition, as well as the remediation of the site. That will provide Council with a clean site and certification that appropriate remediation works have taken place. So, we will acquire three blocks of land, completely clean and ready to go, for the new park and community facility, which means we can commence the planning and design work straight away for the 1,100-square-metre urban common, which had been identified in the LGIP.

I know that Councillor CUNNINGHAM has been a passionate advocate for this outcome. When I first became Chair, it was very clear that Councillor CUNNINGHAM had put a lot of effort into the negotiations with the officers at Council, as well as those within DVA and the Federal Government at the time, to make sure that we got an outcome that was not only great for her local community, in the delivery of a park, but also a fantastic outcome for Legacy.

So, just as exciting, as I said, is the Legacy House proposal. As well as working with DVA, we had been in conversations, as I said, with Legacy for a number of years about finding them a new home, and I think that there’s not a better site that they could start to build that new home. Once the transfer from the Commonwealth to Council is finalised, we’ll then start to commence the process of transferring some of the parcel to Legacy, so that they can start that construction. Mr Chair, you may not be aware that in 2021, Legacy made the very difficult decision to sell their premises on Fish Lane at South Brisbane because, like so many charities, they were unable to collect donations during the pandemic.

They did this so that they could continue to provide the critical support that they do, and that’s to over 7,000 Queenslanders per year who are related to deceased war veterans. Again, through the strong advocacy of Councillor CUNNINGHAM, the LORD MAYOR was able to give assurance to Legacy that Council would do everything that we could to try and help find them a new home at this Greenslopes site, where they do have some very strong, historical connection.

Overall, this is a wonderful outcome for everyone, Council, the local community, Legacy and the defence community. I want to thank the former Minister Darren Chester for his very strong support in getting this underway and securing this outcome, as well, and I commend this item to the Chamber.

Chair: Thank you, Councillor DAVIS.

 Further speakers on item A or B of the Establishment and Coordination Committee?

 Councillor JOHNSTON.

Councillor JOHNSTON: Yes. Just briefly, I rise to speak on items A and B. Certainly, I also noted in the audit report a number of issues of concern, and some that I think probably fall under management issues that I’ll speak about, as well. Firstly, there are a few things that I’ve done consistently since I became an Independent back in 2010, and one of those has been to oppose all the delegations. The volume and amount of delegations that have been made to the CEO, who then delegates to other Council officers, is extraordinary under this LNP. You would think that they don’t actually want to run the Council, with the amount of power that they’ve given away to others to exercise, with very little oversight or input.

We are different to a board. I know the LORD MAYOR stands up and says, everyone should do their Company Directors course and so forth, and I’m sure that will be useful for some people, but we aren’t a board in that way. We have statutory obligations under legislation, and we are responsible not only for our own wards but the whole city. These delegations make it much, much, much harder for us to do our jobs because we just don’t know how the decisions are made. When you ask questions about them, no one can answer, and we’ll get to an example of that in a moment. So, it’s interesting to see that the Audit Committee is now concerned about delegations and asking questions about the current delegations and how they work within Council.

There must be a problem. Things only rise up to the Audit Committee if there is an issue. So, I think that it is disappointing that there’s no clarity around what those problems are with respect to the delegations. The example that is of concern to me is, recently, the Queensland Audit Office made some—I think adverse findings is the best way to put it, about Council’s management of the grants program. This was tabled here recently by the LORD MAYOR a few weeks ago, and it is of great concern that Brisbane City Council has apparently made decisions to fund LNP grants with no paperwork whatsoever, refused to fund grants in other wards, including my own, with no paperwork altogether. Councillor HOWARD says she had no role in approving any of the grants.

When the Council officers were questioned, they say there is no paperwork to support any of the grants. The Queensland Audit Office has found that Brisbane City Council has made over—I don’t know how many years now—there have been millions and millions of dollars that, apparently, Brisbane City Council, somebody, somebody—Councillor HOWARD blamed the officers, which she says you should never do, but she did. The officers say, well, they’ve got no records. They’ve got no paperwork. They’ve got no accountability structures for how the decisions were made. That’s how this Council administers hundreds of thousands, if not millions of dollars. That’s one example.

Over the years, the year I was concerned about, it was several hundred thousand dollars. So, that’s just one example of something that I had to pursue questions in here, questions to the CEO, Right to Information requests, complaint to the Audit Office, and a current complaint to the Crime and Corruption Commission, because how can hundreds of thousands of dollars be spent and no one made a decision about it, no one is accountable for it—

Chair: Councillor JOHNSTON—

Councillor JOHNSTON: —and there are no records?

Chair: Councillor JOHNSTON, excuse me.

Councillor JOHNSTON: Yes.

Chair: Sorry, can I draw you back to the report?

Councillor JOHNSTON: Yes.

Chair: I think you’re drawing a very long bow here.

Councillor JOHNSTON: Yes, thank you. One of the outcomes of this Queensland Audit Office report was that Council had to start following its policies and guidelines, which it clearly was not doing. So, I guess that’s probably one of these management actions that we haven’t heard about, in terms of how that’s going. I think it is extremely concerning, the way that the LNP have allowed this financial arrangement to operate within Council. The Chairs say they have nothing to do with it and the officers say they have no records of it. This is how an organisation with a global budget of $4 billion works. That’s not good enough, and I can understand why the Queensland Audit Office has some concerns. I understand why the Finance Committee has some concerns. Interestingly, though, the Finance Committee is now dominated by internal people.

Now, if anybody wanted to go along to an Institute of Company Directors course or discussion, they would tell you that best practice would be to have a majority of independent directors on your board. Not this Council, of course. There are three independent directors—and I use that word loosely—and then there are one, two, three, four, five, six Council officers. So, if this Council wanted to do better when it came to audit management, it would have a majority of independent directors on this Audit Committee Board, and make sure that the finances of Council were rigorously scrutinised by external people, rather than the people who are involved in being delegated the decision by the LORD MAYOR or the Chairs, who are the person who’s involved in that decision-making process. It’s not in their interest to come clean about what’s happened. That’s why we need more independent people on this board.

So, that is a huge issue in my view, and it’s interesting to see that those things are now being discussed. Equally, I did also note the concern about Robodebt. To my knowledge, we don’t use any automated systems, but that might be something the LORD MAYOR would like to clarify when he sums up, because certainly, I think I saw some news today, about $30 million in fines or something like that for parking. So, perhaps the LORD MAYOR would like to clarify in summing up today whether or not this Council does engage any—how do I—automated and, rather than individual debts, whether we engage in any kind of calculated way in which we seek these debts, so the LORD MAYOR might like to clarify that.

Just briefly on item B, well, I see here’s another Rolls Royce run for another marginal LNP Councillor. Yes, it does deserve it a round of applause, doesn’t it, Councillor GRIFFITHS? I note that, when it comes to the LNP, there is nothing that this Administration won’t do. In my own ward, when the State Government wanted to give Council land for free in Yeronga, Council said no, we don’t want your free land. Do you know what’s there now? Two hundred apartments that flood, that flood. So, I note that there is one standard in an LNP ward, where Council will go in to bat with the Federal Government and they’ll get the land handed over, and yes, it’s a good outcome for that community.

I acknowledge that and see that, but the problem with this Council is, it’s not the way in which they go about buying sites of value in other parts of the city. That site, on the old RSPCA (Royal Society for the Prevention of Cruelty to Animals) site at Fairfield, should have been bought back.

Chair: Councillor JOHNSTON, sorry. Councillor JOHNSTON, the RSPCA site is not in the report. We are specifically talking about 51 and 55 Headfort Street at Greenslopes—

Councillor JOHNSTON: Yes, just a little comparison.

Chair: —which is Commonwealth Department of Veterans’ Affairs land.

Councillor JOHNSTON: Sure.

Chair: Can I draw you back to the report, please?

Councillor JOHNSTON: So, comparison is not okay.

Chair: As you know, underneath the Meetings Local Law, you are to talk to the report.

*Councillor interjecting.*

Councillor JOHNSTON: Okay.

Chair: Councillor GRIFFITHS, come on. No, fair crack of the whip.

Councillor JOHNSTON: It’s okay. If the rule is—

Chair: Councillor JOHNSTON, back to the report, please.

Councillor JOHNSTON: If the rule is there are no comparisons to be made, I’ll note that and I will raise it when other Councillors do it. So, if that’s your ruling, I’m happy to abide by it, and I would expect that it’ll be—

Chair: Councillor JOHNSTON, you are more than welcome to raise whatever you wish—

Councillor JOHNSTON: I will be.

Chair: —in GB (General Business). We are in E&C, and you talk to the report. Thank you.

Councillor JOHNSTON: Well, it was just a comparison about how an LNP Councillor can make a—

Chair: Councillor JOHNSTON, back to the report.

Councillor JOHNSTON: Yes, I’m talking about the report. I’m talking about the report. So, it is interesting, isn’t it, that an LNP Councillor can make representations and, boom, there it is, all rolled out for her? Yes, as I said, it’s a good outcome for that community. It’s just such a shame that this LNP will not fairly represent all parts of the city when it comes to acquiring valuable land for community and park purposes, and many communities like mine are missing out.

Chair: Thank you, Councillor JOHNSTON.

 Any further speakers on E&C?

 Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Thanks, Mr Chair. Firstly, I’d like to speak on item B, and it gives me absolute pride to see this item before the Chamber today, which will see Council purchase a block of land in Greenslopes from the Department of Veterans’ Affairs. Mr Chair, for those of you who don’t know the site, it has a really rich history, and it was used by patients during the war at the General Military Hospital, which is now known as Greenslopes Private Hospital. However, sadly, the site lay dormant for many years after it closed. It had asbestos and contamination risks.

We’d seen a lot of grandstanding locally from politicians and, of course, candidates in years gone by, but I’m proud to have focused and delivered a solution for our community, because as the LORD MAYOR said, the outcome that we are working towards here at this site is truly exciting and something I’m very proud of. I advocated to the LORD MAYOR and worked closely with DVA to progress the proposal, which will see the site purchased from the Federal Government, some years ago, Mr Chair, and it’s taken a couple of years for the remediation of that site to occur, at a cost borne by the Federal Government, not by Brisbane City Council.

This site, Mr Chair, will do two main things for our community. Firstly, it will deliver new parkland for residents in this section of Greenslopes, something I am immensely proud of, but secondly, it facilitates the creation of a brand-new headquarters for Legacy Queensland, for the important work that they do with families of veterans, and it’s a nod to the history of this lot. Legacy’s interest in this site came about when their CEO, Brendan Cox, came to visit me in my ward office a few years ago now. He was seeking my local knowledge and some advice about future locations for their organisation.

Their organisation was at a crossroads at the time, and he’d knocked on many doors. So, I am so pleased that my door was the last one that he knocked on, and that I was able to help him. It’s my absolute honour and privilege to have driven this initiative with the support of our LORD MAYOR. It will be an ongoing and lasting facility for so many legatees and so many families in Brisbane.

Over the years, I think it’s really important to note that, as a local resident, I witnessed so much political posturing from the former Members of Parliament, but no actual achievement to deliver the site. There was petition after petition, Mr Chair, but in the end, even the former Federal Member came onboard and could see what a positive outcome that I had delivered for the residents, and I thank her for that, I truly do. The outcome has been also recognised by the Labor State MP, and I thank him for his support.

I look forward to working with Greenslopes locals to decide what enhancements we want to see at the portion of the site which will be used for a local park. Of course, I’ll continue to work alongside Legacy as they deliver Legacy House, which has a reaching impact. On a personal note, Mr Chair, I want to thank the residents who supported me to get this outcome. My thanks to Brendan and his team, but especially to the LORD MAYOR, who is helping to make this happen.

Mr Chair, now on item A. We have a rigorous audit regime in this city, with independent oversight from the Audit Committee and, of course, the Queensland Audit Office. The Queensland Audit Office attends these meetings.

*Councillors interjecting.*

Councillor CUNNINGHAM: The members of the Audit Committee are—

Chair: Just one moment, Councillor CUNNINGHAM.

 Councillor JOHNSTON, no calling out across the Chamber, thank you.

 Councillor CUNNINGHAM.

Councillor CUNNINGHAM: The members of the Audit Committee are independently recruited and appointed to the Committee. They are not Council officers. Let’s be clear about this. The Council officers who attend the Audit Committee meeting are invited from the independent members of that Committee. Now, through you, Mr Chair, is Councillor CASSIDY really questioning the independence of our Audit Chair? Our Audit Chair, who is the CFO of the University of Queensland (UQ). He should be reminded there is no protection in this place, Mr Chair. He has called into question her integrity and her independence, and it is an absolute shame and a poor reflection on him. I commend the report to the Chamber.

Chair: Thank you, Councillor CUNNINGHAM.

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order, Councillor CASSIDY.

Councillor CASSIDY: Claim to be misrepresented.

Chair: Would you like to make your misrepresentation now, before I call on the LORD MAYOR to sum up?

Councillor CASSIDY: Yes, happy to. My reflections were on the decisions that this LNP Administration were making, and my observations were about the questions that the Audit Committee were asking about those decisions. I meant no reflection on the Chair of the Audit Committee whatsoever.

Chair: Noted. Thank you very much.

 LORD MAYOR, summing up.

LORD MAYOR: Thank you, Mr Chair. Well, that’s a very different recollection than I had of what Councillor CASSIDY said, because he very clearly questioned the independence of the independent Audit Committee. That’s what we heard, and I’m sure he’ll now go and seek to change the record before it gets published, because he knows he’s overstepped the mark here. Our independent Audit Committee is chaired by an independent Chair, who also happens to be the CFO of the University of Queensland. The independent members hold the key authority in this entity, and when Council officers attend the meeting, it’s because they are presenting to the independent Audit Committee.

Now, if Councillor CASSIDY or any other Councillor has any information to question the independence of any member of the independent Audit Committee, I suggest that they step up and provide that information, because to besmirch the reputation of this Committee is a very serious allegation, and one that we take very seriously, and Councillor CASSIDY or anyone else that has a suggestion that this is not an independent Committee needs to step up and provide that evidence right now, or, do the right thing and withdraw that claim, withdraw the statement that has been made, make it very clear that you are not questioning—through you, Mr Chair—the independence of this Committee.

Now, this is a Committee that, for years—

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order, Councillor CASSIDY.

Councillor CASSIDY: Just seeking your ruling. The LORD MAYOR has asked that I withdraw a statement. You haven’t directed me to do so, but I don’t know what statement he is talking about. I’d be happy to, but I’m not sure what he’s getting at.

Chair: Councillor CASSIDY, I must admit, it was a while ago. I cannot recall exactly what you said and the words that were noted, but however, if you have reflected poorly on an independent person’s character, you are surely within the right to withdraw those statements.

 LORD MAYOR.

LORD MAYOR: Well, there were no fewer than two Councillors that spoke, Mr Chair, who both questioned the independence of this Committee, Councillor CASSIDY and Councillor JOHNSTON.

Councillor CASSIDY: Point of order.

LORD MAYOR: That is something that’s highly offensive.

Chair: Point of order, Councillor CASSIDY.

Councillor CASSIDY: I claim to be misrepresented.

Chair: Noted, thank you.

 LORD MAYOR.

LORD MAYOR: Something that’s highly offensive and it is just plain wrong. It is just plain wrong. This is—

Councillor JOHNSTON: Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Claim to be misrepresented.

Chair: Noted, thank you.

 LORD MAYOR.

LORD MAYOR: So, just going back, what I heard and what my colleagues heard, Councillor CASSIDY suggested that this Committee had been stacked full of mates. That’s what he claimed.

*Councillors interjecting.*

LORD MAYOR: This is an independent Audit Committee.

Chair: Hang on just one moment.

Councillor CASSIDY: Point of order.

Chair: Councillor CASSIDY—through the point of order, yes, thank you.

Councillor CASSIDY: Yes, point of order. Claim to be misrepresented again.

Chair: Thank you.

 LORD MAYOR.

LORD MAYOR: Councillor JOHNSTON, Mr Chair, claimed that this Committee was stacked with Council officers. Once again, it’s incorrect. This Committee is made up of independent members, where Council officers report to the independent members. Now, either there’s been a deliberate misrepresentation here, or Councillor JOHNSTON and Councillor CASSIDY don’t understand what this Audit Committee actually does. I don’t know what the answer to that question is, but I have to say, I have every confidence in the independence of this Audit Committee, every confidence.

In fact, I don’t personally know anyone on this Audit Committee. There is no personal relationship with myself or, I understand, any other Councillor with anyone on this Audit Committee. They are there because they are the right people for the job. They are truly independent, as it should be for this particular role. There are definitely other entities that involve providing advice, strategic advice. That is a whole different thing altogether. This is an Audit Committee and this must always be fully independent, and it is. So, what we’ve heard today is, effectively, a smear against the Audit Committee from at least two members of this Council, and I’m really, really disappointed in that.

One thing that was mentioned, as well, by both Councillors, was the issue of delegations, and this is quite interesting because it’s an interesting, subtle but important point of argument here which is really quite perplexing. Now, if you believe Labor and Opposition Councillors, for every single decision that is made by this organisation, it must be a decision of the politicians, right? They’ll claim that. Anything that happens, whether it’s good or bad—usually, if it’s bad, they’ll say it’s our decision, but the reality is, there are decisions which we are authorised to make, and we make them either through Cabinet or we make them through the Council, but we make them in a very structured way.

Then, there are decisions which are made by others in the organisation. That’s a very clear process, set out by State Government legislation and requirements, where operational decisions can be delegated to appropriate officers and managers, just like we do delegate the vast majority of development applications to the town planning officers who are expert in the field, equipped to make those decisions, and they do so in a way that is consistent with State Government laws and requirements. So, to somehow suggest that delegating authority to officers is inappropriate, I really wonder about that because it’s entirely consistent with the framework that the State Government has set up. I suggest that this claim is actually questioning the officers who are making these decisions, and once again, that is an inappropriate claim to be made.

The reality is, we are—as an organisation, the Council officers and managers are responsible for operational matters and operational decisions. We are responsible for strategic decisions, strategic policies, for strategic guidance and for strategic policy‑making. We are responsible for making decisions on certain things, but not others. As I said, this is all done very clearly within the State Government framework. You know, both Councillors that spoke from the Opposition side, once again, tried to muddy the waters about this process when it is very clear, it is very lawful, it is very appropriate. I mean, to go to extremes, you know, do Councillors expect me to be sitting at my desk, signing every cheque that goes out of this building? Like, of course not. Of course not.

The sheer volume of the matters that have to be dealt with on a daily basis are well beyond the practical capability of any individual. That’s why we have professional managers. That’s why we have professional public servants, and we must have confidence in them. That’s exactly the way the process is set up, but when it comes to strategic decisions and policy decisions, this Council decides, the elected representatives decide, and that is the way it should be. When it comes to the Audit Committee, that is a truly independent process, as it should be. I have absolute faith and confidence in that process that it is doing what it should be doing. Now, any organisation has things that need to be improved, where issues are identified and actions are required. That’s why you have an independent Audit Committee—

*Councillor interjecting.*

LORD MAYOR: —and that’s why we continue—

Chair: Councillor JOHNSTON. Councillor JOHNSTON.

LORD MAYOR: We continue—

Chair: LORD MAYOR.

LORD MAYOR: —week-in, week-out, month-in, month-out, to make responses, to request for changes, to deal with issues that have arisen, and to continually improve our process. I have every confidence that the audit processes and controls in this Council are well and above every other Council in the State, and I have every confidence that our Audit Committee is genuinely independent and does a fantastic job. I want to thank them for the work that they do, and I do want to apologise on behalf of Council for the claims that have been made today.

Chair: Thank you LORD MAYOR.

 Councillor CASSIDY, your two points of misrepresentation. Can I remind you to keep them as concise and no debate.

Councillor CASSIDY: Thanks very much, Chair. On the first one, the LORD MAYOR made a claim that I was reflecting on the independence of the Audit Committee again. I was reflecting on the Audit Committee is questioning of this Administration’s decisions. The second one is important. The LORD MAYOR made a claim that I said the Audit Committee was stacked out with LNP mates. If he had listened, he would have known I was talking about CBIC, and the record will reflect that. I mentioned two other controlled entities, Urban Utilities and the Board of SunPAC. I will also say—reiterate what the LNP said, there is no protection in this place. I would ask that the LORD MAYOR actually withdraw that statement.

Chair**:** There is no protection in this place.

Councillor CASSIDY: Yes, look, I’d be happy to stand up in a court of law and defend what I said. Not sure if the LORD MAYOR would.

Chair: There is no protection in this place. I don’t see why the LORD MAYOR has to retract that statement. That’s a matter of fact.

Councillor CASSIDY: What’s a matter of fact?

Chair: That there is no protection in this Chamber.

Councillor CASSIDY: No, I’m sorry, to clarify—

*Councillors interjecting.*

Chair: Hang on, hang on, can we just have a bit of quiet, please?

Councillor CASSIDY: That’s not what I was referring to, Chair. I would ask that the LORD MAYOR withdraw the statement that I said the Audit Committee was stacked with LNP mates because that is just blatantly untrue, and the record will show that I said CBIC.

Chair: Thank you. Now I understand.

 LORD MAYOR, would you care to?

LORD MAYOR: Well, what I heard, Mr Chair, was something different. Look, in the end, the record will show, but if that’s what Councillor CASSIDY said, and he’s not claiming that the independent Audit Committee is not independent—

*Councillor interjecting.*

LORD MAYOR: —then I’m really glad to hear that and I’m happy to withdraw that claim. That’s simply what I heard, but I withdraw if he’s clarified.

Chair: Thank you, LORD MAYOR.

 Councillor JOHNSTON, your misrepresentation please?

Councillor JOHNSTON:Yes, the LORD MAYOR’s general smear that somehow we are questioning the integrity of the—or I was questioning the integrity of the Audit Committee, the issues I put on the record were there are three independent members of the Committee, the secretariat is provided by a Brisbane City Council officer and there are approximately 11 Brisbane City Council officers that regularly attend this meeting. It’s dominated by Council officers.

Chair:Thank you.

 Right, we will now put the Establishment and Coordination Committee report, item A, to the vote.

**Clause A put**

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

Thereupon, the DEPUTY MAYOR and Councillor Sarah HUTTON immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 19 - 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, Julia DIXON, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Sara WHITMEE, Trina MASSEY and Nicole JOHNSTON.

Chair: We will now vote on item B of the Establishment and Coordination Committee report.

**Clause B put**

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

Thereupon, the DEPUTY MAYOR and Councillor Sarah HUTTON immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 26 - 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, Julia DIXON, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Andrew WINES, and the Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Sara WHITMEE, Trina MASSEY 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 REPORT OF THE AUDIT COMMITTEE MEETING ON 3 AUGUST 2023

**109/695/586/6-003**

**145/2023-24**

1. The Chief Executive Officer provided the information below.

2. Section 201 of the *City of Brisbane Regulation 2012* requires that as soon as practicable after a meeting of the Audit Committee, Council must be given a written report about the matters reviewed at the meeting and the Audit Committee’s recommendations about the matters.

3. The Chief Executive Officer is to present the report mentioned in section 201(1)(c) of the *City of Brisbane Regulation 2012* at the next meeting of Council.

4. The Chief Executive Officer provided the following recommendation and the Committee agreed.

5. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE REPORT OF THE AUDIT COMMITTEE MEETING ON 3 AUGUST 2023, AS SET OUT IN ATTACHMENT A**, submitted on file.

**ADOPTED**

#### B PURCHASE OF LAND LOCATED AT 51-55 HEADFORT STREET, GREENSLOPES, FROM THE COMMONWEALTH DEPARTMENT OF VETERANS’ AFFAIRS

 **161/20/439/552**

**146/2023-24**

6. The Divisional Manager, City Planning and Sustainability, provided the information below.

7. The subject property located at 51-55 Headfort Street, Greenslopes, (described as Lots 123, 124, 125 on RP 46047) comprises a total area of 1,933 square metres (highlighted in Attachment B, submitted on file). Previously, it was the site of the local heritage listed (2001) Australian Red Cross Centre, which consisted of two buildings that were built in the 1940’s, however closed in 2013 due to asbestos and other contamination. The buildings have been unused and secured since 2013. The site is currently zoned Neighbourhood Centre in *Brisbane City Plan 2014* (City Plan).

8. In late 2019, the Commonwealth Department of Veterans’ Affairs (DVA) approached Council regarding the potential sale of the property for conversion to public parkland. In May 2020, DVA confirmed their interest in selling the property to Council on the condition that the land would be used for park and community purposes.

9. Council subsequently indicated its in-principle approval to pay $1 million, pending budget availability, for the fully remediated site, with a caveat on the sale that the site will be turned into public parkland, incorporating elements that capture its heritage value. Council’s independent valuation of the land as open space can be seen in Attachment C (submitted on file).

10. Subject to a contract of sale being successfully executed, it was agreed that Council would seek to amend the City Plan zoning to Open space. The site is listed as Urban common in the Local Government Infrastructure Plan.

11. As a condition of sale, DVA:

- arranged for the preparation of a Heritage Interpretive Strategy by an independent heritage architect

- obtained all required approvals to demolish the dwellings and rehabilitate the site

- will supply certification that the rehabilitated site is uncontaminated and fit for purpose as public parkland.

12. Demolition of the buildings and rehabilitation of the site by DVA is currently underway and is nearing completion in September 2023.

13. The contract includes special terms and conditions (Attachment D, submitted on file) including Council’s obligation to:

- use the land as public park and adopt and implement the Heritage Interpretive Strategy

- use best endeavours to agree Sale Terms with Legacy Club of Brisbane (Legacy) before 1 November 2023 for part of the land to be used to construct and operate a new Legacy House.

14. The Security of Purpose Deed (Attachment E, submitted on file) outlines that the Commonwealth has agreed:

- to transfer the land to Council following approval of a concessional off-market disposal under the *Commonwealth Property Disposal Policy*, on the condition that the land is only used as a public park subject to the sale of part of the land

- that Council may transfer part of the land to Legacy and that said land cannot be on sold at a profit (in which case a payment to the Commonwealth would be triggered in an amount as calculated using the formula as set out in the Deed).

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

16. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION FOR THE PURCHASE OF LAND LOCATED AT 51-55 HEADFORT STREET, GREENSLOPES, FROM THE COMMONWEALTH DEPARTMENT OF VETERANS’ AFFAIRS, FOR A PUBLIC PARK**

As Council seeks to purchase Lots 123, 124 and 125 on RP 46047, known as 51 to 55 Headfort Street, Greenslopes (the Land):

then Council:

1. approves entering into a standard Contract for Commercial Lands and Building (with Special Conditions as outlined in Attachment D, submitted on file) to purchase the Land, at an aggregate purchase price of $1,000,000 (GST exclusive), and subject to any additional terms and conditions considered necessary by the Chief Legal Counsel, City Legal, City Administration and Governance
2. approves entering into the Security of Purpose Deed as set out in Attachment E (submitted on file) that acknowledges Council’s commitment to the future use of the land under the conditions of the attached Security of Purpose Deed.

**ADOPTED**

Chair: DEPUTY MAYOR, Economic Development and Brisbane 2032 Olympic and Paralympic Games Committee, 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 29 August 2023, be adopted.

Chair: DEPUTY MAYOR, you have the call.

DEPUTY MAYOR: Thank you, Mr Chair. As usual, what’s on at the Brisbane Hub this week, plenty on. There’s three big workshops on this week. One on the 6th, which is tomorrow morning at 9.30, Mastering the Workplace Strategies to Navigate New Employment Laws. So there is going to be a session with senior business, HR, and talent leaders across Brisbane to engage in conversations on workplace issues that organisations need to grapple with now and into the future. So an insightful panel discussion with guest speakers who will share their expertise and insights, and help our businesses navigate new employment laws and the experience in leading with impact and for impact.

On Thursday at 1.30, Unleashing Your Sponsorship Potential: A Strategic Roadmap. This one is being presented by our business expert, Sally Porteous, breaking down the barriers at an active workshop, overcoming the challenges of reaching decision makers and moving past gatekeepers by crafting a compelling value proposition. So I think that one’s about making sure you have your elevator pitch just right.

On 11 September at four o’clock, Enhance Your Physical Health with MindfulMovement, and of course, we have our beautiful rooftop physical activity. It’s being run by MBM4Life today and that’s Paola Kalaf, and she is going to be doing some physical activity up on the rooftop for those who just need to get that out of their head at the end of the week.

We’ve had some great feedback again from businesses that have actually been to events. KOM Consulting Pty went to a recent mentor session and found it to be absolutely fantastic and great support in reliable business growth and sustainable sales processes. So the session was fantastic and has helped them greatly, and that’s what we love to hear from the businesses, the thousands of them that are joining us in the Business Hub.

Last week in the actual Committee presentation, we did the Growing Precincts Together program, which was a pilot this year, a slight change from our Local Business Partnerships Initiatives, where we’re getting a little bit deeper down working with those local precincts to make sure we can help them to achieve their vision for their precinct depending on what that may be. This year, as I’ve mentioned before, in this place, the two pilot projects were delivered in Rosalie Village, Paddington and Racecourse Road, Ascot. So the aim of the program is to build that sense of community, increase the number of local stakeholders, businesses and registered residents who get involved in that precinct, increase the number of events and activities, and also increase some data capture and assessments and analysis for the local businesses so they know who to target when they’re doing those strategic business plans into the future.

There’s three phases in the program. Step 1 is understanding the workers and the customers, so who is actually there. Then engaging with them to make sure they can talk about what they love about their precinct, what they’d like to do; what’s their focus. Providing in-business support programs and sharing that knowledge with local business owners. Then step 3 is to actually talk about how they’re going to promote the precinct. So they use the precinct playbook to work through with the businesses to come up with ways to best support, promote, refresh and activate the relevant area.

The two businesses we went through the details of Rosalie Village, which had a fantastic treasure hunt, and Racecourse Road, which is about to have a whole month of activation coming up in September as well. So there’s training improvements for many businesses in both of those areas. Empty shop fronts were decorated and, as I said, a couple of activations as well. So we’re looking forward to moving into our two new precincts in the next month in the Wynnum Town Centre and the Banyo precincts that were launched just a couple of days ago as well. So I’ll leave the rest to the Chamber. Thank you.

Chair:Thank you, DEPUTY MAYOR.

 Further speakers?

 Councillor WHITMEE.

Councillor WHITMEE: Yes, thank you. I rise to discuss the Economic Development and Brisbane 2032 Paralympic Games report. I was beyond stoked to get the news of the Wynnum CBD would be a beneficiary of the Growing Precincts Together program and, in fact, the general response from locals is about time, about time that Wynnum was getting some significant investment. In fact Peter Cumming, the former Councillor, Peter Cumming has spent decades advocating for Wynnum Manly to get this kind of level of investment and care into Wynnum. I for one don’t find it coincidental that Peter Cumming retires and those opposite see an opportunity.

I’m also incredibly excited to see the outcome of this program, but I find it curious that there’s no—

Chair:Councillors, a bit of quiet please.

 Sorry, Councillor WHITMEE, please continue.

Councillor WHITMEE: No worries. I find it curious that there’s no funding for any future programs. The response seems to be that there’s an election next year and any future investment will be based on any election commitments. To me, that’s probably as close to blatant pork-barrelling as you can get. Thank you.

Chair:Thank you, Councillor WHITMEE.

 Further speakers?

 Councillor DIXON.

Councillor DIXON: I rise to speak on the Committee report about the Growing Precincts Together program. Racecourse Road is one of the first—was one of the first precincts to take part in our Growing Precincts Together program, which is helping to raise the profile of this much-loved suburban precinct and providing hands-on support to local businesses. There are more than 170 businesses in Racecourse Road, and there are many reasons to visit this place, whether you enjoy dining, shopping or just doing some errands. But like many other local shopping precincts in Brisbane, Racecourse Road has faced some difficult times during COVID and also through the major construction works upgrading Kingsford Smith Drive (KSD). This program has created an opportunity to bring these businesses back together to connect and develop a shared vision for how they would like to see our local community grow, and a clear plan on how to get there.

Since the program started last year, there’s been a range of initiatives that have been rolled out including a new website featuring all the Racecourse Road businesses, one-on-one business coaching, media campaigns, and the transformation of vacant shopfronts with temporary art by Debra Hood.

The first event for this will be 12 September with Mizzie the Kangaroo and an opportunity to meet Mizzie herself. But it doesn’t stop there; from styling sessions at Joli Boutique, Pilates on the lawn at St Augustine’s, and many dining offers during the month. I can’t speak highly enough of the fantastic work that Council has done with the Racecourse Road businesses to breathe new life into the precinct and support the local traders. The feedback I’ve received from business owners has been very positive, and I’m excited to see what September brings to the precinct. I know that the businesses will be able to use everything they’ve learned to stay connected and continue working together to make this precinct even better.

*Councillors interjecting.*

Chair:Thank you, Councillor DIXON.

 Further speakers?

 Councillor JOHNSTON.

Councillor JOHNSTON:Yes. Just briefly on this item. Yes, I’ll start with the pilot program, and there are quite a few new Councillors here and I’ll just say this is not the first time that there’s been a business-focused pilot program in these areas. Each term the LNP starts a new program, and then they usually do it in these areas. The amount of money that this Council has spent in Racecourse Road, Hamilton, over the past decade, would—it would total millions, I reckon, millions of dollars. There’s been project after project down there and if Racecourse Road can’t stand on its road—on its own by this point then there is something wrong.

But what we see is another LNP-focused program that has only been delivered in three places, three places as the pilot. Rosalie, marginal LNP northside; Paddington, marginal LNP northside; Racecourse Road, Ascot, not marginal but there’s a brand new Councillor.

So again, we don’t see a fair allocation of Council funds. We don’t see any socioeconomic diversity in the programs at all. These are all three—in the scheme of Brisbane, wealthy areas of Brisbane. There’s no money—there has been money previously for Inala, but there is no money for Acacia Ridge or Salis—well, there’s probably a bit of money for Salisbury in the neighbourhood plan. There’s no money for my ward. No money for Annerley; you can’t get footpaths fixed in Annerley. But there is money for LNP marginal wards and new Councillors’ wards on the northside. That is pork-barrelling. That is a blatant and inappropriate use of Council funding.

The way the LNP set these programs up, we don’t know about them. So they’ll announce a new—so we went from the SCIPs (Suburban Centre Improvement Projects) to the Village Precincts program, so we were all waiting for a SCIP, and then they announced Village Precincts Projects, and then we all go to the back of the bus because we have to ask again to have a Village Precinct Project. That’s how this Administration rolls. I for sure don’t think this program will exist after the election next year. Because the LNP will think up a new name and they’ll fund it in the areas that they want to fund it in, and it will again serve their own political interests rather than the best interests of the city.

There are parts of our city where businesses are doing it tough, and certainly they deserve as much support as these places in Rosalie, Paddington and Hamilton, for God’s sake. Really? More money in Hamilton?

So there are two new places, there are two new places. So let’s look at where they are. Wynnum Manly. I know that for some time, and even in this meeting already here today, we’ve heard how the LNP are targeting the seat of Wynnum Manly. They’ve already been mentioning their candidate, something that Councillor—sorry, the Chair of Council said I couldn’t do last week, but apparently, it’s okay when the LNP do it. But they’ve already been mentioning the Councillor for Wynnum—the candidate for Wynnum Manly.

Banyo? Where would that be? Another marginal LNP site, all on the northside. So now this program has four LNP spots.

*Councillor interjecting.*

Councillor JOHNSTON: I know it’s hard to hear it about yourselves, isn’t it? I know, it’s exhausting.

Chair:Councillor JOHNSTON, Councillor JOHNSTON, back to the—

Councillor JOHNSTON: Exhausting hearing—

Chair: Councillor JOHNSTON, you do know that when I speak, you stop. And also can I draw you back to the report, please.

Councillor JOHNSTON:I am talking about the report.

Chair: Good to hear. Off we go.

Councillor JOHNSTON: I just thought the person who sighed so loudly I could hear it from the far side of the Chamber. You must have heard it too Mr Chair, but that’s fine. I mean Councillor CUNNINGHAM gives me the finger and Councillor MACKAY—

Chair: Councillor JOHNSTON—

Councillor JOHNSTON: —pokes his tongue out at me.

Chair: Councillor JOHNSTON—

Councillor JOHNSTON: But that’s okay, it’s okay, I get it.

Chair: No, stop.

Councillor JOHNSTON: I understand.

Chair: No, no. No-one flipped you the bird in this place.

Councillor JOHNSTON:Yes, they did.

Chair: When?

Councillor JOHNSTON: Last week.

Chair: Not appropriate.

Councillor JOHNSTON: They did.

Chair: No.

Councillor JOHNSTON: You shouted at me when I raised it.

Chair:No, Councillor JOHNSTON, you are not going to throw accusations—

Councillor JOHNSTON: That’s all a matter of public record.

Chair: No, you’re not going to throw accusations like that across the Chamber.

Councillor JOHNSTON: It’s all a matter of public record, Mr Chair.

Chair: Councillor JOHNSTON, back to the report.

Councillor JOHNSTON:No, of course, we wouldn’t want them to be held accountable for their actions would we?

Chair:Councillor JOHNSTON—

Councillor JOHNSTON: I’ve got it.

Chair: —either go back to the report, otherwise I will go to the formal disciplinary actions.

Councillor JOHNSTON: I was talking to the report.

Chair: Good, thank you, back to the report.

Councillor JOHNSTON:So we have four LNP projects happening and one in a Labor seat that the LNP are targeting. Amazing, isn’t it? Amazing how the LNP roll out money to further their own interests and most—

DEPUTY MAYOR: Point of order, Mr Chair.

Chair:Point of order, DEPUTY MAYOR

DEPUTY MAYOR: I’ve listened to this bollocks for the last five minutes. It is imputing motive and I ask you to tell her to refrain from imputing motive and go back to the report.

Chair:I’m tending to agree with you, DEPUTY MAYOR.

 Councillor JOHNSTON, can I pull you back to the report, please?

Councillor JOHNSTON:I am talking about the report. This is what is in the report. The LNP are only funding projects in their own wards apart from Wynnum Manly, which today they had a massive laugh about, talked up their candidate and said, yes, yes, she’ll be here with us soon, she’ll be the Councillor.

*Councillor interjecting*

Councillor JOHNSTON: That’s what they’ve done today. That’s what they’ve done.

Chair: Councillor JOHNSTON—Councillor—

Councillor JOHNSTON: This is pork-barrelling at its worst; it shows that the LNP Administration only want to serve their own interests. They’re not interested in other parts of the city that are doing it tough and—

Chair:Councillor JOHNSTON, I consider you are displaying unsuitable meeting conduct—

Councillor JOHNSTON: What?

Chair: —and in accordance with section 21(4) of the *Meetings Local Law 2001*, I hereby request that you go back to the report.

Councillor JOHNSTON: I am talking about the report.

Chair: And refrain from exhibiting the conduct of talking outside of the report in the future. To the report.

Councillor JOHNSTON:Mr Chair, I’m sorry, I am confused. This is a place of robust political debate; you have said, every Chair says. Are you saying that I cannot mention the projects that are in this report are in LNP seats and seats that the LNP have announced and stressed today that they are targeting to win. Is that your ruling today that I can’t talk about it? Because I do not understand what you are saying to me now.

Chair: No. Councillor JOHNSTON, Councillor JOHNSTON, my ruling is that you continually speak outside the report, and I would really like you to come back to the report. That is my ruling.

Councillor JOHNSTON:This is the report. What is it—please tell me what you’re saying that I’m saying is not in the report?

*Councillors interjecting.*

Councillor JOHNSTON: What is it? Because I don’t know what it is you’re saying.

Chair: Then I would encourage you to reflect on the minutes—

Councillor JOHNSTON: Mr Chair, I would ask you to tell me what it is that you think I’m saying that is not in the report so I can’t say it. That’s a reasonable request. Can you please tell me?

Chair:Councillor JOHNSTON, there is no mention of the LNP in the report. There is no mention of the Labor Party in the report. There is no mention of political candidates in the report. I draw you back to the report.

Councillor JOHNSTON:And Mr Chair, this is a rule now that you’re going to have for the whole Chamber?

Chair: Councillor JOHNSTON.

Councillor JOHNSTON:I just want to check.

Chair: Back to the report.

Councillor JOHNSTON: I won’t say anything further because this is going to hurt you very badly.

Chair:Councillor JOHNSTON—

*Councillors interjecting.*

Chair: Councillor JOHNSTON. No, just wait.

Councillor JOHNSTON It’s not okay. It’s not okay what you’ve just done.

Chair: Councillor JOHNSTON, threatening the Chair of Council is way above—

Councillor JOHNSTON: I did not threat—

Chair: You did so. Do not deny it.

Councillor JOHNSTON: I did not threaten you.

Chair: Do not do it again. Do it one more time and I will throw you out.

Councillor JOHNSTON: This is their report. This is a joke. It’s a joke.

Chair:Councillor JOHNSTON, back to the report.

Councillor JOHNSTON:I’m done, but every single time—

Chair: Can you turn your mic on, please?

Councillor JOHNSTON: It’s off.

Chair: I’d ask you to turn your mic on when you’re addressing me.

Councillor JOHNSTON: I’m not addressing you.

Chair: Councillor JOHNSTON, have you finished your report?

Councillor JOHNSTON: Yes, I already said I have.

Chair: Can you turn your mic on please so it’s recorded in the minutes.

Councillor JOHNSTON:I am finished. I’ve already said that three times.

Chair: Thank you. I appreciate that you’ve done the right thing.

Councillor JOHNSTON: Did you get it?

Chair: I believe we did.

 DEPUTY MAYOR—

 Oh, sorry, before DEPUTY MAYOR, any further speakers? No?

 DEPUTY MAYOR.

DEPUTY MAYOR:Thank you, Mr Chair, and I thank most of the Councillors for their contribution to the Chamber. Look, the reality is this is the proof of what we talk about all the time when we are talking about where we are putting density, or where we are seeing businesses that are having issues, we go down and support them. I’ve made it very clear here many times in this Chamber over this pilot program that Racecourse Road smashed again in the floods in February 2022 needed that extra boosts to bring them back and get the community back down there again. Racecourse Road, again during COVID, and their biggest generator of money with foot traffic from the racecourses, and, of course, the spectacular upgrade of KSD, which did reduce access to Racecourse Road, they needed support as the new businesses came in to re-engage with their communities.

I would like to apologise to the Economic Development officers who make these decisions about where we should provide the support to go, on what we just heard from the Councillor of Tennyson.

But let me make it clear for those who are watching at home as we hear from some people as well, over 2017 to 2019, when I said this was the next iteration of the Local Business Partnership Initiative, we have completed the Moorooka Marketplace destination, the Nundah village business district, the *Sandgate Local Business and Destination Action Plan*, the *Stones Corner Local Business and Destination Plan*, the *Wynnum Local Business Destination Plan*, and the Mt Gravatt Central Business Hub Plan and the Bulimba Local Business Partnership Initiative. Sandgate, Wynnum, Bulimba, Moorooka—I just named six and four of them were for Labor.

So the muttering from the representative from Tennyson is not only embarrassing, it’s unnecessary. I will just say to Councillor WHITMEE, I know she’s been in this place for a very, very short time, but I’m sure that Councillor Cumming would be devastated to hear that we’ve done nothing, which means he’s done nothing in Wynnum over the last 10 years. We delivered a neighbourhood plan in Wynnum Manly about 10 years ago, which Councillor Cumming—

Councillor WHITMEE: Point of order.

Chair: Point of order, Councillor WHITMEE.

Councillor WHITMEE: Claim of misrepresentation.

Chair: Noted. Thank you.

 DEPUTY MAYOR.

DEPUTY MAYOR:Very clearly heard Councillor WHITMEE say it’s about time you did something down here. We delivered a neighbourhood plan there 10 years ago, which on his retirement, Councillor Cumming said he was very, very proud of bringing the density into Wynnum.

*Councillors interjecting.*

DEPUTY MAYOR: But you know what comes with density? Infrastructure. And what has this Administration delivered over the last 10 years? A new 3,000-square-metre library, an enormous building that I like to call Big Red when I was a Lifestyle Chair, because it was a multi-faceted, multi-roomed, three-storey community facility that went back to the people of Wynnum. There are three Chambers in the adopter program. There was a SCIP produced down—

Councillor WHITMEE:Point of order.

Chair: DEPUTY MAYOR, point of order.

 Councillor WHITMEE.

Councillor WHITMEE: Yes, I just wanted to see if you can point out where in the report any of this is mentioned.

Chair:The DEPUTY MAYOR—

*Councillors interjecting.*

Chair: Councillors, please. The DEPUTY MAYOR is the Chair of that Committee and as such has the right to speak around the world on those items.

 DEPUTY MAYOR.

DEPUTY MAYOR: And summing up the debate that we had before.

Councillor JOHNSTON: Point of order.

Chair:Point of order, Councillor JOHNSTON.

Councillor JOHNSTON:Yes, the DEPUTY MAYOR has the right to speak about matters in her portfolio. community facilities is not in her portfolio. She is, my understanding, the inner city area for economic development and the Olympics.

Chair: Thank you. Thank you, Councillor JOHNSTON.

DEPUTY MAYOR:Well just for something different, Councillor JOHNSTON is wrong.

Chair:DEPUTY MAYOR, just within your portfolio. Thank you, just as a reminder,

DEPUTY MAYOR: I will. Economic development right across the city. So economic development, we have this SCIP, we’ve got three adopter Chambers that are involved in our program this year in Wynnum. We’ve had a Local Business Partnership down there. We have supported through the living villages in economic development, the Manly Harbour with $50,000 levied every single year, and we have five festivals that support the economic growth of the area down there. There is change coming because this Councillor knows nothing about her local ward.

Councillor JOHNSTON:Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: First of all, funding is definitely Councillor HOWARD’s portfolio. So I would just say Councillor ADAMS, Mr Chair, has deliberately misrepresented what’s within her portfolio.

Chair:I’m not going to uphold your point of order.

 DEPUTY MAYOR.

DEPUTY MAYOR: Yes, that’s right, because the Brisbane Festival isn’t in my portfolio either, but the economic development outcomes from Street Serenades and the events that are held right throughout the city are seen here regularly.

*Councillors interjecting.*

DEPUTY MAYOR: The one thing I do agree with Councillor JOHNSTON and Councillor WHITMEE is that they identify which Administration will be deciding what happens next year, and that will be us.

*Councillors interjecting.*

Chair:Thank you DEPUTY MAYOR.

 Councillor WHITMEE, your misrepresentation please. Can I remind you before you speak to keep it concise and not to enter any debate.

Councillor WHITMEE: No worries. Not once did I say that the LNP had delivered nothing. I said—I used the words significant investment.

Chair:Thank you. Thank you.

 We will now put the report of the Economic Development and Brisbane 2032 Olympic and Paralympic Games Committee 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, Jared Cassidy, Lucy Collier and Steven Huang.

#### A COMMITTEE PRESENTATION – GROWING PRECINCTS TOGETHER

**147/2023-24**

1. The Manager, Economic Development, City Planning and Economic Development, City Planning and Sustainability, attended the meeting to provide an update on the Growing Precincts Together program (the program). He provided the information below.

2. The program develops a partnership between Council and local business to achieve a vision for the precinct, increasing the promotion and activation of the area. Pilot projects were delivered in Rosalie Village, Paddington, and Racecourse Road, Ascot.

3. Through the program, Council aims to:

- build a sense of community within the precinct and increase opportunities for local businesses to connect and collaborate

- develop a common language about the precinct (what is on offer and the identity of the precinct)

- increase the number of local stakeholders, including businesses, residents and community groups, involved in local business precinct growth activity

- increase the number of events, activities and promotions delivered within local business precincts

- increase data capture, assessment and analysis for local business precinct performance

- encourage new, return and longer visitations.

4. The program features the following three key phases:

- Step 1 – Understand: workers and customers were invited to share their thoughts, including what they value most and ideas to promote and activate the precinct, to inform how Council can support the precinct.

- Step 2 – Engage: information sessions were held in February 2023 in both Rosalie and Racecourse Road precincts. Follow up Coffee Connect drop-in sessions were also held, with further door‑to‑door engagement to promote in-business support program applications. Regular emails were also shared with local business owners, keeping them informed on the initiatives available.

- Step 3 – Precinct playbook*:* using the precinct playbook Council provides opportunities that will best promote, support, refresh and activate the relevant area based on its needs and business mix. The precinct playbook also offers useful tools for precincts right across Brisbane to implement in their own areas to boost visitation and activity.

5. Promote is one of the four key objectives in the delivery phase of the program. Council engaged *Style Magazines* and *InStyle* magazine to deliver a suite of online promotions in May and June 2023, for Racecourse Road as a destination, including:

- articles in local publications

- emails

- advertisements

- Instagram content and competitions

- branded web articles, totalling 16,902 total page views, with food-focused articles being most popular.

6. Business audits and customer surveys were undertaken to better understand the makeup of local businesses as well as current vacancies, with key themes and feedback from the survey shared at precinct information sessions. Feedback received from the Racecourse Road survey noted that the website was outdated and hard to navigate. In response to this, a contemporary and up‑to-date precinct website for Racecourse Road was developed.

7. The following three support programs were designed and delivered on-premises after analysing feedback received from local business owners.

- Digital marketing – consultations were delivered from March 2023 by digital marketing experts and included advice on goal setting, research, strategy development and implementation.

- Personalised one-on-one business coaching – up to 10 hours of tailored one-on-one business coaching between March and August 2023.

- One-on-one support for food businesses – commencing in March 2023, up to 12 hours of personalised support across topics ranging from business strategy, menu development, public relations, operations and effective human resourcing.

8. Training and improvements were provided to a number of businesses in both the Rosalie Village and Racecourse Road precincts. Consultations were delivered on site from March 2023, providing training, complementary props to elevate visual appeal and follow-up support. Shopfront makeovers in the form of painting, decal work, decorative lighting, green and decorative elements, and café awnings were also delivered.

9. Through the program, Council aims to activate and create spaces in the precincts where people can stop and engage. Three empty shopfronts were included in a pilot project to improve the look and feel of the precinct through a temporary art showcase featuring the work of Debra Hood who is known for her depiction of Brisbane streetscapes.

10. Council is also set to deliver on a month-long activation of the Racecourse Road precinct from mid‑September to mid-October 2023, which will incorporate multiple events held in businesses within the precinct. The aim is to introduce experiences to the Racecourse Road precinct and provide residents an opportunity to discover Racecourse Road businesses and their offerings on a more personalised and engaging level.

11. Rosalie Village precinct completed a month-long activation in July 2023, where local businesses worked together to deliver a treasure hunt, encouraging the local community to explore the precinct and to attract new visitors. The activation:

- was advertised on 5,500 flyers sent to residents of Paddington and Bardon

- reached 25,400 people on Instagram and Facebook

- gained 1,703 followers on Instagram

- added 153 contacts to Rosalie Village’s email database.

12. Work has commenced for the activation of both the Wynnum Town Centre and Banyo precincts. Council launched surveys on 21 August 2023, seeking comments on the activation and what local businesses and customers value most. The survey will be open for a month, with launch events scheduled to take place in October.

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

14. **RECOMMENDATION:**

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

**ADOPTED**

Councillor HUTTON: Point of order, Chair.

Chair: Point of order, Councillor HUTTON.

**ADJOURNMENT:**

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| --- |
| **148/2023-24**At that time, 3.10pm, it was resolved on the motion of Councillor Sarah HUTTON, seconded by Councillor James MACKAY, that the meeting adjourn for a period of 15 minutes, to commence only when all Councillors had vacated the Chamber and the doors locked.Council stood adjourned at 3.14pm. |

**UPON RESUMPTION:**

Chair: Councillors, we now go back to the next Committee report.

 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 29 August 2023, be adopted.

Chair: Councillor MURPHY, you’ve got the call.

Councillor MURPHY: Thanks very much, Chair. Last week’s Transport Committee presentation was on the consultation phase for Brisbane’s New Bus Network. As Councillors will remember, consultation for the new network was open for three months at the end of last year. We had plenty of resources for residents to learn about the new network, both online and in person.

 We wanted to ensure that we provided residents with the information in a range of easy-to-understand formats to make providing feedback to Council as simple as possible. We produced a guide to Brisbane’s New Bus Network, which is available for all residents online, via the Council website. This booklet clearly outlines and explains all of the changes that we are proposing.

 We also brought our bus network to life online, putting together the first-ever interactive digital map of Brisbane’s bus network. It was, as I have mentioned in Committee, by far and away the most successful consultation tool for public transport that we’ve ever had here in Brisbane. Through the interactive map, residents can view both the current and future bus network to see the changes. They can even enter their address to see services that are nearby and learn about why we propose the changes for each individual route.

 Across the city we held community information sessions and we talked to residents at both bus stops and busway stations. In all, Chair, we interacted with hundreds of residents at face-to-face sessions. We had over 150,000 residents visit the network web page. Over 70,000 searches were conducted on the interactive map, 70,000 searches, Chair. So, again, for a mapping tool it was by far and away the most outstanding success in terms of consultation. Then we had more than 5,000 residents who submitted responses through our feedback surveys.

 So there’s some very impressive stats when it comes to the consultation, Chair. We were only able to get such great outcomes on the back of our award-winning network consultation campaign. Now, I’ve spoken to the Chamber before about the international recognition we’ve received for Brisbane’s New Bus Network campaign from the International Union of Public Transport. But just last week we added a few more trophies to the cabinet, you’ll be pleased to know, Chair. With the network review team being recognised at the Lord Mayor’s Awards and might I say, justly so, Chair.

 The team involved with Brisbane’s New Bus Network were awarded a Lord Mayor’s Commendation in the Customer Service category. There was specific feedback that we received across 189 different routes across Brisbane and we’re now working to refine the bus network based on that community input to ensure that we get the best outcome of everyone.

 Some of that feedback, Chair, has come to Council by way of several petitions that were presented at Committee last week. Some of the petitions request alterations to proposals made in the draft version of Brisbane’s New Bus Network. Others request frequency—further change, I should say, such as frequency uplift or longer span of hours.

 Item B, for example, is a petition to re-establish a loop through Yeronga West on route 105, the same petition requests extended hours on the 192 bus. Item C requests the frequency of route 106 be upgraded under the new network. Item D requests Council stop all proposals to change routes 110, 115, 117, the 122 and the 126, all of which run through Acacia Ridge and Moorooka. Item E proposes—opposes, I should say—some proposed certain route changes to the 116 service through Moorooka. Finally, Chair, item F requests that route 376 be retained under Brisbane’s New Bus Network.

 So, as I mentioned, Chair, our plan was always to consider the feedback received by the community and then just finalise the network based on the input from local residents. Ultimately, we will be presenting the final network to Translink, they will be ones who will approve this.

But I also want to mention we’ve been working very closely with Translink throughout this process. There’s been a member of the Translink team, from the very beginning, embedded in with Brisbane City Council. Working on these network proposals and making sure that we refine them and consider customer feedback throughout the process.

So at the moment we are, as I said, finalising that network. We’ll release it back to the community later this year after all the petitions have been shared with our network planners and changes made, where applicable. That, of course, means the petition requests are being considered as part of the final network, as indicated in all of the petition responses. I’m sure Councillors will have some things to contribute on these items, so I’ll leave further debate to the Chamber. Thanks, Chair.

Chair: Thank you, Councillor MURPHY.

 Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. I just rise to speak on the summary—consultation summary for Brisbane’s bus network, item A. I’m sure there’ll be lots of contribution from Councillors about the petitions as they occur in their local areas.

 But an important observation to make is that Brisbane is now Australia’s most congested city on many, many measures. This presentation on the LNP’s bus network review highlights the fact that this Administration doesn’t have a plan to address congestion through investment in suburban bus services. Their only plan is the Metro bus, that’s it.

Because the entire network review that we have seen undertaken by the LNP, is as a direct result of the Metro. It’s not a proactive review, it’s not a review to look at what more suburban services could be added to the network to break the back of suburban congestion. It’s all in direct response to the Metro project.

What we learnt from the consultation that occurred, from residents in Brisbane, was that they wanted more buses, they wanted more services, they wanted them to arrive on time. They wanted them to get them to key hubs within their neighbourhoods. Whether that was the local shops, health services, their employment. Those suburban links were of an extremely high priority to people. As well as getting people in and out of the city.

But what we’ve seen as a result of this review, and why we’ve seen so many petitions come through to Council today, is that services have been proposed to be truncated. To be removed all together and altered out in the suburbs of Brisbane, as a result of the Metro.

*Councillor interjecting.*

Councillor CASSIDY: So people have said they want to shift from their car to public transport. That’s not just reflected in this report before us today but in some much research that we see. But they know at the moment that it’s not frequent enough and it’s not reliable enough to be able to do that. To be able to break suburban congestion you have to offer a service that is frequent enough and reliable enough for people to make that switch from their cars. But all this review does is consolidate services and cut services.

That’s going to get much worse. That’s going to get much worse because we know this year the LNP are planning to retire 24 more buses from the fleet. This comes on the back of building, as we figured out from the LORD MAYOR’s sort of answer today, zero new buses added to the fleet over the last two years. As well as zero bus manufacturing jobs supported over the last two years.

There should have been a broader review and more investment in suburban public transport to expand suburban services. But you’d also have to actually build buses and invest in public transport services in the suburbs to see that occur. The suburbs will be forgotten again under this LNP Administration because their entire budget is going into the Metro bus project, which is rapidly approaching the $2 billion mark now.

So we know that the plan for the Metro was drawn on the back of an envelope. We’ve heard the LORD MAYOR come in here just in recent weeks and say it was initially a subway system that was going to cost $1.2 billion. Then he said it was going to be a bus system that was going to cost $944 million. Then it was a bus system that was going to cost $1.2 billion. Then it was a bus system that was going to cost $1.5 billion, $1.4 billion and then up to $1.7 billion. The cost blowouts continue to mount.

The timeframe on that project continues to blowout as well. Which delays even this review of suburban services. So not only—I mean it’s bad enough cutting suburban services. But to drag people along year after year, after year. There is no certainty around planning for a less car-centric city in Brisbane through the delivery of suburban public transport services under this LNP Administration. So we’re certainly not holding our breath that there won’t be more delays and more cost blowouts on the Metro project as well.

People made it pretty clear that where they wanted to see the investment in public transport, aside from the petitions, and people were rightly concerned about services being cut from their local community. Where they wanted to see that investment was increased suburban public transport services across Brisbane.

*Councillors interjecting.*

Councillor CASSIDY: So they could make that transition from their car to public transport as a means of transport to get them around. Not just to and from work, as I said but to all those key hubs within their neighbourhoods.

This—not only does this review not come close to that. But nothing that the LNP are proposing comes close to that at all, as well. It necessarily rules it out. They have cut the bus fleet, they have torn up a bus build contract that had been in place for decades in Brisbane. They’re cutting services, they’re truncating services, they’re merging services. Which just means less seats available for people to make the transition from car to public transport.

So, you know despite Councillor MURPHY painting a very rosy picture of this in his mind, I think he’ll find if he goes out and talks to not just public transport users. I spoke to a gentleman today at the bus stop on Ann Street and he was catching the 454, I think to Indooroopilly—445, beg your pardon. He lives at Indooroopilly. Pulled me up and said do you work in there? I said yes, I do as a matter of fact.

*Councillor interjecting.*

Councillor CASSIDY: Yes and he relied on public transport to get from home into the city, from home to medical appointments, home to the shops, to do all that sort of stuff. I asked him whether he thought that service level was great. He said no, it could be improved, and what was his bus stop like? He said it’s just a seat sitting out in the sun with no shelter on it—

*Councillor interjecting.*

Councillor CASSIDY: —in Indooroopilly, he’s actually got a seat at least, I guess. But they’re the sort of people—you know I didn’t even seek him out, he sought me out to tell you those stories. I’m sure if Councillor MURPHY actually went out into the suburbs of Brisbane and speak to people—not only who use public transport today but also would like to make the transition from private motor vehicle to public transport as a means of getting around Brisbane. He would find that it’s not award winning in any sense in any real, normal person’s mind. The public transport system that he is overseeing is not award winning. It is barely keeping up with demand at the moment.

 Then when you go and propose cuts to services, when you go and retire another 24 buses from the fleet and you have no plan to build new ones. There is only one outcome to what we’re seeing here and that’s going to be a more congested Brisbane under the LNP Administration. There’s no two ways about it.

I think that’s why we’re going to see some serious change in Brisbane City Council after March next year. I think the LNP think it’s all rosy, don’t they? They just think in their own minds that no one complains, there’s no issues out in the suburbs. So what if they cut 20 public transport services? So what if they we retire 24 buses? So what if they don’t build any new buses? So what if the Brisbane Metro blows out by a billion dollars? That’s all in their little world.

Well, I think the reality out on the ground is people will be bitterly disappointed. Not just with this review but with this LNP Administration.

Chair: Thank you, Councillor CASSIDY.

 Any further speakers?

 Councillor GRIFFITHS.

Councillor GRIFFITHS: Oh yes, thank you, Mr Chair. There’s actually three petitions here from my ward. I certainly—so I’d like to speak about items C, D and E. I have to say I had a massive reaction—not myself but the ward, residents had a massive reaction to what is proposed in relation to this bus review.

 It’s strange because they had a reaction last time the LNP did a bus review and the time before that when the State LNP did a bus review as well. It was a mess. It was a mess. One thing I know and one thing I’ve learnt about successive LNP governments is they don’t deliver services, they cut them.

 That’s certainly what residents came back to in responding to these pitches—pitches—these petitions. LORD MAYOR, earlier today when he was asked a question couldn’t answer about how many buses have been built in Brisbane in the last two years but it’s zero, that’s the answer. Zero. It’s really disappointing because we had a very capable workforce. We had a workforce who were able to build great buses but the ideology changed with this Administration and they didn’t want to look after local workers. They wanted to send it overseas.

 But Brisbane City Council, I actually think—and it was interesting, I listened to the Chairperson, he was going well it’s Translink, it’s not us. It’s Translink, it’s not us. It’s always someone else. You know, through you, Mr Chair, to the Chairperson, that’s our job to represent residents. It’s our job to ensure that they have good services. It’s actually what we’re here for. It’s not to blame Translink or to blame the Federal Government or whoever you want to blame. It’s for us to lobby to get the best services we can for our constituents.

 Certainly these changes are massive for the people in my communities. Because they’re in the middle ring of suburbs and they’re going to see a significant change in the way services, bus services, are delivered. Because it will mean that they will travel, they will catch two buses to work. Where the service has been cut. They will catch a bus to the freeway and then they’ll change bus and they’ll get on another bus to go into the city.

 So when you’re eight or 10 kilometres from the city and you’re having to catch two buses to the city. My understanding is international research shows that people don’t like doing it. People stop using your service. That’s what we’re doing to these people. We’re going to have a major impact on this and I predict there will be a reduction in the number of people using this service if—if these changes go ahead as proposed.

 So there’s—for me the issues are with the Metro, as well as the expense, the $1.9 billion—and essentially for a 200-metre tunnel. That’s the main thing. It’s made out to be some grand thing we’re building. We’re actually building a tunnel. There’s the fact that people will have to catch two buses, they’ll have to take longer routes to get where they’re going and it certainly means in suburbs like Acacia Ridge, Durack, Oxley, Moorooka, Salisbury and Nathan, there will actually be a reduction in services in those suburbs. So they’ll actually see a lot less.

 Do you know what? Some of those services—and actually Rocklea­—some of those services in the last review were cut. Strangely enough in Durack and Oxley, they were cut.

*Councillors interjecting.*

Councillor GRIFFITHS: Significantly they were cut. I don’t know if that aligned with the Premier’s electorate, I’m not sure. But it just seemed a strange cut that they would be losing services out there.

 So my concern is they’re cutting the routes. I don’t believe this Metro project is going to work for all residents really well. I think the impacts for many of my residents will be less services. That’s—I keep hearing from the Administration, we care about our workers, we care about our key workers, we care about our families.

People in Acacia Ridge use that bus service to get to work to make your coffees. Get to work to do the cleaning. Get to work to provide the services for people in the inner city. That’s why we have the bus service, that’s why people are dependent on it. This doesn’t deliver for them.

The other issue here is accessibility. This is certainly a drum I always beat on about. But we actually—we have a number of residents who have accessibility issues in the area of Holmes, Keats and Hawtree streets in Moorooka. I have worked with the Administration to get a bus stop put in there that was accessible, that had a shelter and that could cater for these people and do footpath links. This is one of the services, we’re actually going to cut it. We’re going to remove the bus route from this site that is accessible.

This, you know I heard the Chairperson say oh, they’re working diligently with Council. Are the Council officers in touch with what residents need? Are they in touch with the people who look after accessibility in your department? Because this was just a no brainer. To go to all that trouble, put all that infrastructure in place and then say we’re cutting it, just doesn’t make sense.

I look forward to the results of what will come out of this. The residents, in their hundreds, in their hundreds, have taken up these petitions and they did them themselves. They went out there and got the support and got the feedback and they’ve put them in themselves. I think Council should be listening to them. Because they’re on the money. They’re on the money and they don’t want to see their services cut. Thank you.

Chair: Thank you, Councillor GRIFFITHS.

 Any further speakers?

 Councillor HAMMOND.

Councillor HAMMOND: Thank you, Mr Chair. I rise to speak on item F on this report, but I can’t go past those on the other side saying that we haven’t invested in buses. We’ve invested over 1,266 buses in this Administration. Let us not forget, every single bus, which was not many—that those, when they were in power in City Hall, there wasn’t many—they had no air conditioning. We heard about accessibility from the speaker on the other side. You had to book a bus if you wanted to go out and you had a disability. You had to book a bus.

 Instead of 100% of our fleet now is accessible. You don’t have to plan your trip—

*Councillor interjecting.*

Councillor HAMMOND: —weeks and weeks in advance. Because you know that you’ll be able to get on to the bus. It just boggles my mind, when they were in Administration, all the buses in this Queensland heat, the humidity, had no aircon. Worse still, they blew up and caught fire.

*Councillor interjecting.*

Councillor HAMMOND: So I don’t want to hear their rubbish on the other side that this side does not invest in public transport.

 The 376 and 375 are bus routes in my ward that were being affected. We did real consultation, we do listen to people out there. Unlike what the Labor people do, they do not do real consultation, they just direct to their residents what is happening. Oh, you’re going to have a problem with that, oh, that’s okay. Can I mention the bandaid busway and the disaster that it’s doing to the residents out there, the water being switched off, the access to local streets, for a six-minute time saving that I made up at the meeting. Let us not forget that.

 The 376 and 375 are very similar routes, except for the 376 is more a direct route into the city. I fully support my residents in the fact of their submissions about the 376 and I have relayed that to Councillor MURPHY multiple times. I am looking forward to the review to come out and hopefully there will be some changes with the 376.

 The Metro. I heard a lot about the Metro over on that side. I can’t wait for the Metro to come to Chermside because it will give more rapid public transport to our residents into the city. Which is a great thing for our area. Let us not forget, it was this side of the Administration that bus in BUZ (Bus Upgrade Zone) routes, yes, we got a lot of criticism because schools didn’t think we spelt BUZ right but it’s Bus Upgrade Zone. So we did have a lot of criticism over that. But we have a lot of our buses that are direct buses that go into the CBD to relieve the congestion on our roads.

 I would also like to add—because I heard on the other side that people are getting off the buses. Do you know what? Every time this State Labor Government put up the fares, drastically put up the fares, year after year, we see people coming off the buses. I don’t think that’s good enough.

 I’ll add another thing that Councillor CASSIDY said because I think it’s really important. People want fast, effective, reliable and affordable public transport. That is the big thing here, affordable public transport. Let us also be clear that the State Government, Translink, if you like, do the faring and routing, Councillor CASSIDY, not us. We’re under doing a review, I have advocated for my residents for the 376. Because the 375 is a bit of a goat track going around, a bit of a scenic route and I would like to see, Councillor MURPHY, and to the officers, I would really like to see the 376 retained. Thank you.

Chair: Thank you, Councillor HAMMOND.

 Are there any further speakers?

 Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I rise to speak on the petitions, particularly items B, C and D. Brisbane’s New Bus Network—oh, and A, sorry. Brisbane’s new network consultation summary. Now Council has published a summary of the bus review on its website. This is the second major review that I’ve been involved with. The first back in 2011‑12, which was diabolically bad. Buses in my area were just completely cut.

*Councillor interjecting.*

Councillor JOHNSTON: It wasn’t Translink. The Lord Mayor of the day made a submission to the State Government and said cut these buses and the State actually did, the State actually did. Do you want to have ago Councillor LANDERS? Because you’re welcome to.

Chair: Councillor JOHNSTON, Councillor JOHNSTON, if you’re going to address other Councillors in the Chamber, you do it through the Chair, please.

Councillor JOHNSTON: Thank you. The LNP’s track record when it comes to bus reviews is to cut bus services.

*Councillor interjecting.*

Councillor JOHNSTON: True to form, what is proposed in this network review? Cuts to bus services, particularly in my area. Now it’s only last week that residents sat in the Gallery. They came in for afternoon tea.

It was residents from a Yeronga seniors’ group. You heard them, they clapped and cheered and were admonished. Because they asked me to ask a question about the buses in Yeronga. The 105 is a critically important bus route that provides a link to residents who live in Yeronga West, which is two kilometres from the train station and it is too far for most people to walk. If you are elderly, you can’t walk it, it’s hilly. If you have a disability, you can’t walk it because the footpaths are terrible.

School children do walk it and every day you see kids dragging themselves all the way up Hyde Road or way up into Yeronga West, coming home for school. What’s this Administration’s response? It is to cut a local bus service, the only service that runs—and there is a 107 but it runs in a slightly different area. If the 105 bus link is removed, people in Yeronga West will have no access to public transport. It will be one to two kilometres away for them.

That is not good enough. The 101 and the 102 were cut last time, they’re not proposed to be reinstated. So we still have Oxley and Corinda that aren’t connected. They’re neighbouring suburbs and there’s no bus service. The 106, which people want more frequency for, that comes from Mt Ommaney, around to Indooroopilly and connects that south-western suburbs link. You can’t get one of those after about six o’clock at night or on the weekend.

The bus service that is provided out in Brisbane is an appalling bus service in most places. The BUZ routes are good but they’re chokkas, the 100 runs through my ward and you cannot get on it in Annerley because it is so full.

Now, I note that my residents have spoken up in their thousands in response to this bus review. The Council summary says there are a number of postcodes and suburbs that put in the highest number of submissions and that includes Chelmer, Graceville, Sherwood, Oxley, Yeronga and Chelmer. Those residents have spoken up clearly.

The big issue now is whether Council is going to listen. In all of the evidence that I have seen so far from this Council, they are not. The officers came out into my ward and we had a meeting and they looked at me perplexed about why the 105 should have been kept. I said well, if you’re elderly and you need the bus you can’t walk two kilometres to the station. Oh but Councillor they’ll get the 192 extension.

Well that doesn’t run after six o’clock at night and it doesn’t go into Yeronga West. So it doesn’t service the same route and it still over a kilometre away for people in Yeronga West to get up to Cansdale Street. Even then, even then, that bus doesn’t take them to their nearest principal activity centre, which is Indooroopilly. That takes them back to UQ and into the city.

So these residents who, for the last 50, 60, 70 years have lived in this area, Indooroopilly is their principal activity centre, closest one to them. They won’t be able to get there to see their doctor, get their hair cut. They’re very upset about this, very upset. You can see it in the public consultation and you can see Council does not understand this.

On of the themes that Council has pulled out in here specifically raises this issue that people want better bus services to their local shops. Sorry and I’m just going to—hopefully I’ve typed that in, yes. So here’s what people said, “Some bus routes play a critical role in connecting you to family friends, healthcare and shops. Small adjustments to routes can have local impacts, particularly for older people or people with reduced mobility.”

This is Council’s response. So this is an organisation that today, in answer to all of these petitions saying trust us, we’re reviewing your feedback, this is what they are essentially saying. We’re reviewing your feedback.

Brisbane City Council is saying, “Council is aiming to deliver services in the suburb that meet transport needs and demand by increasing frequency of services and improving suburban connections to key destinations. This includes new direct access to shopping centres, universities and retirement villages.”

Guess what? If you live in Yeronga West, you are having your service cut and you won’t be able to get to your shopping centre. I don’t know there’s too many residents in the village at Yeronga that actually want to go to UQ, not a lot. They want to go to, you guessed it, Indooroopilly.

As a result of what this Council is doing, these residents will have to go out somewhere in Yeronga, stand on the side of the road, because there are no seats at most of my bus stops. Because the patronage is too low. So Council won’t even put a seat in. There’s no shade. So we’re going to have elderly residents standing on the side of Fairfield Road, exposed to the elements, waiting to change buses to get themselves to Indooroopilly.

This is the you-beaut new bus service that Councillor MURPHY thinks is winning awards, $2.1 billion. What do residents in Yeronga get? A worse bus service.

*Councillor interjecting.*

Councillor JOHNSTON: A worse bus service. Over in Annerley, I know plenty of residents spoke up about the changes through there, they’re appalling, the changes through the back of Annerley. People in Annerley won’t have a direct connection to the Annerley shops.

*Councillor interjecting.*

Councillor JOHNSTON: So if you live in Annerley and again, you’re one to two kilometres away from the shops, where the doctors are—the supermarket is, the butcher, the library. You cannot get to your local shops, that is how bad Council’s bus services are. This Council has got it wrong. For years and years and years, the one thing that different Lord Mayors have said, different Chairs have said, this is about better bus services. No, it is not. No, it is not.

 This is about cutting bus services in the suburb. This is about a review that—I’m sure people had good intentions when they started on this review. But the outcome is worse bus services in some places for residents. If you live anywhere near the Metro, I’m sure it’s going to be a great bus service. But is Council putting in car parks near these Metro stops so people could drive to the Metro and then hop on the bus? That could be useful, but Council’s not doing that.

 Is Council increasing density around these bus stops? In the odd place but generally, no they are not. Then, of course people like Councillor HAMMOND. Well we look forward to the Metro in Chermside. That’s not on anyone’s agenda, unless she’s been told something. There’s no—the Metro doesn’t go out to Chermside. If she thinks that she’s getting a Metro service out to Chermside and that’s what she’s been telling her residents, that will be very interesting.

 The outcome of this bus review is to hurt, particularly vulnerable residents—

*Councillor interjecting.*

Councillor JOHNSTON: —the elderly and those with disability and particularly students who do rely on public transport. I am appalled at the way Council has dealt with this and I know, I know, based on what happened in 2010, 2011 that this Council is only interested in cutting bus services. They’re not interested in doing the right thing for residents, and that is to make sure they can get to the local shops, church, healthcare and to their friends and family. Under this review, particularly Annerley and Yeronga residents are being—

Chair: Councillor JOHNSTON your time has expired.

Councillor JOHNSTON: —adversely impacted.

Chair: Thank you.

 Are there any further speakers?

 Councillor OWEN.

Councillor OWEN: Thank you, Mr Chair. I rise to speak in support of items A, C, D, E and F. I think it’s important at this juncture that we actually go back and look at what is contained within the report. Now item A is actually the consultation summary. So this is a summary of the consultation that has occurred right across the city. It is the feedback that has been received from Brisbane residents who utilise the bus services and who want to utilise the bus services going forward.

 So when we are talking about a consultation summary, it is a summary of that feedback. It is not an iron-clad decision that has been made that this is exactly what is going to be happening. It is an opportunity for the people right across our city to have a say in what they consider meets their needs or doesn’t meet their needs. It is an opportunity for them to provide their local perspective in relation to the routes that traverse their suburbs.

 Now in relation to the petitions that are part of this report today. Those petitions are actually not conforming feedback until such time as they are transferred, as per the recommendation that is before Council today, to the network review team for inclusion in that feedback as well.

So what is contained in those petitions, as per the recommendations, is for the feedback that has come through those documents that have been provided to Council to be able to be passed to the network review officers, for inclusion in the overall feedback process and for further consideration of those needs right across the city.

So that is a very important part of this process. We are endeavouring to make sure that, when people have given us feedback, whether it is online, face-to-face or through an alternate means, that we are incorporating as much feedback that is valid and constructive as possibly can be included.

Now, I would just like to say to the network review officers, they do an extraordinary amount of hard work behind the scenes. I know that they have been giving up their weekends to come out and interact directly with Brisbane residents. They came out with me at one of my—

*Councillor interjecting.*

Councillor OWEN: —local community events and I—

*Councillors interjecting.*

Chair: Councillor MURPHY.

 Councillor GRIFFITHS, bit of shush.

 Councillor OWEN, you’ve got the call.

 Councillor OWEN: Thank you, Mr Chair. It was very important because when I was having a community event, I reached out to the network review officers and said I’m having a community event. Would you like to have a stall at this event so that you can interact with a lot of the residents that are raising issues with bus services so you can hear the feedback firsthand and you can take that feedback on board and have further consultation?

 So the Council officers have been very proactive in engaging with the residents of Brisbane directly. That is an important thing. They did a lot of those face‑to‑face sessions right across the city to try to ensure that as many people as possible were involved in this.

 Now I really am at a loss as to why Councillors on the other side of this Chamber continually are saying that there are—let me quote this, “that services are not delivered”. They are. They seem to think that they are being removed.

 Now I have stood up in this place quite a number of times and I have spoken about the 126 service, I have spoken about the 803 service and the 804 service. Particularly the 804 and the 126 are new services. These are new services since 2020. The 803 is now an expanded service.

 So we have delivered new services. It has taken multiple business cases to get it accepted through Translink and this is a clear demonstration that this Administration is focused on delivering services, new services, to residents. In fact the 126 service is a case in point, because it doesn’t just service my ward, it goes through Acacia Ridge and it goes up to Altandi station as well. So I think it’s Councillor MARX and possibly might just stretch a little bit towards Councillor HUANG’s area as well.

 The important thing is that that 126 service is not just supporting people in my ward. It is servicing people in multiple wards, that is what we have to look at. We can’t be ward-centric, we have to look at having an approach. So particularly when I look at some of these routes, I look at how do they benefit residents right across the southside, because my residents generally want to travel to locations across the southside.

 I know that a lot of my residents enjoy the fact that they can now go on the 126 service and go to Sunnybank Plaza and go out for a meal. I know that they are happy that they can connect up to also train services, where they have got work opportunities that are in different directions. These are all important facets of what we have to look at. We cannot have tunnel vision. We have to look at the bigger picture and the greater community benefit and that is what this network review is doing.

 Now, the decision is not finalised. What is in the papers today is a continuation of that review process, of that consultation, of incorporating the feedback of many, many residents. So through you, Mr Chair, I just want to reiterate that Council does not set the bus routes. Council has to put recommendations up to Translink in line with the State Government legislation under the *Transport Operations (TransLink Transit Authority) Act 2008.*

We are required to put any changes forward as a recommendation to Translink. Translink has the decision-making capacity to say yay or nay. They are the ultimate decision makers. But at the same time, our Council officers who work in the network planning, who analyse these routes, who look at the data, who decide that certain routes meet criteria, as set down, or don’t meet criteria, because they have that data to look at. They are the people who are doing the hard work.

I don’t think any Councillor should come into this place and make claims that nothing is being done, or that people are being disadvantaged, because they are not. This is a review process, this is a consultation process and I just encourage Councillors on the other side to, instead of being adversarial, to be advocates, good advocates for your communities and look at the positive options. Look at the bigger picture options and take that forward and talk with the community to give them that understanding of their options right across the board.

So, through you, Mr Chair. I think that it is important that we do look at this from a very holistic perspective. We are taking into account the strong feedback that has come through, not only in this consultation summary but also through those other avenues. I thank the Council officers who have been working on this behind the scenes for their hard work and dedication.

*Councillors interjecting.*

Chair: Thank you, Councillor OWEN.

 Further speakers?

 Councillor MASSEY.

Councillor MASSEY: Thank you, Chair. I rise to speak on item A. I think it would come as no surprise that the 4101 represented incredibly highly in the consultation that was delivered by Brisbane City Council. Of course, the 4101 consists of West End, South Bank and Highgate Hill. These areas, of course, having major increases in density over the past couple of years and are a part of a future hyper-density increase that’s happening.

 The reason I want to speak to it is the reason there was an incredibly high respondence is these residents, and also across The Gabba, you know, especially in Kangaroo Point (KP), they’re really engaged with public transport. They want to ride, they want to be on public transport. They want to have a frequent service, a service that’s timely and it’s there all the time. I just want to note that if you looked at the 199 or the 60, even now, even with the proposed changes. What you would see is absolutely chokka-full buses. That’s not including the potential 21,000 more people that will be moving into that area.

So when we look at this review and we look at this consultation, I am really, really, really hoping that the Council proposes something that’s going to deliver really impactful change for public transport in this area. Noting that the LORD MAYOR earlier said that the infrastructure is already incredible. Well, that’s clearly not what the residents who have responded so highly from West End, South Brisbane and Highgate Hill have said.

I also just wanted to note with some of the changes that they’ve proposed, within Kangaroo Point, which his again an incredibly high-density area. It’s a transforming population, I’ll acknowledge that. Not now the place of retirees, but there are still people that are a little bit older in that area.

I find it really interesting that there is—as the KP people have said constantly, over and over again, not only in the consultations that I’ve done with them since I’ve been in Chambers but also, of course, since Jonathan Sriranganathan has been here and has been advocating for that community—the lack of public transport within that area.

I do see there’s a proposed route, it’s a loop. This loop that is proposed—which is very interesting because I note that one of the points in the consultation was more connectivity between neighbourhoods—will connect Kangaroo Point to the city, but not to the neighbouring West End, Woolloongabba or South Bank.

You know, I hope that these petitions, that this consultation would be taken seriously. I understand the process, we make recommendations, it goes up to State Government. But I think it’s incredibly important that that community consultation that’s occurred with people that are engaged with our active public transport system is heard and recognised. When I talk about these routes, even the 192, there’s a lot of petitions that have happened before about frequency.

So while I am hopeful that what we’ll see in the future is amendments and details that will give more amenity, not only to the people of The Gabba Ward, but people across Brisbane.

*Councillor interjecting.*

Councillor MASSEY: That’s what I hope for. Looking at those proposed routes, even now, I’m worried about that higher density that’s happening in that Kurilpa Point and how they’re going to be able to get in when it’s chokkas already. I’m worried about the residents in Kangaroo Point who, for all intents and purposes, once the Dockside ferry is complete, will lose the 27 service, leaving them kind of isolated, the most isolated area for public transport in the city.

 So look, I think I’m just going to stop there. I do thank the people that are working on this bus network review. I think the interactive system was a really great system. It’s good to use and I acknowledge that it’s a tough job. But again, can I just stipulate, we’ve got to listen to this consultation, we’ve got to listen to the petitions, we’ve got to provide service city-round. Just because the Metro is in South Brisbane, doesn’t mean everyone in The Gabba Ward will be accommodated for and that’s what we need to do, we need to accommodate for as many people as possible to use public transport. Thank you.

Chair: Thank you, Councillor MASSEY.

 Any further speakers? I see no one rising.

 Councillor MURPHY, right of reply.

Councillor MURPHY: Thank you very much, Chair, and I thank all Councillors for their contribution on this debate. I think in summing up, it’s really important to acknowledge why we’re doing the new network. We’re doing the new network because Brisbane Metro doesn’t work without a new network, to enable it to happen. That brings the next question, so why are we doing Brisbane Metro? We’re doing Brisbane Metro because for the better part of 15 years, this State Labor Government has failed to invest in the public transit system in Brisbane, that does two-thirds of the work, which is the bus network.

 I am not saying that they aren’t investing in rail, we’ve all heard recently about how much Mark Bailey is investing in building trains up north or Cross River Rail and all the blowouts there. We know, we know the State Government is investing in rail, but in Brisbane two-thirds of people move on buses. The busway network has created one of the most successful bus rapid transit systems around the world, it is acknowledged all around the world as being incredibly successful, but it is being loved to death.

We know when the LORD MAYOR initiated this project along with Councillor Quirk, way back when in 2016, we were receiving at that time, buses full on the 111, on route 66. We have people who had standing capacity only on those buses and were getting kicked off or left at the station. Metro is about adding additional capacity into the network to unclog services, that’s what it’s all about. When Metro opens next year, we will add the capacity into the busway network to carry an additional 30 million passengers. That is what this new network is all about, is enabling that great change to happen and supporting improved capacity on the busway network.

We didn’t want to be in this position as a Council, but we felt it incumbent on us as the principal operator for the City of Brisbane, to step in and to take action to improve the State’s assets and that is exactly what we are doing. It’s important to recognise, because it’s come up in this debate, that this new network represents the single biggest investment in bus services that this Council has ever made and the greatest investment in bus services in Brisbane, that has been made as a result of a network review in living memory. In living memory Chair, that is how significant this is.

More than half of journeys on the busway will be faster during peak times and as I mentioned, we will add an additional third capacity into the busway network each and every year. The proposed network that we have done public consultation on, provides an additional 160,000 trips every year and the capacity to connect an extra 55,000 students at Griffith University, UQ and QUT (Queensland University of Technology). These are really big numbers, really big capacity improvements that we’re adding into the network.

Three new routes are proposed, there are seven suburbs with new all-day services, as well as newly serviced roads in Yeerongpilly and Coopers Plains. We didn’t hear a lot about that Chair, from either the Councillor for Tennyson or the Councillor for Moorooka. The proposed changes will also improve connections to a range of suburban locations like Mt Gravatt Plaza, Fairfield Gardens Shopping Centre and the Greenslopes Hospital, as well as our university campuses, as I mentioned.

We’ve made no secret through the whole project of the need to provide relief to congestion hotspots and bottlenecks in our network and to provide that additional capacity to our busway stations to free up our bus network. Of course, we need to make changes and the changes are encapsulated in the network that we’ve released for consultation. As I’m sure those in Chamber can appreciate, the review of the bus network has been incredibly complex and any changes made to services, we have not taken lightly.

I want to echo Councillor OWEN’s sentiments that she made before and it was very right for her to make them, that we have the most amazing professional transport planners in this organisation. Many of you would have had interactions with them, they are very good at what they do and they take their job very seriously and they do not make changes to the network without properly considering the impact to all of our customers.

Sometimes, you’ll be pulling your hair out at the fact that they know that there’s someone at this stop that uses it at a certain time of day, and they’re concerned about removing services there or changing a stopping pattern, but that is the level of detail that they go to. We are really glad to have them in Brisbane City Council because the expertise that they provide, not only to this organisation, but up to Translink, is invaluable and it is worth its weight in gold, and we very much appreciate the work that they’ve done on this network review.

There’s a couple of comments that I just want to address in the time that I’ve got left. Councillor CASSIDY asked a question at the start of this debate, let’s start with Councillor CASSIDY, he was the first speaker. He mentioned, will you do more proactive reviews? My answer simply to that question is, well we did do a review, a proactive review, earlier in this term, does any Councillor remember what service we reviewed? Norman Park.

The service used by less than one passenger per river crossing. We reviewed that service, and we removed it. Did we receive support from the Labor Party for that proactive network review? No, of course. They opposed it, they continue to oppose it. I’m open, Councillor CASSIDY, to the idea of doing broader network reviews to ensure that we’re getting value for money out of the network, but I suspect that you will oppose them as well.

Councillor CASSIDY also talked about the need for there to be more suburban links out into the suburbs. Well, I can tell you Councillor CASSIDY, you’ve got to have a look at the business case of Brisbane Metro, because we cannot add more suburban links into the busway network without unclogging the core. That is the whole premise of why we have brought forward the Brisbane Metro project, replacing 76 *pax* buses with 170 *pax* electric buses, a turn-up-and-go system, that is why we need to do it.

He also mentioned we’ve received many petitions on this bus network view. Five petitions through the Council, 70,000 people who checked out the map online, tens of thousands of people that were engaged in out of home media and in surveys, letterbox drops, at busway stations, at bus stops, in libraries. We received five petitions, so I think that’s actually pretty good.

Considering what we’ve heard from Translink about the impact, the public impact of the last network review that was done in 2013, that lasted two weeks before the State Government walked it back and they were right to walk it back. We are now over a year through the process and about to wrap up the network review in consultation with Translink—our partners at Translink, so I actually think that that’s a pretty good outcome all things considered.

Councillor CASSIDY also mentioned that we cut services, said we’d cut over 20 services. Well, we removed two routes, and we added routes, and we improved capacity on a number of different other routes. He also repeated the mistruth about the $2 billion, we’ve come to expect that. He also said, truncations mean less seats. Well okay, let’s talk about it, what is a truncation? A truncation is where you stop a bus from going all the way into the city, you stop it at a busway station and people have to transfer onto a Metro. What has more seats than a 76 *pax* bus? A Metro. A truncation actually means more seats in service, not less, Councillor CASSIDY.

That is Councillor CASSIDY, let’s get to some of the other Councillors. Councillor GRIFFITHS I think wanted to talk about the routes in his ward and he had good intentions to do so, but he actually didn’t mention any specific route number or any specific changes that he wanted made, he just spoke broadly about residents in his community.

We always say that any change to public transport should aim to benefit as many people as possible, that’s what has guided us through this bus network review. As I mentioned, Labor still thinks one passenger per Norman Park ferry crossing was a good return on investment for public transport. I think what it shows is that Labor don’t actually want to deliver value for money public transport, in this city.

Let’s have a look at some of the changes that we’ve made in Councillor GRIFFITHS’ ward, because he didn’t mention any of the changes specifically by name. Route 110 is being truncated, that’s true, but residents will be able to transfer onto a Metro service, so they’ll actually get a faster journey. We’ve also upgrading the off-peak frequency of the route, so he didn’t mention that significant improvement.

Routes 115 and 117 aren’t being removed, they’re being merged actually, so there won’t be any loss of frequency and again residents will be able to transfer to Metro services, so again a faster journey. Merging routes will enable us to make better use of our resources and give more high-frequency services to more streets, introduce new routes and give more coverage.

Now there were changes to route 116 that was proposed, to give coverage to areas with higher patronage and improve connectivity to local hubs like the Salisbury interchange and of course, route 112, we redesigned that to remove the open level crossing at Boundary Road, which Labor State Government have failed to remove time and time again, because that causes congestion on the network.

Also, Councillor JOHNSTON, well look, she said many things and I don’t have time to go into all of them, but I can tell Councillors in this Chamber, if they were thinking that Councillor JOHNSTON told the truth about the bus network review in her ward, well I can assure that she hasn’t. In fact, her residents are getting some of the best improvements out of the bus network. They are getting a much clearer extended network, for example the 105 is being upgraded to operate all day, increase span of hours on trips. She said it was going in the other direction, it’s not, it’s getting better. The 192—

Chair: Councillor MURPHY—

Councillor MURPHY: —will be extended all the way to Yeerongpilly.

Chair: —your time has expired.

Councillor MURPHY: Thanks.

Chair: Thank you. We will now put the contents of 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, Julia Dixon, Steven Huang and Trina Massey.

#### A COMMITTEE PRESENTATION – BRISBANE’S NEW BUS NETWORK CONSULTATION SUMMARY

**149/2023-24**

1. The General Manager, Strategy and Network Services, Transport for Brisbane, and the Governance and Strategy Integration Manager, Major Projects, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an update on Brisbane’s New Bus Network. They provided the information below.

2. Council consulted with the community through a two-phase engagement program between July and December 2022. Phase 1 was an initial city-wide online survey between July and October to seek early feedback on travel preferences and experiences. Phase 2 involved city-wide community consultation from 10 October through to 14 December where the community provided feedback on proposed network changes and on other bus routes. Throughout the consultation period, Council received:

- more than 5,000 responses across two online surveys

- 1,600 interactions at bus stops and stations

- 346 attendees at community information sessions

- more than 155,000 unique visits to the project web page

- more than 70,000 searches on the interactive network map.

3. Council received 3,337 responses in Phase 1 from 125 postcodes across Brisbane and surrounding suburbs. Feedback was provided on approximately 260 different routes with regular bus users reporting bus travel as being easy to use and that they were satisfied with bus drivers and the onboard customer experience.

4. In Phase 2, Council consulted the community on new routes, all-day services, new connections, increasing services, route removals and duplications, and redesigned suburban routes. This consultation occurred over a number of mediums.

- Council’s interactive network map – this online portal included a comprehensive network guide and an online network survey.

- Face-to-face events – 23 community information sessions, nine two-hour sessions at the Brisbane Metro Information Centre, 14 city-wide sessions at community venues and 10 pop-up events at key bus stops were held, with 1,600 customers interacting with Council’s project team.

- A city-wide awareness campaign – Council ran a city-wide awareness campaign to introduce Brisbane’s New Bus Network which included a variety of outdoor, digital and social media channels, articles in the October and November editions of Council’s *Living in Brisbane* newsletter, email updates to the Brisbane Metro subscriber database.

5. As well as highlighting the importance of bus services to local communities, feedback received from residents showed a readiness for public network improvements, excitement about the introduction of Metro services, a desire for additional services with higher frequency or operation and enthusiasm for connection between neighbouring suburban centres through Metro extensions. Commonly requested Metro extensions included:

- Chermside and Brisbane Airport to the north

- Carindale to the east

- Springwood to the south

- Indooroopilly and Moggill and the west.

6. Council’s next steps are to collate and review the community feedback before releasing a summary of participation and outcomes including key feedback themes. This will lead to a reshaping of the bus network based on feedback received. The final network will be subject to Translink’s approval. Once bus stop locations, CBD route paths and terminus locations are finalised, planning for timetables, signage and customer information will begin in preparation for commencement of services. Any planning for future Metro lines and network changes or approvals and delivery of future busway infrastructure will be subject to funding.

7. In June 2023, the International Association of Public Transport (UITP) awarded Brisbane Metro with a Special Recognition Award for the Brisbane’s New Bus Network campaign. The UITP Awards showcase projects from cities and regions around the world. The international jury acknowledged that the Brisbane Metro network campaign demonstrated exceptional local impact, creating an overall positive perception of public transport.

8. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the General Manager, Strategy and Network Services, and the Governance and Strategy Integration Manager for their informative update.

9. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL RE-ESTABLISH THE YERONGA WEST LOOP ON THE ROUTE 105 BUS SERVICE AND MODIFY THE ROUTE 192 BUS SERVICE TO OPERATE ON SATURDAY AND UP TO 9PM ON WEEKNIGHTS

 **137/220/594/172**

**150/2023-24**

10. A petition requesting Council re-establish the Yeronga West loop on the Route 105 bus service and modify the Route 192 bus service to operate on Saturday and up to 9pm on weeknights, was presented to the meeting of Council held on 29 November 2022, by Councillor Nicole Johnston, and received.

11. The Divisional Manager, Transport for Brisbane, provided the following information.

12. The petition contains 76 signatures with all signatories residing in Yeronga.

13. The Yeronga West loop is an essential bus route linking Yeronga residents to their closest principal activity centre for essential services including medical care, shopping, and personal services.

 **Brisbane’s New Bus Network – community consultation process**

14. In October 2022, Brisbane City Council released Brisbane’s New Bus Network (the network). Council, in partnership with Translink, undertook a detailed review of the bus network, including specific bus route changes, to inform the network for the inner city and south-eastern corridor. The proposed new network is based on detailed analysis of customer data.

15. Council invited the community to have their say on the proposed changes to the bus network, undertaking significant community consultation over a nine-week period from 10 October until 14 December 2022. Many members of the community spent their time talking to the project team at information sessions and completing the online survey to provide their feedback.

16. Prior to the release of Brisbane’s New Bus Network and the launch of community consultation, members of the project team offered briefings to each Councillor to discuss the network strategy and design as well as key changes within their respective wards. Tennyson Ward office staff were briefed on 7 October 2022, followed by a briefing on 19 October 2022 with Councillor Nicole Johnston, Councillor for Tennyson Ward.

17. To support consultation, Council provided a draft document outlining the proposed suburban changes to the current Route 105 (Indooroopilly to City via Yeronga) and Route 192 (University of Queensland (UQ) to City) bus services.

 **Proposed changes to Route 105**

18. Under the proposed new network, customers in Yeronga West will continue to have access to their closest principal activity centre via Route 107 (Yeerongpilly to City), however, the trip will now involve a same‑stop transfer to Route 444 (Queensland Theatre to Moggill) at Cultural Centre station.

19. Route 105 is proposed to be redesigned to operate between Indooroopilly and PA (Princess Alexandra) Hospital station (no longer servicing the inner busway and city) and incorporate trips previously serviced by Route 108 (Indooroopilly to City).

20. The Yeronga West loop is proposed to be covered by Route 107. The new Route 107 would be upgraded to a full-time service to maintain service between Yeronga and the City. The new route path provides a same-platform connection with Metro 2 (RBWH (Royal Brisbane and Women’s Hospital) to UQ) for customers travelling to the inner busway and city.

21. Customers will have a more direct and faster journey time between the Indooroopilly, Tennyson, Fairfield and PA Hospital station sectors. The proposed changes improve journey reliability on the inner busway to provide greater capacity for future growth.

 **Why is this change being proposed?**

22. The current network structure in Yeronga and Yeerongpilly area is made up of Routes 105, 107 and 108, and operate between peak and off-peak periods causing confusion at bus stops for customers.

23. As part of Brisbane’s New Bus Network, the changes to Route 105 and Route 107 allow for more consistent all-day route structures in the Yeronga area, making the network more legible for customers.

24. The changes to Route 105 would also facilitate the service to connect with Metro services to provide the capacity for future growth and reliability on the inner busway.

25. While the result of this change may result in several customers needing to transfer to reach their destinations at Mater Hill, South Bank and Cultural Centre stations and the CBD, this was seen as an option that would produce the least overall customer impact while achieving the benefit of a more direct and frequent connection for existing customers travelling from the Indooroopilly-Tennyson corridor.

26. The proposal to upgrade Route 107 to an all-day service provides coverage for current Route 105 customers travelling to these areas servicing South Brisbane and Annerley. It was noted that customers within Yeronga West have experienced reliability issues with Route 105 which originates from services being congested on Walter Taylor Bridge. As such, the new Route 107 is proposed to commence at Yeerongpilly. Additionally, the new service will provide new connections to Yeronga train station and the new shopping centre at Yeerongpilly Green.

27. To maintain travel options between Indooroopilly and Tennyson to/from Yeronga, a transfer will be required. This change is proposed to balance the needs of the very small number of passengers travelling between Indooroopilly and Yeronga, compared to the much larger number who would benefit from more reliable and faster travel operating towards the city.

 **Proposed changes to Route 192**

28. Under Brisbane’s New Bus Network, it is also proposed that Route 192 be extended into Yeronga with the function of providing access to UQ for Yeronga West, particularly university students.

29. The extension of Route 192 also provides an opportunity for Yeronga West residents to gain a quick connection to Metro 2, as well as the current destinations along the Route 192 service.

30. In April 2021, Council received requests from residents for Route 192 to be increased in frequency and extended to operate late at night and on weekends. Council wrote to the Queensland Government’s Department of Transport and Main Roads and Translink to make them aware of feedback from the public about the Route 192 service and requested their consideration for potential improvements. Translink responded to Council’s request and advised that, based on ticketing data analysis, there were no plans to introduce additional trips to operate later in the evenings and weekends at this time. In view of Translink’s non-support of this proposal in 2021, no changes in this regard were proposed for Brisbane’s New Bus Network.

 **Next steps**

31. Feedback within this petition will be considered as part of Brisbane’s New Bus Network. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This review process will give our transport planners the opportunity to hear from the community about the proposed changes and consider what further changes or enhancements could be made.

32. Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Consultation

33. Councillor Nicole Johnston, Councillor for Tennyson Ward, has been consulted and supports the recommendation.

Customer impact

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

35. The Divisional Manager recommended as follows and the Committee agreed unanimously.

36. **RECOMMENDATION:**

**THAT THE INFORMATION IS 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:** 137/220/594/172

Thank you for your petition requesting Council re-establish the Yeronga West loop on the Route 105 bus service and modify the Route 192 bus service to operate on Saturday and up to 9pm on weeknights.

In October 2022, Council invited the community to have their say and help shape Brisbane’s New Bus Network (the network). Community consultation closed on 14 December 2022, and Council appreciates you joining the conversation on the proposed bus network changes.

Your petition has been received by Council and has been provided to the project team. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This process gives our transport planners the opportunity to review your feedback and consider what further changes or enhancements could be made. Please be assured your feedback has been reviewed and will be considered during this process.

Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Should you wish to discuss this matter further, please contact the Brisbane Metro project team on 1800 692 333 during business hours or via email at metro@brisbane.qld.gov.au.

Please let the other petitioners know of this information.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL INCREASE THE FREQUENCY OF THE ROUTE 106 BUS SERVICE AS PART OF THE BRISBANE METRO BUS NETWORK REVIEW

 **137/220/594/176**

**151/2023-24**

37. A petition requesting Council increase the frequency of the Route 106 bus service as part of the Brisbane Metro bus network review, was presented to the meeting of Council held on 6 December 2022, by Councillor Nicole Johnston, and received.

38. The Divisional Manager, Transport for Brisbane, provided the following information.

39. The petition contains 57 signatures, with 55 signatories residing in Corinda, and two signatories residing in Graceville and Sinnamon Park respectively.

 **Brisbane’s New Bus Network – community consultation process**

40. In October 2022, Brisbane City Council released Brisbane’s New Bus Network (the network). Council, in partnership with Translink, undertook a detailed review of the bus network, including specific bus route changes, to inform the network for the inner city and south-eastern corridor. The proposed new network is based on detailed analysis of customer data.

41. Council invited the community to have their say on the proposed changes to the bus network, undertaking significant community consultation over a nine-week period from 10 October until 14 December 2022. Many members of the community spent their time talking to the project team at information sessions and completing the online survey to provide their feedback.

42. Prior to the release of Brisbane’s New Bus Network and the launch of community consultation, members of the project team offered briefings to each Councillor to discuss the network strategy and design as well as key changes within their respective wards.

 **No changes proposed for Route 106**

43. No changes were proposed for Route 106 (Mt Ommaney to Indooroopilly) under Brisbane’s New Bus Network. The core focus of this review was to implement changes that will facilitate the introduction of Brisbane Metro and support the future growth of the network along the Metro corridor.

44. Council operates its bus services under a contract with Translink, a division of the Queensland Government’s Department of Transport and Main Roads. Translink is responsible for the delivery of public transport services, fare collection and infrastructure for South East Queensland. Council works in conjunction with Translink to ensure residents and visitors of Brisbane have access to a reliable and accessible public transport network, with Translink responsible for approving and funding modifications to services including any service augmentations.

 **Next steps**

45. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This review process will give our transport planners the opportunity to hear from the community about the proposed changes and consider what further changes or enhancements could be made.

46. Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Consultation

47. Councillor Sarah Hutton, Councillor for Jamboree Ward, has been consulted and supports the recommendation.

48. Councillor Nicole Johnston, Councillor for Tennyson Ward, has been consulted and supports the recommendation.

49. Councillor James Mackay, Councillor for Walter Taylor Ward, has been consulted and supports the recommendation.

Customer impact

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

51. The Divisional Manager recommended as follows and the Committee agreed unanimously.

52. **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:** 137/220/594/176

Thank you for your petition requesting Council increase the frequency of the Route 106 bus service to half-hourly on weekdays, plus additional evening and weekend services as part of the Brisbane Metro bus network review.

In October 2022, Council invited the community to have their say and help shape Brisbane’s New Bus Network (the network). Community consultation closed on 14 December 2022, and Council appreciates you joining the conversation on the proposed bus network changes.

Your petition has been received by Council and has been provided to the project team. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This process gives our transport planners the opportunity to review your feedback and consider what further changes or enhancements could be made. Please be assured your feedback has been reviewed and will be considered during this process.

Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Should you wish to discuss this matter further, please contact the Brisbane Metro project team on 1800 692 333 during business hours or via email at metro@brisbane.qld.gov.au.

Please let the other petitioners know of this information.

Thank you for raising this matter. 

**ADOPTED**

#### D PETITIONS – REQUESTING COUNCIL STOP THE PROPOSED CHANGES TO ROUTE 110, 115, 117, 122 AND 126 BUS SERVICES AS PART OF THE BUS NETWORK REVIEW

 **137/220/594/178 and 137/220/594/179**

**152/2023-24**

53. Two petitions requesting Council stop the proposed changes to Route 110, 115, 117, 122 and 126 bus services as part of the bus network review, were received during the Summer Recess 2022-23.

54. The Divisional Manager, Transport for Brisbane, provided the following information.

55. The petitions contain 290 signatures. Petition 137/220/594/178 has 284 signatures and of the petitioners, 179 live in Acacia Ridge, with the remaining 105 living in suburbs surrounding Acacia Ridge. Petition 137/220/594/179 has six signatures and of the petitioners, four live in Acacia Ridge and two live other suburbs within the City of Brisbane.

 **Brisbane’s New Bus Network – community consultation process**

56. In October 2022, Brisbane City Council released Brisbane’s New Bus Network (the network). Council, in partnership with Translink, undertook a detailed review of the bus network, including specific bus route changes, to inform the network for the inner city and south-eastern corridor. The proposed new network is based on detailed analysis of customer data.

57. Council invited the community to have their say on the proposed changes to the bus network, undertaking significant community consultation over a nine-week period from 10 October until 14 December 2022. Many members of the community spent their time talking to the project team at information sessions and completing the online survey to provide their feedback.

58. Prior to the release of Brisbane’s New Bus Network and the launch of community consultation, members of the project team offered briefings to each Councillor to discuss the network strategy and design as well as key changes within their respective wards.

59. To support consultation, Council provided a draft document outlining the proposed suburban changes to current Route 110 (Inala to City), 115 (Calamvale to City), 117 (Acacia Ridge to Woolloongabba), 122 (Inala to Garden City) and 126 (Sunnybank to Heathwood) bus services. The proposed changes would result in a net overall increase in trips in the Acacia Ridge area.

 **Proposed changes for Routes 110 and 115**

60. Route 110 is proposed to be redesigned to operate between Inala and PA (Princess Alexandra) Hospital station, and will continue to service Acacia Ridge, Moorooka and Annerley via Beaudesert Road, Ipswich Road and Annerley Road. This route connects to Metro 2 services at Boggo Road station, providing same-platform connections to the inner busway and CBD. The service will provide Acacia Ridge residents with a faster trip to these locations as it bypasses the congestion on the Ipswich Road corridor and in the Woolloongabba area.

61. Route 115 is proposed to operate between Calamvale and Griffith University station via Acacia Ridge and the Griffith University Nathan campus. The route connects to Metro 1 and other Bus Upgrade Zone (BUZ) services at Griffith University station, providing same-platform connections to the inner busway and CBD. This service will provide Acacia Ridge residents with a faster trip to these locations as it bypasses the congestion on the Ipswich Road corridor and in the Woolloongabba area.

62. In addition, Route P109 is a new peak Rocket service providing a direct service between Acacia Ridge and the CBD via Captain Cook Bridge. This service is proposed to operate every 15 minutes between 6.30am and 8am (morning peak inbound) and every 15 minutes between 4pm and 5.45pm (afternoon peak outbound). Customers using this service will have a faster journey than the current Route 110 service as it no longer travels via the Woolloongabba area (travelling via the busway portal at O’Keefe Street) and the inner busway in South Brisbane.

 **Proposed changes to Route 117**

63. Resources from the existing Route 117 are proposed to be allocated to provide additional weekday trips on Route 115 and to increase the off-peak frequency on Route 110 from 60 minutes to 30 minutes.

 **Proposed changes to Route 122**

64. Route 122 is proposed to be redesigned to operate between Richlands station and Upper Mt Gravatt station (Westfield Mt Gravatt). The service would continue to service Acacia Ridge and Coopers Plains, using Riawena Road. This is designed to remove a congestion point at the Boundary Road open level crossing, providing more reliable journeys for Acacia Ridge residents. Some of the proposed changes reflect the impending loss of bus stops at Coopers Plains railway station associated with the Boundary Road (Coopers Plains) rail level crossing removal project, which is jointly funded by the Australian Government, Queensland Government and Brisbane City Council.

 **Changes to Route 126**

65. As of 12 December 2022, Route 126 has been extended to operate between Heathwood and Sunnybank via Pallara and Altandi station. Under Brisbane’s New Bus Network, the route is proposed to service Bellamy Street instead of Alderwood Street, to provide consistency for all bus routes in Acacia Ridge.

 **Next steps**

66. Feedback within these petitions will be considered as part of Brisbane’s New Bus Network. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This review process will give our transport planners the opportunity to hear from the community about the proposed changes and consider what further changes or enhancements could be made.

67. Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Consultation

68. Councillor Steve Griffiths, Councillor for Moorooka Ward, has been consulted and supports the recommendation.

69. Councillor Kim Marx, Councillor for Runcorn Ward, has been consulted and supports the recommendation.

Customer impact

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

71. The Divisional Manager recommended as follows and the Committee agreed unanimously.

72. **RECOMMENDATION:**

**THAT** **THE INFORMATION IS 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 References:** 137/220/594/178 and 137/220/594/179

Thank you for your petitions requesting Council stop the proposed changes to Route 110, 115, 117, 122 and 126 bus services as part of the bus network review.

In October 2022, Council invited the community to have their say and help shape Brisbane’s New Bus Network (the network). Community consultation closed on 14 December 2022, and Council appreciates you joining the conversation on the proposed bus network changes.

Your petitions have been received by Council and have been provided to the project team. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This process gives our transport planners the opportunity to review your feedback and consider what further changes or enhancements could be made. Please be assured your feedback has been reviewed and will be considered during this process.

Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Should you wish to discuss this matter further, please contact the Brisbane Metro project team on 1800 692 333 during business hours or via email at metro@brisbane.qld.gov.au.

Please let the other petitioners know of this information.

Thank you for raising this matter.

**ADOPTED**

#### E PETITION – REQUESTING COUNCIL STOP THE PROPOSED CHANGES AS PART OF THE BRISBANE METRO BUS NETWORK REVIEW FOR THE ROUTE 116 AND THAT THE ROUTE CONTINUE TO SERVICE EXISTING STOPS AT HOLMES, KEATS AND HAWTREE STREETS

 **137/220/594/180**

**153/2023-24**

73. A petition requesting Council stop the proposed changes as part of the Brisbane Metro bus network review for the Route 116 and that the route continue to service existing stops at Holmes, Keats and Hawtree Streets was received during the Summer Recess 2022-23.

74. The Divisional Manager, Transport for Brisbane, provided the following information.

75. The petition contains 45 signatures, with 42 signatories residing in Moorooka, and one signatory residing in each of Yeronga, West End and Fortitude Valley respectively.

 **Brisbane’s New Bus Network – community consultation process**

76. In October 2022, Brisbane City Council released Brisbane’s New Bus Network (the network) for consultation. Council, in partnership with Translink, undertook a detailed review of the bus network, including specific bus route changes, to inform the network for the inner city and south-eastern corridor. The proposed new network is based on detailed analysis of customer data.

77. Council invited the community to have their say on the proposed changes to the bus network, undertaking significant community consultation over a nine-week period from 10 October until 14 December 2022. Many members of the community spent their time talking to the project team at information sessions and completing the online survey to provide their feedback.

78. Prior to the release of Brisbane’s New Bus Network and the launch of community consultation, members of the project team offered briefings to each councillor to discuss the network strategy and design as well as key changes within their respective wards. For the Moorooka Ward, a briefing was held on Wednesday 5 October 2022 with Councillor Steve Griffiths.

79. To support consultation, Council provided a draft document outlining the proposed suburban changes to current Route 116 (Rocklea to City/Fortitude Valley).

 **Proposed changes to Route 116**

80. Under Brisbane’s New Bus Network, Route 116 is proposed to commence service at Salisbury, operate via McCarthy and Evans Roads, and no longer service Rocklea.

 **Why is the change being proposed?**

81. The proposed changes are an opportunity to realign this route segment to service an area of greater demand and improve connections.

82. The proposal for Route 116 also includes a realignment in Moorooka to make it more direct for passengers travelling through this area, allowing for faster journey times. This would mean that route 116 no longer services bus stops on Holmes Street, Keates Street and Hawtree Street in Moorooka. As a result, some customers would have a slightly increased walk-up distance to access the proposed route alignment for Route 116 for customers who currently use the bus stops on Holmes Street, Keates Street and Hawtree Street.

 **Next steps**

83. Feedback within this petition will be considered as part of Brisbane’s New Bus Network.

84. Council is developing and refining Brisbane's New Bus Network based on the feedback we received during community consultation. This review process will give our transport planners the opportunity to hear from the community about the proposed changes and consider what further changes or enhancements could be made.

85. Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Consultation

86. Councillor Steve Griffiths, Councillor for Moorooka, has been consulted and supports the recommendation.

Customer impact

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

88. The Divisional Manager recommended as follows and the Committee agreed unanimously.

89. **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:** 137/220/594/180

Thank you for your petition requesting Council stop the proposed changes as part of the Brisbane Metro bus network review for the Route 116 and that the route continue to service existing stops at Holmes, Keats and Hawtree Streets so that residents of Moorooka still have access to bus stops.

In October 2022, Council invited the community to have their say and help shape Brisbane’s New Bus Network. Community consultation closed on 14 December 2022, and we want to thank you for joining the conversation on the proposed bus network changes.

Your petition has been received by Council and has been provided to the project team. We are pleased to inform you Council is developing and refining Brisbane's New Bus Network based on the feedback we received during community consultation. This process gives our transport planners the opportunity to review your feedback and consider what further changes or enhancements could be made. Please be assured your feedback has been reviewed and will be considered during this process.

Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval this year.

Should you wish to discuss this matter further, please contact the Brisbane Metro project team on 1800 692 333 during business hours or via email at metro@brisbane.qld.gov.au.

Please let the other petitioners know of this information.

Thank you for raising this matter.

**ADOPTED**

#### F PETITION – REQUESTING COUNCIL RETAIN THE ROUTE 376 BUS SERVICE AS PART OF BRISBANE’S NEW BUS NETWORK REVIEW

 **137/220/594/210**

**154/2023-24**

90. A petition requesting Council retain the Route 376 bus service as part of Brisbane’s New Bus Network review, was received during the Autumn Recess 2023.

91. The Divisional Manager, Transport for Brisbane, provided the following information.

92. The petition contains 142 signatures. Of the petitioners, 115 reside in Gordon Park and 27 reside in other suburbs within the City of Brisbane.

 **Brisbane’s New Bus Network – community consultation process**

93. In October 2022, Brisbane City Council released Brisbane’s New Bus Network (the network). Council, in partnership with Translink, undertook a detailed review of the bus network, including specific bus route changes, to inform the network for the inner city and south-eastern corridor. The proposed new network is based on detailed analysis of customer data.

94. Council invited the community to have their say on the proposed changes to the bus network, undertaking significant community consultation over a nine-week period from 10 October until 14 December 2022. Many members of the community spent their time talking to the project team at information sessions and completing the online survey to provide their feedback.

95. Prior to the release of Brisbane’s New Bus Network and the launch of community consultation, members of the project team offered briefings to each Councillor to discuss the network strategy and design as well as key changes within their respective wards. To support consultation, Council provided a draft document outlining the proposed changes to the current Route 376.

 **Proposed changes to Route 376**

96. Under Brisbane’s New Bus Network, Route 376 was proposed to be combined with Route 375 (Bardon to Stafford via City). This means that Route 376 would no longer operate, and current customers would need to use Route 375 for travel between Stafford City shopping centre and the CBD. The merging of these two routes would maintain the same number of trips along the common alignment with similar scheduled travel times and no change to the hours of operation. The proposed merge also allows for an increase in service frequency. This means the new Route 375 would operate with three additional trips in the morning and afternoon peak periods.

97. Current Route 376 customers would also experience a new route path to the city on Route 375 as a result of this merge. Route 376 currently operates to the city via the Northern Busway, travelling along Felix Street and Mary Street before completing its inbound journey on Eagle Street. Under Brisbane’s New Bus Network, Route 375 deviates from the Northern Busway between RBWH (Royal Brisbane and Women’s Hospital) station and Herston station, travelling via Fortitude Valley along Brunswick Street, Warner Street and Ann Street, before completing its inbound journey at the Post Office Square precinct.

98. Similarly, in the outbound direction, Route 375 will travel via Eagle Street, Queen Street, Wickham Street and Brunswick Street before entering the Northern Busway between Herston station and RBWH station and continuing onto Stafford City. The merge will not affect the inbound and outbound route path between Stafford City and RBWH stations, meaning current Route 376 customers will experience the same travel patterns between Stafford City and RBWH stations on Route 375.

99. Customers who used Route 376 to access busway stations after RBWH station (Herston, QUT (Queensland University of Technology) Kelvin Grove, Normandy, Roma Street and King George Square stations) will now need to transfer to a high-frequency Metro or busway service.

 **Why is this change being proposed?**

100. The proposed merge of Route 375 and Route 376 presented an opportunity to provide residents in Stafford, Gordon Park and Lutwyche with a single all-day route to make the network easier to use between Stafford and the city.

 **Next steps**

101. Feedback within this petition will be considered as part of Brisbane’s New Bus Network. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This review process will give our transport planners the opportunity to hear from the community about the proposed changes and consider what further changes or enhancements could be made.

102. Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Consultation

103. Councillor Fiona Hammond, Councillor for Marchant Ward, has been consulted and supports the recommendation.

104. Councillor Andrew Wines, Councillor for Enoggera Ward, has been consulted and supports the recommendation.

105. Councillor Clare Jenkinson, Councillor for Paddington Ward, has been consulted and supports the recommendation.

106. Councillor Vicki Howard, Councillor for Central Ward, has been consulted and supports the recommendation.

107. Councillor Tracy Davis, Councillor for McDowall Ward, has been consulted and supports the recommendation.

Customer impact

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

109. The Divisional Manager recommended as follows and the Committee agreed unanimously.

110. **RECOMMENDATION:**

**THAT THE INFORMATION IS 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:** 137/220/594/210

Thank you for your petition requesting Council retain the Route 376 bus service as part of Brisbane’s New Bus Network review. Council notes your concerns that cancellation of Route 376 will cause inconvenience for passengers who frequent this service, namely that proposed changes require some commuters to change services which may lengthen the time of a trip, cause confusion for irregular travellers and raise safety concerns at different periods of the day and night.

In October 2022, Council invited the community to have their say and help shape Brisbane’s New Bus Network (the network). Community consultation closed on 14 December 2022, and Council appreciates you joining the conversation on the proposed bus network changes.

Your petition has been received by Council and has been provided to the project team. Council is developing and refining Brisbane’s New Bus Network based on the feedback we received during community consultation. This process gives our transport planners the opportunity to review your feedback and consider what further changes or enhancements could be made. Please be assured your feedback has been reviewed and will be considered during this process.

Once the network has been finalised, taking community and stakeholder input into consideration, Council will submit the network to Translink for approval later this year.

Should you wish to discuss this matter further, please contact the Brisbane Metro project team on 1800 692 333 during business hours or via email at metro@brisbane.qld.gov.au.

Please let the other petitioners know of this information.

Thank you for raising this matter.

**ADOPTED**

Chair: Councillor WINES, Infrastructure Committee please.

### INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Steven HUANG, that the report of the meeting of that Committee held on 29 August 2023, be adopted.

Chair: Councillor WINES, you’ve got the call.

Councillor WINES: Thank you, Mr Chair. Last week the Infrastructure Committee heard a presentation on Local Area Traffic Management or more popularly known as traffic calming. Now, I thought it was important to bring this presentation through just to go over the operational side of traffic calming, sometimes people can get confused about how sites are chosen and then once they’re chosen, the process that goes through them. Typically, if you get over a certain number of motor vehicles in a day down a street and the street is of a certain level within the City Plan, you are automatically identified and put on the list for traffic calming.

 We then work with the local residents typically over a two-year process, so I always—I explained it to the Committee, but I think it’s important that Councillors hear it here. It’s typically a two-year process. Year one: design and consultation. Year two: construction. The reason that we take the time over design and consultation is these things are harder to design and get support from the public, that it’s harder than you would think.

*Councillor interjecting.*

Councillor WINES: We design them in a way that we can work with local residents. We have very low threshold for termination of an item, so when we put a series of traffic calming devices into a precinct, typically, unless it is vital to the operation of the project, if there is a person who objects, who is immediately affected by an item, it is removed. That typically sees—we would typically expect to see inside a traffic calming project, a third to half, sometimes even more, of the items be rejected by local residents through that process.

We do this because we are trying to achieve a motor vehicle quantum reduction and higher compliance in both speed and driver behaviour. Now, while we’re trying to reach that particular objective, we also have to consider that these items live in a person’s street or a person’s neighbourhood, 24 hours a day, seven days a week and will affect them at 3am in the morning and at all times, they are permanent. Whereas the traffic problem they are trying to solve isn’t necessarily permanent. We have to work with people and be considerate of those community needs.

They are a really interesting thing that we do in this organisation, and I just wanted to take a moment for people to read the proposals, see how they are implemented, but sometimes I think the detail gets lost on how it works, so we had to focus this session—and I wanted to recognise the efforts of the officers. I’ll focus this section on operational matters and how things work in a normal day inside the Transport Planning Operations section, and this is but one of those. Look, I do anticipate that people will have some pretty strong opinions on traffic calming so I look forward to hearing those and will respond as required.

*Councillor interjecting.*

Chair: Thank you, Councillor WINES.

 Further speakers?

 Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair, rise to speak on the presentation on Local Area Traffic Management in this Committee and note that the LNP’s track record on traffic calming is appalling. A prime example of that is at Boondall, in what is known as the Aberdeen Parade precinct. Locally, that’s known as Lyndhurst Road, Normanhurst Road, Rostrevor Road and Aberdeen Parade.

People have been crying out for a traffic calming scheme there for years, years before I even became a Councillor. We were finally able to get funding in 2019 for the consultation and design process, which was supported by the community, but at that point the funding dried up under the LNP. The LNP put the brakes on our local traffic calming project and they’re doing it all across Brisbane, but they don’t stop jacking up rates in those suburbs, of course.

The LNP can talk about the $2 billion Metro and the $500 million bridge and the $140 million Victoria Park, but what people want to see in their local suburb, when they’re dealing with rat running and local congestion, is projects that deliver value for money like traffic calming in their community, like in the Aberdeen Parade precinct in my ward.

Another prime example of that of course is over at Crowley Street in Zillmere, a local street, a number of local streets in that precinct that are getting busier and busier. People want to see traffic calming through there, they want to see Council take some action. It’s very close to Zillmere State School, but what did their local LNP Councillor tell them? No, the LNP is not interested in helping that community deal with those traffic issues in the Bracken Ridge Ward.

They’re just two local examples very close to me, I know this is occurring right around Brisbane and I’m sure Councillors are going to jump up right across the Chamber to detail their experiences there. But when it comes to value-for-money projects, these clearly are value for money. They’re low cost, they deliver outcomes where they’re supported right on people’s doorsteps, rather than all of that money being spent in the inner city of Brisbane.

Chair: Thank you, Councillor CASSIDY.

 Are there any further speakers? I see no one rising.

 Councillor WINES, right of reply.

Councillor WINES: Thanks, Mr Chair. Look, I just want to respond directly to the accusation. While we always prefer to do sequential years, it’s not always able to be delivered in such a way, because when projects—as I way we over propose anticipating that certain specific tools or items within the traffic management scheme will be rejected. That means if they go too well, sometimes they’re more expensive than we’d anticipated. Now, we don’t always get to do them year one, year two, straight away and if Councillor CASSIDY is making some sort of accusation that it’s only happened to him because of his position in the minority, I—

*Councillors interjecting.*

Chair: Please continue Councillor WINES.

Councillor WINES: —I would say if that is what he feels, it’s something that happens to all of us. For example, the Swan Terrace precinct in Windsor, which is being delivered this year, was actually—the design consultation occurred two financial years ago and we had to have a year off to make sure that we could deliver the programs that we had committed through the period.

What I’m saying is that these things sometimes happen, not everything is as perfect as we’d like, because not everything works exactly as—when you’re dealing with consultation in something that can be as sensitive as traffic calming, it doesn’t always go cleanly, so sometimes we do have to take extra time for design and consultation. But if there’s project that’s passed design and consultation phase, I would remain confident that the residents will see it there in the comparably in the future.

Chair: Thank you, Councillor WINES.

 We’ll now put the contents of the Infrastructure Committee report to the vote.

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 Fiona Hammond (Deputy Chair), and Councillors Steve Griffiths, Sarah Hutton, Clare Jenkinson and Charles Strunk.

#### A COMMITTEE PRESENTATION – LOCAL AREA TRAFFIC MANAGEMENT

**155/2023-24**

1. The Program Director, Program Management, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure, attended the meeting to provide an update on Local Area Traffic Management (LATM). She provided the information below.

2. LATM is traffic calming in residential streets. A LATM is designed to:

 - uphold the intended functionality of local street precincts

 - influence driver behaviour

 - reduce traffic volumes, rat-running and vehicle speeds

 - increase road safety, amenity and liveability of road users

 - encourage community engagement and feedback.

3. The LATM process includes an initial investigation, community consultation, design, construction of infrastructure and post-construction reviews. Commonly installed infrastructure includes traffic islands, kerb buildouts, roundabouts, slow points, speed platforms and painted thresholds.

4. During the design phase, the suitability of the desired road function, locations and types of infrastructure are considered. Other factors considered include:

- heavy vehicle throughfare

- on-street parking

 - driveways

- lighting and services

- intersections

- road gradient and curvature.

5. Council delivered four LATM projects in 2022-23:

- Carinya Street, Indooroopilly

- Fifth Avenue Precinct, Coorparoo

- Chermside Street, Grange

- Kamarin Street, Manly West.

6. The Suburban Works Program will fund $1.715 million for scheduled LATM projects during 2023-24 at the following locations:

 - Batten Street, Kedron (Stage 2)

 - Emma Street, Holland Park West

 - Hutton Road Precinct, Aspley

 - Swan Terrace Precinct, Windsor

 - Woodlea Street Precinct, Moorooka.

7. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Program Director for her informative presentation.

8. **RECOMMENDATION:**

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

**ADOPTED**

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

### CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE

Councillor Adam ALLAN, Civic Cabinet Chair of the City Planning and Suburban Renewal Committee, moved, seconded by Councillor Lisa ATWOOD, that the report of the meeting of that Committee held on 29 August 2023, be adopted.

Chair: Councillor ALLAN, you’ve got the call.

Councillor ALLAN: Thank you, Mr Chair. Item A was a Committee presentation on the State Government’s draft *Shaping South East Queensland* 2023 update, so essentially an update of South East Queensland Regional Plan. The South East Queensland Regional Plan helps to guide the region by providing a framework for delivering urban and suburban growth, while protecting our prosperity and liveability.

It is expected that six million people will call South East Queensland home by 2046, an increase of 2.2 million people. In Brisbane alone we are expected to grow by 457,000 people with more than 1.7 million people calling the city home by 2046. Due to the expected population growth 209,700 new homes will be required in Brisbane by 2046.

As a local government we have been seeking this update as previous data and population growth targets released in 2017, have become largely redundant. As we know, since that time our region has experienced rapid population growth with interstate and overseas migration adding to our organic growth. This has resulted in increased demand for additional housing and infrastructure.

 Whilst the regional priorities focus on housing supply, the draft plan includes the following five themes for South East Queensland. (1) Grow, sustainably accommodate a growing population. (2) Prosper, a globally competitive economic powerhouse. (3) Connect, moving people, products and information efficiently. (4), Sustain, promoting ecological and social sustainability. (5) Live, live in better-designed communities.

 The draft plan sets out new dwelling supply targets including diversity and density targets. Although the specific targets are unknown, it is expected that the type and diversity of dwellings required will change, with fewer detached houses and more attached homes, such as townhouses, medium-density and high-density housing. The draft plan’s prosper theme relates to South East Queensland’s economic prosperity with a focus on regional centres and industrial land.

 The draft plan identifies the need for regional activity centres to deliver flexibility of use, acknowledging an increase in residential uses but also a shift to health, community uses and education. The connect theme includes a new draft South East Queensland infrastructure supplement, with a focus on new region shaping infrastructure. The connect theme seeks to promote active transport as a primary mode of travel.

 The sustained theme within the draft plan, outlines the importance of enhancing sustainable management of the region’s cultural heritage and landscapes, as well as continued focus on the region’s unique biodiversity. It aims to balance ecological processes and natural assets, with the ongoing growth of South East Queensland. Additionally, under the live theme of the draft plan, it outlines that good design and placemaking outcomes will be critical to achieving support for growth, including increased density in high amenity areas and gentle density in other locations.

 The State Government has indicated that an implementation and assurance framework will be developed to ensure the actions contained within the final plan are clear, measurable and able to be monitored. This will provide the State Government with the ability to intervene should targets not be met, however no clarity has been provided on when or how this would occur.

As part of the release of the draft plan the State Government also advised they are investigating several areas for consideration as amendments to the *Planning Regulation 2017*. These potential amendments include changes to distinctly Queensland design series design codes, Build-to-Rent, residential zones such as minimum lot sizes, density expectations and maximum car parking rates, gentle density and inclusion replanning.

Public consultation on the draft plan closes on 20 September. However, local governments have been provided additional time to provide a formal response which is due on 9 October. Officers from Council will continue to work with their State counterparts in participating in local working groups and providing valuable feedback on the draft plan and I’ll leave further debate to the Chamber.

Chair: Thank you, Councillor ALLAN.

 Are there any further speakers?

 Councillor MASSEY.

Councillor MASSEY: Thank you, Chair. I rise to speak on the draft *Shaping South East Queensland* plan. Firstly, I just want to say it’s great to see that there is a prioritisation of housing density and housing mix. By offering more comprehensive range of lot sizes, promoting various build forms, the provision of greater housing choices means that housing needs of diverse residents and household types, like young families, professionals, retirees and people with disabilities, can be met throughout their life.

 More comprehensive choice of housing attracts a diverse range of people to location, enabling community and social cohesion and not just the delivery of a homogenisation of a group. Housing density makes communities more resilient—sorry, housing diversity, not density, makes communities more resilient and resilience is a good thing.

Naturally the ability to cycle and walk to commercial and community facilities become paramount when you’re talking about people living in areas for the course of their lives. It’s good to see that in Goal 3, active transport is a key goal. Of course, with the continuing housing affordability and rental crisis, social affordable housing is critical, and the provision of social and affordable housing cannot just be provided by housing supply alone. It’s good to see that this document at least acknowledges that through inclusionary zoning, which I’ll speak a little bit further on later.

 I can see though from this document that there are many pages missing. There’s not a lot of detail in the presentation about how any of these goals will achieve and yes, I understand it’s in draft form and submissions are open, but we don’t really see anywhere in it—we see the goals, we see ideas, but we haven’t yet seen how these goals are going to be achieved.

 Nonetheless, many of these goals within this draft plan for South East Queensland, are completely counter to the LNP Temporary Local Planning Instrument, Kurilpa. There’s undoubtedly no true housing diversity mix since everything is hyper‑development towers. Needed infrastructure, again I’ll state is up in the air with the dramatic cuts to developer infrastructure charges and the fact that they are pooled in general revenue rather than committed to infrastructure in that place. I know I’ve been talking about this a lot because it’s really important for these people.

Earlier today the LORD MAYOR mentioned that this area has more than basic transportation infrastructure being delivered, and I’ve touched on that a few times today. With future infrastructure that’s being delivered, apparently, it’s better than basic, but I will just say a couple of examples.

For example, the future Grey and Melbourne Street bikeways delivered via the Metro actually lead nowhere, they end abruptly in dangerous spots and they’re incomplete, so here are some more missing links for that infrastructure of this critical area because of the future density and there’s really no guarantee that they’ll ever be competed.

Another example which I think is pretty important because the draft *Shaping South East Queensland* update notes the sustainable transport hierarchy, which puts walking as a top priority. Another example of infrastructure that’s really important, the streets that we walk on. Yet again, I’ll just touch on the delivery of Metro. We see the potential removal of 15-plus year-old leopard trees next to a major transit point and platform. This will undeniably reduce walking amenity for thousands and thousands of people within that area.

We know that the heat from hyper-density buildings will need the delivery of urban greening. Again, the South East Queensland plan talks constantly about health and wellbeing, working with the weather, working with natural systems, so we know that this is actually really important. I think we can all understand why there’s concern with residents at Kurilpa Point, around the delivery of social infrastructure, especially since the infrastructure charges have been cut.

I’m just going to touch quickly on gentle density which through you, Chair, I know the Chair of this Committee noted was something for other elsewhere areas, but let’s be clear that’s not in this presentation, maybe it was at the Committee but I’m not there. But can I just say clearly that there is nothing gentle about overriding a neighbourhood plan that accommodates for eight, 15 and 30-storey development, with 20 to 30, 50 and then unlimited, I’ve just got to note that again.

Now, I come to housing affordability, I am—it’s great to see it again in the draft *Shaping South East Queensland* 2023 update, but I am dubious if this Council and the Deputy Premier understand the term, since the example of a nurse earning $90,000 a year, paying up to $520 a week of rent, is unaffordable. It is unaffordable for health workers, teachers, construction workers, hospitality, retail and many more residents from across Brisbane.

I will state what I really, really welcome is the potential—well, hopefully the amendments to the regulation of inclusionary planning, something my State counterpart, Dr Amy MacMahon, has been working hard on State Government, with the introduction of a bill earlier this year that would deliver inclusionary zoning strategy, which developers would be required to dedicate 25% of new residential dwellings, including apartment buildings, housing estates and public housing.

It’s great to see that pressure from the Greens has been added to the strategy, because inclusionary zoning is going to be really important for the delivery of public and affordable housing. I am happy to see the update, I hope there’s more updates that I can get my hands into and read, I want to see the details and yes, I’ll leave it to that. Thank you, Chair.

Chair: Thank you, Councillor.

 Any further speakers?

 Councillor ALLAN, right of reply.

Councillor ALLAN: Yes. Thank you, Mr Chair, I will just quickly touch on a couple of points that Councillor MASSEY raised, thank you for her contribution to the debate. This is the State Government’s South East Queensland Regional Plan draft, so they are clearly driving the update of this particular regional plan. Council, along with neighbouring council, are feeding into the drafting process.

 The process has been somewhat iterative, I think Councillor MASSEY mentioned that the document itself has got some gaps in it. Partially, that’s a function of the State’s desire to provide a rapid update of this particular plan. We have been progressing with the State Government through a series of workshops to kind of fill in the gaps, if you like.

Councillor MASSEY raised the point about the TLPI in Kurilpa, which I will note the State has supported. They see it as one of a number of solutions to help provide housing supply. The infrastructure charges discount that the LORD MAYOR announced recently is clearly aimed at encouraging the construction industry to start building much-needed supply. Certainly, our hope is that the incentive will instigate and result in more homes being provided for the city.

Now, clearly, Councillor MASSEY had a number of points that she wanted to pursue and what I would say is I’d encourage her to make a submission, the State Government has public consultation and submission mechanism opened until the 20th of this month, so there is an opportunity to provide further input and, certainly, reflect the views of her community. Thank you.

Chair: Thank you, Councillor ALLAN.

 We will now put the contents of the City Planning and Suburban Renewal Committee report to the vote.

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), Councillor Lisa Atwood (Deputy Chair), and Councillors Lucy Collier, Fiona Hammond, Clare Jenkinson and Nicole Johnston.

#### A COMMITTEE PRESENTATION – THE *DRAFT SHAPINGSEQ 2023 UPDATE*

**156/2023-24**

1. The Team Manager, Regional and Citywide Planning, Strategic Planning, City Planning and Economic Development, City Planning and Sustainability, attended the meeting to provide an overview on the Queensland Government’s draft *ShapingSEQ* 2023 update (the plan). She provided the information below.

2. The current *South East Queensland Regional Plan 2017*, also known as *ShapingSEQ*, is the Queensland Government’s 25-year plan for the South East Queensland region and includes 12 local government areas. The current plan is anticipated for review between 2022 and 2024, and at the Queensland Housing Summit held in October 2022, a commitment was made to a review in 2023. Consultation for the plan was released on 2 August 2023 with submissions closing on 20 September 2023. In-person sessions on the plan were held at Brisbane City Hall on Thursday 31 August.

3. The regional priorities will focus on housing supply including the rate of delivery, diversity of housing and limited sprawl. The plan will include the following five themes for South East Queensland.

 - Grow: Sustainably accommodating a growing population.

 - Prosper: A globally competitive economic powerhouse.

 - Connect: Moving people, products and information efficiently.

 - Sustain: Promoting ecological and social sustainability.

 - Live: Living better designed communities.

4. Brisbane’s population was 1.264 million in 2021 and is expected to total 1.721 million by 2046, seeing a growth of 457,000 residents. Due to the expected population growth, supply for dwellings by 2046 will be 209,700 for new homes. It is also expected that the dwelling diversity will change during this time with fewer detached houses and more attached homes such as townhouses, medium density and high‑rises.

5. To enable South East Queensland to grow, the plan proposes new dwelling supply targets including diversity and density targets. High amenity areas have been identified in Principal and Major centres with high-frequency public transport and schools and include open and green space and waterways. Gentle density focuses on slightly increasing the number and variety of homes in existing single detached home neighbourhoods and will be introduced in Low density residential zones with detached homes, duplex, triplex, quadplex and units.

6. The plan’s Prosper theme relates to South East Queensland’s economic prosperity with a focus on Centres and industrial land. The Queensland Treasury statistics for employment included in the proposed plan reflect those that are in the current *ShapingSEQ* and will be updated in the final document. The plan has identified the need for changes to Regional activity centres for flexibility of use, acknowledging an increase in residential uses, but also a shift to health, community uses and education. Recycling Enterprise Precincts are also proposed for Port of Brisbane, however, locations require further investigation.

7. The plan outlines the following key changes for Brisbane:

- new *draft South East Queensland Infrastructure Supplement 2023*

- new region-shaping infrastructure

- promotion of active transport as a primary mode of travel

- Department of Transport and Main Roads’ Movement and Place Framework

- updates to the strategic systems to reflect changes in 2046 network

- inland rail from Acacia Ridge to Port of Brisbane.

8. The Sustain theme outlines the importance to enhance sustainable management of the region’s cultural heritage landscapes, as well as continued focus on the region’s unique biodiversity with an aim to balance ecological processes and natural assets with the ongoing growth of South East Queensland.

1. The Live theme has been updated to include the introduction of new policies, strategies and design guidance. The plan outlines that good design and place-making outcomes will be critical to achieving support for growth, including increased density in high amenity areas and gentle density across suburbs.

10. An Implementation and Assurance framework will be developed to ensure the actions contained within the final plan are clear, measurable and able to be monitored. This will provide the Queensland Government the ability to intervene should targets not be met, however, no clarity has been provided on when or how this would occur. Additionally, a new Queensland Development Code, developed by the Queensland Government, will apply to all dwelling houses and secondary dwellings.

11. The Queensland Government has outlined they are investigating the following areas for consideration for amendments to the *Planning Regulation 2017*:

 - Distinctly Queensland Design Series design codes

 - build-to-rent

- Residential zones (minimum lot sizes, density expectations and maximum car parking rates)

 - Gentle density

 - inclusionary planning.

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

13. **RECOMMENDATION:**

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

**ADOPTED**

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

### 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 29 August 2023, be adopted.

Chair: Councillor DAVIS, you’ve got the call.

Councillor DAVIS: Thank you, Mr Chair. Last week’s Committee presentation was a 10-year review of the Legacy Way offset project. Back in 2011, Council purchased 30 hectares of former farmland adjoining Anstead Bushland Reserve, with a view to establishing three hectares of native vegetation for every hectare removed as a part of the Legacy Way construction. As the first environmental restoration and offsetting project of this scale, this was a significant project for Brisbane, and it has been hugely successful.

*At that time, 4.55pm, the Deputy Chair, Councillor Sandy LANDERS, assumed the Chair.*

Councillor DAVIS: We set out to demonstrate that vegetation offsets could be a viable and practical solution to compensate for unavoidable land clearing, so this was quite an innovative approach. Throughout the course of the project, 23 hectares were restored to a resilient native habitat which connects to established natural areas at the Anstead Bushland Reserve and the Brisbane River. All in all, 92,000 trees and shrubs have been established.

 But creating a native forest from scratch isn’t as simple as planting a lot of trees, they take time to develop, sometimes, in fact, hundreds of years. As well as plantings, more than 100 tonnes of natural debris, native logs and root balls, were brought to the site to help accelerate the process of creating a resilient and healthy habitat. As you would be aware, Mr Chair, many of native species can be found nesting in logs and hollows, but as I said, these can take more than 100 years to naturally develop.

 To address this, we installed 130 artificial hollows across the site to help create habitat for microbats, gliders and birds. This was actually the first time we’d installed anything like habitat holes or boxes, and they were so successful at this site, they are now used to support habitat across the city. The hollows were mounted on habitat poles installed across the site to complement the existing network of habitat trees. As the Committee saw, they have become very popular with all sorts of native wildlife.

 Six months after they were installed, an audit found that evidence of use was at 13%. This has increased steadily in 2017, it was up to 60%; and in 2021, it was at 91%. The forest has come a long way, some of the before and after pictures that we saw were quite incredible and it’s difficult to believe that 10 years ago this rich and healthy native forest didn’t actually exist.

Although planting is complete, maintenance and site surveys continue, we also continue to expand nearby habitat through the Environmental offsets program. The Environmental offsets program commenced in 2015 on the back of the success of the Legacy Way offsets program. I can report that through the Environmental offsets program, we have now delivered and established almost 400 hectares of native vegetation and habitat at 61 sites across the city, including the planting of 89,000 stems in the last year alone. Madam Deputy Chair, I’d like to thank the officers in the NEWS (Natural Environment, Water and Sustainability) branch for the very informative presentation and I leave further debate to the Chamber.

Deputy Chair: Thank you.

 Is there any further debate?

 Councillor DAVIS?

Upon being submitted to the Chamber, the motion for the adoption 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 Julia Dixon, Steve Griffiths, Sandy Landers and Charles Strunk.

#### A COMMITTEE PRESENTATION – LEGACY WAY OFFSET PROJECT

**157/2023-24**

1. The Manager, Parks and Natural Resources, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an update on the Legacy Way Offset Project (the project). He provided the information below.

2. Council’s environmental offsets and restoration program plays a vital role in achieving the goal of 40% natural habitat coverage on mainland Brisbane by 2031 as outlined in *Brisbane. Clean, Green, Sustainable 2017-2031*. The offset site (the site), located in Anstead, serves to offset the environmental impact from the construction of Legacy Way.

3. The site was previously farmland and had minimal vegetation when purchased by Council in 2011. Three hectares of vegetation was established for every hectare removed to offset the construction of Legacy Way. Restoration works took place between 2011 and 2015.

4. The goals of the project included:

- demonstrating that vegetation offsets are a viable and practical solution to compensate for land clearing and habitat loss

- trialling innovative habitat restoration practices such as assisted regeneration, habitat poles and providing coarse woody debris for immediate habitat and refuge for fauna

- establishing a large restoration site and showcasing its successful delivery.

5. Since its launch, the project has:

- restored 23 hectares of land to resilient native habitat which connects to the existing natural assets of the Anstead Bushland Reserve and Brisbane River

- planted 92,000 trees, shrubs and groundcovers

- established 104 tonnes of coarse woody debris

- installed 130 artificial hollows on 38 habitat poles, providing habitat for microbats, gliders and birds.

6. During a site visit in 2014, it was found that fauna had damaged most of the infant trees. To protect this vegetation, Council installed habitat poles to provide temporary roosts, shelter and nesting places for fauna. Box types were chosen to capture a variety of species known to be using the site including microbats, parrots, nightjars and gliders. Cross beams were designed to serve as a perch or roosting location for birds.

7. Audits of the habitat boxes have found the following use rate:

- 13% in 2014

- 60% in 2017

- 91% in 2021.

 Although the vegetation around the habitat poles has matured, there is evidence suggesting the boxes are still being used by fauna. This indicates that habitat poles are supporting species diversity in a forest that would typically be too young to produce hollow-bearing trees. The Committee was shown videos of pale-headed rosella chicks and Australian owlet‑nightjar chicks using the boxes.

8. The future of the site will continue to be managed and maintained by Council with the potential for future works including:

- restoration and repair of existing habitat poles

- additional audits

- wildlife or ecological survey

- developing a vegetation management plan to assess tree strength and vigour and determine if thinning is required.

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

10. **RECOMMENDATION:**

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

**ADOPTED**

Deputy Chair: Councillor MARX, City Standards Committee.

### CITY STANDARDS COMMITTEE

Councillor Kim MARX, Civic Cabinet Chair of the City Standards Committee, moved, seconded by Councillor Greg ADERMANN, that the report of the meeting of that Committee held on 29 August 2023, be adopted.

Deputy Chair: Is there any debate?

Councillor MARX: Thank you, Acting Deputy Chair. Before I go to the report, I just want to briefly touch on an event that both Councillor OWEN and myself attended this morning—mid‑morning, hence we were both late for Chambers and we’re grateful that the LORD MAYOR gave us the opportunity to attend the funeral of Ian James Cameron.

He was a much-loved OIC (Officer in Charge) from Acacia Ridge, it was a real shock to hear of his sudden death. He was due to retire at the age of 60 on 10 November this year, he was looking forward to retiring and then he was planning on coming back in some of—that special capacity of sergeant that the Premier has been talking about recently in the media.

 The funeral, as good as funeral get I guess, was a lot of laughter, which was interesting, I learnt a lot more about Ian than I ever knew. He was always politically incorrect, and we had some very robust politically incorrect conversations at our monthly Coffee with a Cop.

Unfortunately, I didn’t get to see him at my last one on the previous Thursday, I was at my mother-in-law’s unveiling and he’s not going to be there this Thursday, which is really sad. Like I say, our heart goes out to him and his family, he was a great, great guy and as I reminded my children this morning, he’s the same age as their father, and it was very, very sudden so should never have happened.

 Anyway, onto the report, we had a Committee meeting last week on the program called ASPIRE (Advisory System for Process Innovation and Resource Exchange). This is another initiative offered by the Schrinner Council aimed at boosting recycling for businesses with fewer than 100 employees. Council has invested in a licence for Brisbane’s local businesses to have free access to ASPIRE. It was something that was developed by CSIRO (Commonwealth Scientific and Industrial Research Organisation) and Data61. ASPIRE serves as a powerful tool, enabling businesses to effortlessly sell, exchange and trade unwanted waste materials, thereby minimising waste and environmental impact.

 Materials that can be traded via ASPIRE include e-waste, furniture, glass, metals, textiles and timber. Registering for ASPIRE is hassle-free and the best part is, it’s free for a business with fewer than 100 employees. But this platform isn’t limited to businesses alone, it’s also accessible to early learning centres, schools, community groups and social enterprises, all holding a valid Australian business number. So investment in initiatives like ASPIRE underscores the Schrinner Council’s commitment to broadening recycling opportunities for both residents and businesses throughout Brisbane. As I mentioned in the Committee report, we have these little flyers, which I’m happy to leave at the back of the room here.

If anyone’s interested, I really would be keen for all the Councillors to promote this—ASPIRE as a way of commercial getting rid of some of their waste without it having to go to landfill, and potentially even making a little bit of money on the side as well. So, to me, it’s a win-win, so I really appreciate us taking part and joining that initiative. Thank you, Deputy Chair.

Deputy Chair: Thank you, Councillor MARX.

 Is there any further debate? Thank you.

 Councillor MARX, do you want to sum up?

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 Kim Marx (Civic Cabinet Chair), Councillor Greg Adermann, (Deputy Chair), and Councillors Sarah Hutton, Nicole Johnston, Steven Toomey and Sara Whitmee.

#### A COMMITTEE PRESENTATION – ASPIRE – BUSINESS WASTE REDUCTION

**158/2023-24**

1. The A/Manager, Communications and Engagement, Waste and Resource Recovery Services, City Standards, Brisbane Infrastructure, attended the meeting to provide an update on business waste reduction. She provided the information below.

2. Council partnered with the Commonwealth Scientific and Industrial Research Organisation (CSIRO) on the Advisory System for Process Innovation and Resource Exchange (ASPIRE), a free online marketplace for exchanging resources which can:

 - match businesses with potential manufacturers, purchasers or recyclers

- help businesses measure impact across the supply chain

 - change how businesses view waste

 - prevent resources and waste materials going to landfill.

3. The types of resources which can be traded or purchased include chemicals, electronic waste, furniture, glass, liquids, metals, organic materials, paper, cardboard, plastics, textiles and wood.

4. Council promotes ASPIRE through the economic growth and development program, via social media posts, e-newsletters and scheduled workshops at the Suburban Business Hub, Nundah. Council also works with external parties to promote ASPIRE including:

 - Brisbane Sustainability Agency

- the Department of State Development, Infrastructure, Local Government and Planning

- Brisbane Economic Development Agency

- Business Chamber Queensland’s ecoBiz program.

5. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the A/Manager for her informative presentation.

6. **RECOMMENDATION:**

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

**ADOPTED**

Deputy Chair: Councillor HOWARD. Community, Arts and Nighttime Economy Committee.

### COMMUNITY, ARTS AND NIGHTTIME ECONOMY COMMITTEE

Councillor Vicki HOWARD, Civic Cabinet Chair of the Community, Arts and Nighttime Economy Committee, moved, seconded by Councillor Sarah HUTTON, that the report of the meeting of that Committee held on 29 August 2023, be adopted.

Deputy Chair: Councillor HOWARD.

Councillor HOWARD: Thank you, Madam Deputy Chair. Just before moving to the report—I’ll be very quick, because there’s been so many wonderful things that have been happening over the last week, and we’ve mentioned some of them already tonight. Of course, Brisbane Festival is one of those, with *Lightscape* and Riverfire, being such a huge number of people attending.

I was also delighted to attend the book launch of James Tolcher, and I really want to congratulate James on writing his book about his life. I know how difficult that can be, and so I want to say a huge thank you to him. Our Brisbane Square Library Gold Star and Little Star awards ceremony happened on the weekend, and it was absolutely amazing to see so many wonderful little readers. I actually received an email from one of the mothers saying how special it was for her daughter to attend, and that’s what makes our life all about, really.

I also attended the Rotary New Farm 2023 Arts Show, and again, Rotary New Farm and the work that they do with some of our more vulnerable residents, and the fact that they join with the local church to have a fantastic art show annually has just become one of those things that the community really gets behind. I want to say a big congratulations to Danielle for all of the work that she does with her art classes, and to say a big thank you to Rotary New Farm for continuing to do the good work that they do within the community.

Earlier today, I attended the launch of BIGSOUND 2023, and I just encourage everybody to download the app. It is BIGSOUND 2023. There are some amazing things that are happening in Fortitude Valley over the next week. We should be very, very proud of the work that QMusic is doing with BIGSOUND. It is really something that is an industry forum, and it’s something that they proudly have international people attending this festival and really showcasing the amazing work of our local artists.

Before I move to the report, just one final thing—is a happy birthday to Councillor James MACKAY for tomorrow. I missed him this morning, so just wanted to sort of put that on the record. Moving to the report, which was about the Minnippi Golf Course, and through you, Madam Deputy Chair, I know how very excited everybody on the southside was, apparently, about Minnippi Golf Course.

I think we had about 4,000 people that attended the event, but I know that the local Councillor, who has been a great advocate for this, will want to say more about this wonderful, wonderful event. Can I just say what a great opportunity it was for us to hear about the history of how this golf course came about. We heard that it was situated on a floodplain and that there were unique challenges. We heard that it was a former landfill site that needed to be remediated.

What we also heard was that 75,000 native trees and shrubs have been planted as part of the project’s regeneration, which of course, protects and enhances the habitat of the local squirrel glider population, and I think that’s an amazing outcome. But Minnippi will create a hub for community members to gather, connect and engage in a shared passion for golf and I will sort of just leave further debate to the Chamber. Thank you.

Deputy Chair: Thank you.

 Is there any further debate?

 Councillor WHITMEE.

Councillor WHITMEE: Thank you. Now, I rise to speak on the Community, Arts and Nighttime Economy Committee report. Now, I thought that the report was absolutely fantastic, and I was really glad to hear about the dams that seemed to have helped solve the notorious issue golf courses have with their water usage. I was a little bit disappointed and confused, though, that there was nothing mentioned about pesticides, weed killers and fertilisers which are used, which are also notorious for golf courses, so I’m hoping that the Chair might address that in her reply and any kind of mitigation that’s been put in place to stop those chemicals getting washed away in rainwater.

Something that I was left a bit confused about, and I’m hoping for some clarity—so I asked a very direct question in the Committee about how much was spent by Council in land remediation. The Chair and the presenter were very clear that nothing was spent by Council and that it was all done by BMD, and we paid BMD nothing for the privilege.

Now, according to the BCC website—and I’m going to quote it directly here—it says, “as part of the development agreement between Council and BMD, BMD was responsible for the remediating of the former Cannon Hill tip prior to construction of the Minnippi residential precinct and public golf course. Remediation works were fully funded by Council.” That one paragraph does seem to contradict the answers that I got last week in the Committee, so I guess, which one is it? Is the Administration deliberately misleading me or the city? Thank you.

Deputy Chair: Any further debate?

 Councillor ATWOOD.

Councillor ATWOOD: Thank you, Chair. I rise to also join the debate on the Minnippi Golf Course and what an incredible new community facility for our community.

*Councillor interjecting.*

Councillor ATWOOD: Well, Father’s Day in the Doboy—sorry, the Doboy Ward went down an absolute treat on Father’s Day. Right across the eastern suburbs, thousands of fathers turned out for the ultimate Father’s Day gift—the official opening with a Family Fun Day at the Minnippi Golf Course. To say residents were excited, is truly an understatement. As Councillor HOWARD pointed out, it’s been a long time coming, but as a result, we have delivered an incredible community facility.

*Councillor interjecting.*

Councillor ATWOOD: Last Friday, I had the opportunity to walk around the course with Mick Power—he is the father of BMD, as we all know—and to hear the stories dating back to when him and the former Lord Mayor, Jim Soorley, had the initial conversation out in Burbank about what the possibilities were for Minnippi Golf Course. So, I just wanted to take a moment to really thank Mick Power, Scott Power and all the team from BMD. There were a lot of headaches, but they persevered, and as a result 30 years later, we have an incredible facility, and it is a true credit to them.

 On Saturday morning at 8am, we welcomed the first golfers to the golf course, and it was nothing but pure joy on everyone’s face. Feedback from the golfers was that it is one of the best golf courses in Brisbane, and I may be bias, but it is so beautiful out there. They loved not having the sand bunkers. They loved having the vast amount of gumtrees to weave around. They loved the ponds around the course, and they loved the railway sleepers as a different type of obstacle. But the only negative comment I had was that there was no tee markers, and that’s a simple fix that they will get right onto.

 As Councillor HOWARD mentioned, on Sunday, it was an absolute pleasure to open the golf course with the LORD MAYOR and Councillor MURPHY—two Councillors who have been very passionate about this community facility and have been championing it, long before I have, since they came into office. Resident after resident came up to us just to thank us for this incredible new facility. Even one resident, who I’ve met with many a times about it who was staunchly against it, when she was there on Sunday, couldn’t believe her eyes and thanked us, so it was really beautiful to hear from her.

 This is just another example of how the Schrinner Council is delivering for the suburbs. We all want a better Brisbane, and the Minnippi Golf Course is delivering on that promise. I feel so incredibly lucky to have this golf course in the Doboy Ward and if anyone wants a tour, shout out, because I would love to take you around. Thank you, Chair.

Deputy Chair: Is there any further debate?

 Councillor HOWARD.

Councillor HOWARD: Thank you, Madam Deputy Chair. Through you to Councillor WHITMEE—it is a bit of a shame that you didn’t ask the question about pesticides and weed killers in the Committee because, probably, the people that were there might have been able to answer you, because unfortunately I am not an expert on pesticides and weed killers, but I will certainly find the answer and provide that. The information that I provided at the Committee was the information that I’d been provided. So, again, I’m very happy to go and check that information that was provided at the Committee, and I look forward to letting everyone know, next week, the answer to that. Thank you.

Deputy Chair: Thank you, Councillor HOWARD.

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 Steve Griffiths, James Mackay, Steven Toomey and Sara Whitmee.

#### A COMMITTEE PRESENTATION – MINNIPPI GOLF COURSE

**159/2023-24**

1. The Manager, Venues and Cemeteries, Community Facilities, Lifestyle and Community Services, attended the meeting to provide an update on the Minnippi Golf Course (Minnippi). He provided the information below.

2. Council worked with BMD Construction Pty Ltd (BMD) to deliver an 18-hole public golf course behind the residential precinct at Minnippi Estate, Cannon Hill. Construction of the golf course began in late‑2020 and was completed in June 2023. Minnippi aims to provide users of all ages, abilities and backgrounds with the opportunity to achieve active and healthy lifestyles.

3. Minnippi is a par 72, six-kilometre course situated alongside Bulimba Creek and will soon feature a pro shop and café with outdoor seating. The development approval was conditioned to ensure that appropriate rehabilitation was undertaken, habitats were maintained and ecological features were preserved. The environmental management plan includes limiting impacts to the squirrel glider population within the site.

4. Development of Minnippi and the neighbouring residential estate was undertaken in the following stages:

- landfill remediation works from May 2015 to July 2016

- construction of the neighbouring residential precinct commenced in late 2016

- construction of the golf course from September 2020 to June 2023

- continued development of the residential estate commenced in 2021.

The Committee was shown a timelapse video of the development of Minnippi.

5. Situated on a floodplain, there were unique challenges in developing Minnippi. Rigorous planning processes, including environmental considerations and community engagement, and collaboration with experts, architects and landscapers led to a sustainable and visually appealing design for Minnippi. The remediation of a former landfill site, which makes up 11 ha of the course, required that appropriate controls be taken. Council contracted Pacific Coast Design to design Minnippi and work around these challenges, resulting in an Australian-first by installing treated timber fences instead of sand bunkers.

6. BMD worked closely with the government to ensure Minnippi’s design reflected best practice in environmental management and features a fully integrated water management system, two large dams to be used to irrigate the course and approximately 75,000 native trees and shrubs have been planted as a part of the project’s regeneration and revegetation plan.

7. Protecting and enhancing the habitat of the local squirrel glider population has been a key concern throughout Minnippi’s development. The 30 ha of squirrel glider habitat has been enhanced with an additional 30 ha of food trees planted through landscaping and revegetation.

8. Council approved a contracting plan in September 2021 to select a suitable and experienced lessee to operate Minnippi for up to 25 years. Clublinks Management Pty Ltd was the successful tenderer and has proposed to deliver family-friendly community events and night activities at the venue.

9. Minnippi will create a hub for community members to gather, connect and engage in a shared passion for golf. Access to greenspaces and natural surroundings will offer patrons relaxation and an opportunity to connect with nature.

10. Official opening weekend dates for Minnippi were announced during a 7News exclusive in August 2023. Additional media mentions in early August 2023 reached a potential audience of more than 400,000 people. Minnippi’s opening weekend will be 2 and 3 September 2023.

- Saturday will be ‘Golfer’s Day’, the course will be open to the public with live music and food and beverages available.

- Sunday will be ‘Family Fun Day’ and will include a ribbon cutting, plaque unveiling, live entertainment, food trucks and activities for all ages.

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

12. **RECOMMENDATION:**

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

**ADOPTED**

Deputy Chair: Councillor CUNNINGHAM. Finance and City Governance Committee.

### FINANCE AND CITY GOVERNANCE COMMITTEE

Councillor Fiona CUNNINGHAM, Civic Cabinet Chair of the Finance and City Governance Committee, moved, seconded by Councillor Steven HUANG, that the report of the meeting of that Committee held on 29 August 2023, be adopted.

Deputy Chair: Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Yes. Thank you. Our presentation last week was from the Lord Mayor’s Administration and Engagement (LMA) branch, and we learnt all about the amazing achievement that they had with pulling off the Keys to the City event that they held at Riverstage to recognise the incredible efforts of our Matildas. The LMA team worked incredibly quickly—within 48 hours, in fact—to pull off a nationally-televised event attended by thousands and thousands of people, so I just wanted to place on record my thanks to Trish and her team for all their efforts. We also had the Finance Committee reports and a bank and investment report, and I’ll leave the rest to the Chamber.

*At that time, 5.11pm, the Chair, Councillor Steven TOOMEY, resumed the Chair.*

Chair: Thank you, Councillor CUNNINGHAM.

 Are there any further speakers to the finance report? Being none standed, we will now—nobody standing, we will now put the report.

Upon being submitted to the Chamber, the motion for the adoption of the report 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, Trina Massey and Charles Strunk.

#### A COMMITTEE PRESENTATION – KEYS TO THE CITY

**160/2023-24**

1. The General Manager, Lord Mayors Administration and Engagement, City Administration and Governance, attended the meeting to provide an update on Keys to the City. She provided the information below.

2. The granting of the Keys to the City is a symbolic presentation that represents the highest honour a city can bestow on an individual, team or organisation. The tradition of using a key as an honour dates back to medieval times, when many cities were enclosed within walled fortifications. The Keys to the City of Brisbane is traditionally presented by the Lord Mayor at a Civic Reception or public event to acknowledge an achievement or contribution of an individual, team or organisation in furthering the ideals of the city.

3. To be selected, the recipient should be closely affiliated with the City of Brisbane by way of birth or that the achievement or contribution was significant to the city. The achievement or contribution should be proven to raise the profile of the City of Brisbane and create a sense of civic pride.

4. When preparing for a Keys to the City presentation, consultation takes place with the recipient or representatives of the recipient to address security concerns, any partner agreements and availability. Other preparations and considerations include:

- booking and availability of venues

- availability of appropriate dignitaries

- approval from Queensland Police Service for road closures and crowd safety

- getting keys framed, plaques made and certificates printed

- creation of run sheets and Master of Ceremonies notes

- sourcing of volunteers if required.

5. There has been a total of 53 recipients of the Keys to the City since 1969 including athletes and sporting teams, musicians, volunteer organisations and most recently, the Matildas, the Australian women’s national football team. Council agreed to co-host this event with the Queensland Government, and in a short timeframe, was responsible for organising:

- a plan that met the Matildas’ requirements including timing, safety and player well‑being

- Welcome to Country, entertainment and Auslan interpreters

- live broadcast with Channel 7

- booking the Riverstage and required audio visual equipment

- liaising with Football Australia to brand the venue appropriately and to secure hand‑outs for the event

- the physical key and certificates

- promotion of the event on Council social media channels

- run sheets and Master of Ceremony notes

- a surprise performance by Nikki Webster to perform the Matildas’ unofficial team song, ‘Strawberry Kisses’.

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

7. **RECOMMENDATION:**

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

**ADOPTED**

#### B COMMITTEE REPORT – BANK AND INVESTMENT REPORT – JULY 2023

**134/695/317/1228-002**

**161/2023-24**

8. The Chief Financial Officer, Corporate Finance, Organisational Services, provided an overview of Council’s cash and cash investment positions as at 4 August 2023.

9. Page 2 of the report (submitted on file) outlines Council’s cash and investments with financial counter parties as recorded in Council’s financial systems.

10. The increase of cash and investments of $225 million in July was larger than Council’s usual business cycle activities during the period due to:

- Receipts:

- Brisbane Square lease incentive

- Queensland Reconstruction Authority grant

- Department of Transport and Main Roads grants

- Payments:

- CapEx (capital expenditure) Outflows.

11. Explanation of the significant items include:

- Cash at Bank in Australian Dollars (AUD):

- transactional banking account with Commonwealth Bank of Australia (CBA) – this is Council’s operational bank account for receipts and payments for day‑to-day transactions in AUD

- the variance between the balance as per the general ledger and the balance as per bank statements relates to timing differences in recognition

- Swiss Francs (CHF) Bank Account – AUD equivalent:

- AUD equivalent of Swiss Francs held in a CBA account which is solely used for Brisbane Metro project hedge settlements and invoice payments in CHF

- Cash investments:

- Council is holding a total of $265 million cash investments with $95 million placed in longer-term investments (with maturities up until 31 October 2023) and $170 million held in at call accounts

- the variance between the balance as per the general ledger and the balance as per the investment statements relates to the accrued interests and fees which have not yet been processed to the bank statement

- Queensland Investment Corporation (QIC) Investment:

- The QIC investment account is set up to provide asset backing for Council’s self‑managed insurance fund.

12. The variance for the period is due to accruals of interest and fees not yet recorded in the bank statements and timing of transactions processed. These are normal variances due to timing of transactions and information received.

13. Page 3 of the report (submitted on file) includes a reconciliation of the CBA bank account between Council’s financial records and the CBA statement. The majority of unreconciled bank transactions at the end of the period have since been reconciled.

14. In addition, the Swiss bank account movements during the period are disclosed.

15. Page 5 of the report (submitted on file) includes amounts held by Council in trust as well as petty cash balances. The trust amounts are largely associated with monies held for infrastructure development commitments.

16. Trust balances are higher, due to receipts being greater than payments during the month. These are normal fluctuations of the funds from month to month.

17. The variance between the trust ledger and the investment balance is due to timing of transfers processed to ensure the required funds are held outside of Council’s transactional bank account. These are normal variances and fluctuate from month to month.

18. All relevant general ledger accounts were reconciled and analysed.

19. **RECOMMENDATION:**

 **THAT THE INFORMATION CONTAINED IN THE REPORT**, as submitted on file, **BE NOTED.**

**ADOPTED**

#### C COMMITTEE REPORT – FINANCIAL REPORTS (RECEIVABLE, RATES, PAYABLES, PROVISIONS AND MALLS) FOR THE YEAR ENDED JUNE 2023

**134/695/317/1329**

**162/2023-24**

20. The Chief Financial Officer, Corporate Finance, Organisational Services, provided a detailed report (submitted on file) on Council’s position relating to accounts receivable, rates, accounts payable, provisions and malls for the year ended June 2023.

21. The Civic Cabinet Chair and the Committee noted the report. The financial report on Council’s position relating to accounts receivable, rates, accounts payable, provisions and malls for the year ended June 2023 is now presented for noting by Council.

22. **RECOMMENDATION:**

 **THAT THE INFORMATION CONTAINED IN THE REPORT**,as submitted on file, **BE NOTED.**

**ADOPTED**

## PRESENTATION OF PETITIONS:

Chair: Councillors, are there any petitions?

 You’re right, Councillor WHITMEE.

 Councillor STRUNK.

Councillor STRUNK: Thank you. Thanks for the call. I have a petition that Councillor JOHNSTON’s asked me to present by the residents of Graceville for a BMX track.

Chair: Thank you, Sir.

 Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair. I have two petitions. One, which is about enforcing the Osbourne Hotel to comply with noise limits of their amplified music venues, and the second one, which is to extend the 199 BUZ bus service up to the Royal Brisbane Women’s Hospital.

Chair: Thank you, Councillor HOWARD.

 Councillor WHITMEE.

Councillor WHITMEE: Yes. I have a petition on behalf of the Wynnum Manly tennis court to construct pickleball courts at the Wynnum Manly tennis court.

Chair: Thank you very much.

 Councillor HUTTON, can I have a motion to receive the petitions, please.

**163/2023-24**

It was resolved on the motion of Councillor Sarah HUTTON, seconded by Councillor Charles STRUNK, that the petitions as presented be received and referred to the Committee concerned for consideration and report.

The petitions were summarised as follows:

|  |  |  |
| --- | --- | --- |
| **File No.** | **Councillor** | **Topic** |
| 137/220/594/244 | Vicki Howard | Requesting Council enforce Osbourne Hotel to comply with the noise limits of their Amplified Music Venue Permit. |
| 137/220/594/245 | Sara Whitmee | Requesting Council construct pickleball courts in Wynnum. |
| 137/220/594/246 | Charles Strunk on behalf of Nicole Johnston | Requesting Council construct a BMX track in Graceville. |
| 137/220/594/247 | Vicki Howard  | Requesting Council extend the 199 BUZ bus service up to the Royal Brisbane and Women’s Hospital. |

## GENERAL BUSINESS:

Chair: Councillors, are there any statements required as a result of the Office of the Independent Assessor or Councillor Ethics Committee order? I see no one standing.

 Councillors, are there any items of General Business?

 Councillor STRUNK.

Councillor STRUNK: Thank you, Chair. Yes, I rise to speak on one item tonight, an event that happened on Saturday in the Forest Lake Ward. It was the Teeyan event—festival which was a celebration of women. This was the inaugural traditional Punjab festival that has been held in my ward of Forest Lake. A special mention to Mandeep and Karong and their team, which put together a fantastic program for the day. It went pretty much most of the afternoon and it was well attended by the Punjab community.

I’m told by the representatives of the Punjab community that I have quite a large contingency of Punjab people in my ward. Not just in the Forest Lake suburb itself, but right through to Richlands as well. It was attended by a couple of dignitaries, of course, our Speaker of the House, Milton Dick, the Federal Member for Oxley, of course, was in attendance; and our Brisbane City Council’s Ambassador to Multiculturalism, representing the LORD MAYOR, Angela OWEN was there as well, and the humble ward Councillor for Forest Lake.

We’re always treated very well by the Indian community, and there was plenty of fanfare and they fussed over us a little bit, which was really nice. As I said, it was a celebration of women which is—it wasn’t an exclusive women’s event, but it was a celebration of women, so there was a few guys there—mostly to help them to support the event itself with a little bit of muscle. But it was well—as I say, it was well attended.

It’s a festival of happiness and enjoyment. This festival is celebrated all over the world, and now has come to the Forest Lake Ward. This festival is celebrated as most Indian festivals are, with food, dancing and singing traditional songs and laughter. It was really interesting, this particular—during the program, they actually went out into the audience and asked some of the audience to actually sing some of those traditional songs.

I had a delegation that came in today to have a look at City Council here and what we do, and I asked them when we were sitting down at the Red Cross Café, did they tee up those people in the audience to be able to sing what they requested them to sing, and they said, no. I thought, well, that was really interesting. I’ve never seen that done before and it was probably one of the highlights of the festival—for me, at least.

It’s also a festival and a way to take away those worries and difficulties and spend quality time with the family, so I just—this is the inaugural event. They do want to come back next year. The Parklands precinct on the Lake stage there is a great venue for these sorts of festivals and gatherings, and it’s becoming more and more popular as the years go on. We’re also rolling out the final master plan for the Parkland precinct, which will give more space available to these sorts of festivals right around the lake. Thank you, Chair.

Chair: Thank you, Councillor STRUNK.

 Further General Business?

 Councillor LANDERS.

Councillor LANDERS: Thank you, Chair. I just want to rise and speak briefly about Bracken Ridge Ward festival that we have, Backyard Bonanza, that was last weekend during our monthly Lion’s Train Day. This festival is a yearly event that the community really looks forward to. The Bracken Ridge Lion’s Train—well, the Bracken Ridge Lion’s Club, who run Train Day, put this event together, supported by Brisbane City Council, but also supported by many community groups—99.7 Bridge FM, our local community radio; the Bracken Ridge Tavern; Bracken Ridge Plaza; Coronis; Sandgate Bayside Chamber of Commerce; Jetts Bracken Ridge; Sandgate Guides; and Three Wise Monkeys also sponsor this event.

It is a true celebration of what it means to live in Bracken Ridge Ward and the many groups that come together. This year, a lot of people said it was the best event yet. I’ve had that feedback from many people emailing in and thanking us. Of course, thanks must go to the Lion’s Club, who meet regularly throughout the year, and of course, weekly leading up to the event, who put in so much effort and Neil O’Sullivan, who is the President, is strongly supported by a committee. I’m not going to go through and name them all, but he’s very well supported by that committee who are dedicated to putting this event on.

We met last week to have a debrief and look at how we can make it even better next year. We had people say that they didn’t know about some of the groups that were available in Bracken Ridge Ward—that they existed, so it was fantastic to have them showcased. We’re very lucky to have two scout groups, and both were there in force making damper and showcasing other skills, our cricket club, our Little As, girl guides. We had various groups that came together, and people could ask questions. I believe even the cricket club said how good it was they’ve got all these new members now because of that day.

But it was also about fun and free rides, and of course, our train rides. It was great to have the LORD MAYOR out there to—didn’t take him on the train this year—on my train, but I know that he likes to get out there every year. He comes out every year and enjoys chatting to people and the great atmosphere that we had that day. The weather was on our side, thankfully. It’s always the major worry that we had, and it was a beautiful day, so I just wanted to give a shoutout to the Bracken Ridge Lion’s and thank, also, all of the community for coming out and embracing the day. Thank you.

Chair: Thank you, Councillor LANDERS.

 Councillor WHITMEE.

Councillor WHITMEE: Thank you. I rise to speak on two items of General Business. The first will be about Wynnum’s first community roundtable, and the second is about pedestrian crossings. Last Thursday, we had Wynnum Manly’s very first community roundtable. I had the pleasure of hosting 22 different groups represented by over 50 different people. We all came together, broke bread, spoke about how great all the community groups are, all the amazing work that they’re doing, and made plans on how we can all—how they can all meet together, obviously making waves and saleability—we’re a great mix together.

I’m really excited about the partnership that Wynnum Community Place and Bayside United are looking at forming together. I’m incredibly excited about introducing this level of community engagement and consultation into Wynnum Manly, and I can’t wait to see where it goes from here.

 Now, the second item I am rising to speak about is the ever-concerning issue of pedestrian crossings. Like many people in this room, the installation of pedestrian crossings in my ward—it seems like an exercise in futility. Whereas, our residents had me calling out for years to have pedestrian crossings installed in the Wynnum Manly area. Every time, they are told either there’s no money in the budget or they’re given some arbitrary promise—for example, a redlight turning signal with no budget allocated and no completion date. It really is about time that my community are heard by the Administration here.

Chair: Thank you, Councillor WHITMEE.

 Are there any further speakers on General Business? There being—

 Oh, sorry. Councillor COLLIER.

Councillor COLLIER: Sorry.

Chair: No. You’re right.

Councillor COLLIER: Thank you, Chair. I just want to speak one item, Ray Kinne. Today, we had the chance to say goodbye to a truly incredible man, Ray Kinne. Ray was generous of spirit. He was diligent, loyal, hardworking and above all else, he was very kind. Ray and his beloved wife, Marie, are stalwarts of Seven Hills, with Ray actually buying an empty block of land in the area around 60 years ago, I heard today, and that’s where the family home still stands.

Ray was a very valued member of the community, and without a doubt, he has been an integral part of Seven Hills history, especially as the area has grown and changed. He has been very involved in the Seven Hills State School community and the Uniting Church for many, many years. He also completed his National Service, and I got to know him through his dedication with Neighbourhood Watch. I had the privilege of getting to know Ray and Marie over the past few years when they welcomed myself and my partner—now husband—Matt, to join the Morningside 1/Camp Seven Neighbourhood Watch.

Ray had served as the Area Coordinator for many, many years and had been involved for more than a decade in this very important local organisation. He told me one of the highlights was, of course, being involved in and organising the 30-year celebration of the Neighbourhood Watch. He was very, very proud of that beautiful community event, and I know that our community is stronger for the work and the dedication of Ray Kinne.

Ray was known and loved by so many, including my family. He had a very special connection with my husband, Matt, and it’s perhaps because they both attended Albert State School in Maryborough—I think, a few years apart. It was very sad to recently hear of Ray’s illness. He had battled with his health for quite some time but now we all know that Ray is at peace, and I will keep Marie and his family in my thoughts and prayers. Vale, Ray Kinne.

Chair: Thank you, Councillor COLLIER.

 Is there any further General Business? I see no one rising.

## CONTINUATION OF DEBATE ON MOTION – FAUNA FENCING ALONG BOUNDARY ROAD, WHITES HILL RESERVE:

Chair: We now move on to item 7 of the agenda, the continuation of debate on the adjourned motion.

 Councillor CASSIDY, could I ask you to re-read the motion, please? It has been moved.

*Councillor interjecting.*

Councillor GRIFFITHS: Me. Yes.

Chair: Oh, sorry. Councillor GRIFFITHS, my apologies.

Councillor GRIFFITHS: Yes.

Chair: It has been moved so we’re just refreshing our memories.

Councillor GRIFFITHS: So, I’ll just re-read it. Okay. That the LORD MAYOR tables all reports, findings, recommendations, official research, and expert advice regarding fauna fencing along Boundary Road, Whites Hill Reserve, and it was at today’s Council meeting, which was last week.

Chair: Thank you, Councillor GRIFFITHS. You’ve got the call.

Councillor GRIFFITHS: Okay. Thank you. It’s disappointing that we couldn’t do this last week—which I would have thought, with a staff of 8,000 people, that we’d be able to pull up the research we have for not doing fauna fencing along Boundary Road at Whites Hill. My request is simple. I’m requesting that all reports, all findings, all recommendations, all research, all expert advice regarding fauna fencing along Boundary Road, Whites Hill Reserve, be tabled so that it can be seen by ourselves, so that it can be seen by the public.

I believe we should be more transparent with this. The issue we have at hand is that we know 22 koalas, which is our State symbol, and which the LORD MAYOR claims to love—we know that 22 koalas have been killed in that—along that stretch of road in the last five years, and two of those koalas have been killed since there was a speed reduction that was put in place, I think, probably six weeks ago.

The reason I’d like this transparency is that last week, we had a speaker in the Chamber, Ms Sharyn Bartlem, who was from the organisation Save the Koalas and Wallabies of Whites Hill, and also last week, I managed to meet some amazing people, Angela and Max from the Queensland Koala Society, who also share similar concerns about the deaths of koalas along there. We have the community from a number of community organisations saying that we need to take action along there. We need to fence this stretch of road, whether in part or whole. We need to be improving what we’re doing there to stop koala deaths.

They’re passionate about it, and I’m passionate about it, too, because it seems something that we can resolve, and we can get a good outcome from. I know in this Chamber—and it’s unfortunate Councillor CUNNINGHAM isn’t here, Councillor Krista ADAMS isn’t here, and the LORD MAYOR isn’t here. None of them are here for this debate, and they’re the very people who’ve said that they’ve listened to the experts in Council, they’ve taken the expert advice, and that’s why there is no koala fencing along that section of road.

So, if that’s the advice the Administration and LNP Councillors are taking and accepting, and that’s the advice the LORD MAYOR is accepting, then put the advice on the table. Show us. Show us, in this Chamber, but show the people of Brisbane. I’m happy to take this advice out to the community and have a meeting with them and say, this is the advice for why we aren’t fencing this stretch of road, this is the advice for why Councillor ADAMS and the LORD MAYOR and Councillor CUNNINGHAM aren’t acting for your community.

What I’ve seen and what I’ve spoken to with these people and they’ve—last week, they delivered—this group delivered a report, which said—they’re passionately put together and they tabled a number of recommendations. They spoke about a number of recommendations, but what they want is to work collaboratively with this Council to develop sustainable outcomes for the community and for these koalas. They want to get solutions, and I don’t think that’s rocket science. I don’t think it’s rocket science to work with the community and get good results so that we can get better outcomes for our wildlife.

I actually think that’s a good thing, and I know there’s plenty of academics who want to do the same thing, plenty of people from the community sector who want to do the same thing, and there are also 10,000 residents who’ve signed two petitions who support the same thing. What I don’t understand is the LNP stopping this. What I don’t understand is the LNP not delivering the research that says, this is the reason why we are not acting on this stretch of road, this is the reason why we are not solving this problem.

These groups, interestingly enough, presented other things they’d like to see as well—the group last week. They’d like to see exclusion fencing extended along the road—along Boundary Road. They’d asked for a dusk to dawn speed limit reduction, and you know what? If the State aren’t doing it, we should be finding a way to do it, or we should be lobbying the State to do it.

We should be taking it up passionately. If there’s something wrong, then let’s find a solution. Let’s not just go, well, oh, that’s George Street, and oh, they won’t do anything. Why don’t we get a solution to it? They want us to review our code—our planning code so we actually have habitat links—we actually have habitat links so that wildlife can travel along those habitats safely. They want to see regular roadside maintenance. I mean, that’s not a big one to ask. We could do that tomorrow if we wanted to. They want to see enhanced and better signage. Once again, we could do that tomorrow if we wanted to. They want to see education and they want us to review our wildlife ambulance.

None of these things are exceptional. Not one of them. But repeatedly, we have a no‑comment or no‑we’re‑not‑doing‑it response from this LNP Administration and repeatedly, we have koalas and wildlife being killed on this stretch of road unnecessarily—unnecessarily. What I’d like to see is a better result—what Opposition Councillors would like to see is a better result so that we’re not seeing this massive death, massive—almost culling, of our wildlife by not fencing this stretch of road.

I would ask that the LNP Administration table this information, table the advice that they’re using so that we all have access to it so it can be put out there for community debate and so that we can move this issue on and get a solution to it. Thank you, Mr Chair.

Chair: Further speakers?

 Councillor MACKAY.

Councillor MACKAY: Thanks, Chair. I rise to speak on this motion. In the last session, we discussed exactly—pretty much exactly the same motion—to fence Boundary Road, and we did that twice and we passed the motion twice, and in both debates, we have said very clearly that we support wildlife exclusion fencing where it is recommended by the experts, and that is exactly what we’ve done.

*Councillor interjecting.*

Councillor MACKAY: I can’t hear the interjection, but he can interject me later.

Chair: Please continue, Councillor MACKAY.

Councillor MACKAY: Yes. There’s already several hundred metres of exclusion fencing at Boundary Road which helps funnel koalas and other wildlife towards our world-first koala log bridge. We installed this fencing because—you guessed it—it was recommended by the experts from UQ’s Koala Ecology Group. It is understandable that residents might go straight to wanting fencing as the solution for addressing wildlife strikes, but Councillor GRIFFITHS, as I know he is an expert on this topic, should know a bit better than that. I want to put on record that all of the information Councillor GRIFFITHS has asked for is publicly available, and I’ll just run through a few of them.

There’s a huge body of research on wildlife exclusion fencing that informs our approach to Boundary Road, and I’d like to take a moment to share some of this information with the Chamber. Professor Darryl Jones from Griffith University is one of Queensland’s leading koala experts. Just last weekend, Professor Jones told the ABC “adding things like wildlife fencing to prevent animals getting on roads is problematic from a biodiversity conservation perspective. That’s even worse than the road because that is an absolute barrier”.

Griffith University has published a number of papers on this issue, and they said that when used solely, fences create an additional barrier for wildlife, and we just heard why having an absolute barrier is not a good idea. Here, from another paper from Griffith University, “the use of fencing alone is often cautioned against as it also creates an impermeable barrier to most animals, thus inhibiting animal movement across the road and creating smaller, isolated populations without the possibility of gene flow”.

So, I’d be curious to know which experts from Griffith University Councillor GRIFFITHS is talking to if it’s not these ones. But it’s not just Griffith University that shares this view. The CSIRO has published a paper on this very issue, and they used the Cleveland rail line in Redland City as an example in which they say, “the fencing associated with linear infrastructure is assumed to have provided more of a barrier to koalas than the roads or rail lines themselves” and that is from the CSIRO.

I also wanted to share the State Government guidelines, as according to the Queensland Government’s *Koala-Sensitive Design Guidelines*, “koala exclusion fencing limits landscape permeability and may not be suitable for use where habitat linkages would be completely severed and are important at a local or regional scale for maintaining connectivity in the population”.

So, Chair, that’s what the experts are saying. Councillor DAVIS, in responding to the public speaker just last week, advised that we, this Council, have already asked the Koala Ecology Group at University of Queensland to go back and look at Boundary Road, again. So, we have an assessment being undertaken right now by the experts from UQ looking at whether more fencing at Boundary Road would be suitable, and this was before Councillor GRIFFITHS moved his urgent motion.

This work has already been done before, Mr Chair, like when we partnered with UQ to deliver the world-first koala log bridge at Boundary Road. But as we have said, it is important we work on the best and latest advice so we have asked the experts to go back and review Boundary Road again, and that is exactly what we said we would do. This assessment will provide us with the very best and latest information from the qualified experts.

**Procedural motion – Motion lie on the table**

**164/2023-24**

Councillor James MACKAY moved, seconded by Councillor Sarah HUTTON, that the motion lie on the table until such time that the assessment is completed.

Upon being submitted to the Chamber, the motion was declared **carried** on the voices.

Chair: Thank you, Councillors. As there’s no other items on the agenda, 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 31 August 2023)**

1. Please list the locations that council installed shade under the Sun-safe Suburban Playgrounds program in the 2022/23 financial year.
2. Please list the locations that council will install shade under the Sun-safe Suburban Playgrounds program in the 2023/24 financial year.
3. Please list the locations that council will install shade under the Sun-safe Suburban Playgrounds program in the 2024/25 financial year.
4. Please list all of the organisations or companies that have occupied a space in King George Square and the dates occupied in the 2022/23 financial year.
5. Please list all of the organisations or companies that have occupied a space in King George Square and the dates occupied in the 2021/22 financial year.
6. How many cars are in the Council fleet?
7. How many trucks are in the Council fleet?
8. How many ute vehicles are in the Council fleet?
9. How many cars are in the Council fleet are hybrid?
10. How many cars are in the Council fleet are electric?
11. How many cars are in the Council fleet are diesel?
12. How many cars are in the Council fleet are petrol?
13. Please provide a list of complaints made under Council’s AP186 Administrative Action Complaints Procedure as an Administrative Action Complaint (AAC) from 2021 to current, with the details of the subject of the complaint and the date the complaint was lodged.
14. How many trucks are in the Council fleet are hybrid?
15. How many trucks are in the Council fleet are electric?
16. How many trucks are in the Council fleet are diesel?
17. How many trucks are in the Council fleet are petrol?
18. How many utes are in the Council fleet are hybrid?
19. How many utes are in the Council fleet are electric?
20. How many utes are in the Council fleet are diesel?
21. How many utes are in the Council fleet are petrol?
22. Please provide the total number of Brisbane City Council-owned public toilets, with a breakdown of how many have needle disposal units.
23. Please advise the total number of needle stick injuries reported to Council for the calendar years 2021, 2022, and 2023 YTD
24. Please provide the top 5 types of locations where needlestick injuries on Brisbane City Council property were reported in 2021-2023 YTD.
25. Please provide the top 10 suburbs where needlestick injuries were reported in 2021-2023 YTD, with the number of reports.
26. Please provide the total number of council staff, contract staff and total FTEs working at Council’s resource recovery centres.
27. Please provide the total number of council staff, contract staff and total FTEs driving the fleet of rubbish trucks.
28. Please provide the total revenue received from Bushland Preservation Levy for the 2022-2023 FY.
29. Please provide the total number of Council staff working in communications.
30. Please provide the total number of contracted staff working in communications.
31. Please provide the total number of Council staff working in media marketing and advertising.
32. Please provide the total number of contracted staff working in media marketing and advertising.
33. How many Council officers were employed to investigate dog attacks for each of the calendar years of 2021, 2022, 2023 YTD?
34. How many dog attacks occurred in each of the calendar years of 2021, 2022, 2023 YTD?
35. Please provide list of all job titles currently active in the Lord Mayor’s Office, and the number of staff in each job title.
36. Please provide the total number of Council employees, with a breakdown of the number of female employees and male employees.
37. Please provide the total number of Council employees, with a breakdown of the number of female employees and male employees by Council division.
38. Please provide the average annual earnings of Council employees, with a breakdown of the number of female employees and male employees.
39. Please provide the average annual earnings of Council employees, with a breakdown of the number of female employees and male employees by Council division.
40. Please advise how many meetings have been held between Lord Mayor Adrian Schrinner and Campbell Newman since 8 April 2019.
41. How much money was donated to the Lord Mayor’s Charitable Trust during the 2022-2023 financial year through the rates donation option?
42. How much money was donated to the Lord Mayor’s Charitable Trust during the 2022-2023 financial year via tap & pay stands such as those located in City Hall foyers?
43. Please provide a list of all Brisbane City Council donations including a breakdown of the date of the sponsorship, the recipient, purpose of the funding and the total amount for the 2021-2022, 2022-2023 and 2023-2024 YTD financial years:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **DATE OF SPONSORSHIP** | **RECIPIENT** | **PURPOSE** | **TOTAL AMOUNT** | **FINANCIAL YEAR** |
|  |  |  |  |  |

1. Please advise the total number of street trees.
2. Please provide a breakdown of the total number of Impact Assessable development applications received and the total number approved by Ward for the 2021-2022, 2022-2023 and 2023-2024 YTD financial years.
3. Please provide a breakdown of the number of Brisbane City Council bus operators by employment status (Full Time, Part Time, Casual) for the financial years of 2021-2022, 2022-2023 and 2023-2024 YTD.
4. Please advise how many bus operators successfully in converting from a casual position to a full time position for the financial years of 2021-2022, 2022-2023 and 2023-2024 YTD.
5. Please provide a list of all Council leased sites which have LED lights installed for sports fields or hard courts with information as per the table below:

|  |  |  |  |
| --- | --- | --- | --- |
| **Park Name** | **Suburb** | **Organisation** | **Field or Hard Court** |
|  |  |  |  |

1. Please provide a list of all Council leased sites which do not have LED lights installed for sports fields or hard courts.
2. Which Council pools include recreation facilities above and beyond a standard pool, eg. Mushroom fountains, slides, etc.?
3. Please provide the number of contacts about mosquitoes received by the Council’s Contact Centre for the following years:

|  |  |
| --- | --- |
| **Year** | **Number of contacts** |
| 2021 |  |
| 2022 |  |
| 2023 YTD |  |

1. How many Public Space Liaison Officers are currently employed by Council?
2. How many Community Development Coordinators are currently employed by Council?

## 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 29 August 2023)**

1. During the Council meeting on 22/08/2023, Councillor Vicki Howard advised that Council had funded or carried out works on 12 new female change facilities at sports clubs in the last 12 months. Please provide a list of the 12 new female change facilities in the last 12 months, including the name of the sports club, the address of the facility, the cost of the works, the completion dates, and any other relevant details.

***A1.*** *The Council Minutes of 22/08/2023 will show that the premise of the question is wrong. Council has completed upgrades to 5 sites across the city that cater for women’s sport since December 2022, with 7 more facilities currently in progress. The details are below.*

| ***Organisation*** | ***Address*** | ***Completion date*** | ***Total Council Funding*** |
| --- | --- | --- | --- |
| *GPS Rugby Club Inc* | *Ashgrove Sportsground Park - 258 Acacia Drive, Ashgrove* | *December 2022* | *$500,000* |
| *Brisbane City Football Club* | *Spencer Park - 53 Edmondstone Street, Newmarket* | *May 2023* | *$100,000* |
| *The Australian Hellenic Sports and Cultural Association Inc* | *Goodwin Park - Brisbane Corso and Cansdale Street, Yeronga* | *July 2023* | *$183,000* |
| *Easts Rugby Union Inc* | *C. P. Bottomley Park - 31 Halifax Street, Norman Park* | *In progress* | *$250,000* |
| *Morningside Australian Football Club Ltd* | *Hawthorne Park - 140 Riding Road, Hawthorne* | *In progress* | *$270,000* |
| *New Farm United Junior Soccer Club Inc.* | *New Farm Park – 137 Sydney Street, New Farm* | *In progress* | *$191,455* |
| *Souths Rugby Union Club Incorporated* | *Yeronga Memorial Park - 78 Park Road, Yeronga* | *In progress* | *$200,000* |
| *Wests (Brisbane) Junior Rugby League Football Club Inc* | *Purtell Park - 57 Carwoola Street, Bardon* | *June 2023* | *$270,000* |
| *Mount Gravatt Youth and Recreation Club Inc* | *F.R. Caterson Park – 730 Mount Gravatt-Capalaba Road, Mansfield* | *In progress* | *$350,000* |
| *Wynnum Vikings Australian Football & Sporting Club Inc* | *Kianawah Road Park - 330 Kianawah Road, Wynnum West* | *In progress* | *$315,000* |
| *Hockey Queensland* | *Colmslie Reserve - 400 Lytton Rd, Morningside* | *In progress* | *$310,000* |
| *Downey Park Netball Association Inc* | *Downey Park - 16 Melbourne Street, Windsor* | *May 2023* | *$400,000* |

1. Please provide a breakdown of all advertising to promote BrisBetter in the 2022‑2023 financial year.

***A2.***

|  |  |
| --- | --- |
| *TV advertising* | *Print advertising* |
| *Online advertising*  | *Radio* |
| *Social media*  | *Outdoor advertising* |
| *Influencers*  | *BVOD* |
| *Performance marketing*  |  |

1. Please provide a detailed breakdown of how much Brisbane City Council spent on advertising in the 2022-2023 financial year in total, broken down by the various categories of advertising (eg television & BVOD, billboards, radio, social/digital, influencers, print etc).

***A3.***

|  |  |
| --- | --- |
| *TV advertising* | *$420,259.00* |
| *Online advertising*  | *$572,740.10* |
| *Social media*  | *$203,403.88* |
| *Influencers*  | *$42,840* |
| *Performance marketing*  | *$301,665.39* |
| *Print advertising* | *$159,052.56* |
| *Radio* | *$704,978* |
| *Outdoor advertising* | *$626,274.82* |
| *BVOD* | *$141,128.74* |

1. Please provide the actual figure spent on Living In Brisbane for the full financial years of 2021-2022 and 2022-23, as well as 2023-2024 YTD, broken down by print costs and distribution costs.

***A4.***

|  |  |
| --- | --- |
|  | ***Amount*** |
|  | *2021-2022* | *2022-2023* | *2023-2024 YTD* |
| *Print* | *$700,115.00* | *$687,708.83* | *$68,144.00* |
| *Distribution* | *$531,987.04* | *$655,478.74* | *TBC* |

1. How much has been spent on television (inc. BVOD) advertising by Brisbane City Council in the 2022-2023 and 2023-2024 (to date) financial years?

***A5.***

|  |  |
| --- | --- |
| ***Channel*** | ***Amount*** |
|  | *2022/23* | *2023/24 YTD* |
| *TV & BVOD* | *$561,387.74* | *$0* |

1. How much has been spent to date on advertising for the Brisbane App, broken down as below table?

|  |  |
| --- | --- |
| **Channel** | **Amount** |
|  | 2021-2022 | 2022-2023 | 2023-2024 YTD |
| TV Advertising |  |  |  |
| Online Advertising |  |  |  |
| Payments to Social Media Influencers |  |  |  |
| Print Advertising |  |  |  |
| Radio |  |  |  |
| Outdoor Advertising |  |  |  |
| Cinema |  |  |  |
| BVOD |  |  |  |

***A6.***

|  |  |
| --- | --- |
| ***Channel*** | ***Amount*** |
|  | *2021-2022* | *2022-2023* | *2023-2024 YTD* |
| *TV advertising* | *$797,559.22* | *$0* | *$0* |
| *Online advertising* | *$465,978.78* | *$167,574.37* | *$0* |
| *Social media* | *$228,007.43* | *$98,294.89* | *$0* |
| *Influencers* | *$70,996* | *$15,140* | *$0* |
| *Print advertising* | *$26,198.63* | *$13,846.25* | *$0* |
| *Radio* | *$267,056.90* | *$56,395.50* | *$0* |
| *Outdoor advertising* | *$687,666.79* | *$14,188.84* | *$0* |
| *Cinema* | *$88,182.60* | *$0* | *$0* |
| *BVOD* | *$98,392.96* | *$0* | *$0* |

1. How many enquires have been received by the Brisbane City Council Contact Centre in relation to footpaths reconstruction from May 2023 - August 2023? Please provide breakdown by suburb.

***A7.***

| ***Suburb*** | ***Total*** |  | ***Suburb*** | ***Total*** |
| --- | --- | --- | --- | --- |
| *Acacia Ridge* | *18* |  | *Kenmore Hills* | *2* |
| *Albion* | *13* |  | *Keperra* | *2* |
| *Alderley* | *12* |  | *Kuraby* | *6* |
| *Algester* | *5* |  | *Lota* | *3* |
| *Annerley* | *32* |  | *Lutwyche* | *6* |
| *Anstead* | *1* |  | *Lytton* | *1* |
| *Archerfield* | *1* |  | *Macgregor* | *8* |
| *Ascot* | *22* |  | *Manly* | *16* |
| *Ashgrove* | *28* |  | *Manly West* | *14* |
| *Aspley* | *22* |  | *Mansfield* | *15* |
| *Auchenflower* | *15* |  | *Mcdowall* | *16* |
| *Bald Hills* | *15* |  | *Middle Park* | *4* |
| *Balmoral* | *3* |  | *Milton* | *14* |
| *Banyo* | *13* |  | *Mitchelton* | *13* |
| *Bardon* | *26* |  | *Moggill* | *3* |
| *Bellbowrie* | *2* |  | *Moorooka* | *36* |
| *Belmont* | *5* |  | *Morningside* | *15* |
| *Boondall* | *19* |  | *Mount Gravatt* | *3* |
| *Bowen Hills* | *19* |  | *Mount Gravatt East* | *23* |
| *Bracken Ridge* | *20* |  | *Mount Ommaney* | *3* |
| *Bridgeman Downs* | *10* |  | *Murarrie* | *2* |
| *Brighton* | *9* |  | *Nathan* | *3* |
| *Brisbane City* | *98* |  | *New Farm* | *51* |
| *Brookfield* | *3* |  | *Newmarket* | *12* |
| *Bulimba* | *29* |  | *Newstead* | *9* |
| *Burbank* | *2* |  | *No Suburb* | *115* |
| *Calamvale* | *14* |  | *Norman Park* | *16* |
| *Camp Hill* | *21* |  | *Northgate* | *6* |
| *Cannon Hill* | *11* |  | *Nudgee* | *4* |
| *Carina* | *16* |  | *Nundah* | *20* |
| *Carina Heights* | *16* |  | *Oxley* | *9* |
| *Carindale* | *11* |  | *Paddington* | *28* |
| *Carseldine* | *14* |  | *Parkinson* | *15* |
| *Chapel Hill* | *6* |  | *Petrie Terrace* | *4* |
| *Chelmer* | *12* |  | *Pinkenba* | *4* |
| *Chermside* | *23* |  | *Pullenvale* | *3* |
| *Chermside West* | *19* |  | *Red Hill* | *12* |
| *Clayfield* | *21* |  | *Richlands* | *3* |
| *Coopers Plains* | *15* |  | *Riverhills* | *6* |
| *Coorparoo* | *34* |  | *Robertson* | *18* |
| *Corinda* | *12* |  | *Rochedale* | *4* |
| *Darra* | *12* |  | *Runcorn* | *23* |
| *Deagon* | *10* |  | *Salisbury* | *10* |
| *Doolandella* | *2* |  | *Sandgate* | *17* |
| *Drewvale* | *4* |  | *Seven Hills* | *8* |
| *Durack* | *2* |  | *Seventeen Mile Rocks* | *3* |
| *Dutton Park* | *4* |  | *Sherwood* | *8* |
| *Eagle Farm* | *2* |  | *Shorncliffe* | *3* |
| *East Brisbane* | *19* |  | *Sinnamon Park* | *2* |
| *Eight Mile Plains* | *15* |  | *South Brisbane* | *53* |
| *Ellen Grove* | *2* |  | *Spring Hill* | *34* |
| *Enoggera* | *10* |  | *St Lucia* | *21* |
| *Everton Park* | *21* |  | *Stafford* | *26* |
| *Fairfield* | *12* |  | *Stafford Heights* | *8* |
| *Ferny Grove* | *6* |  | *Stretton* | *1* |
| *Fig Tree Pocket* | *4* |  | *Sumner* | *2* |
| *Fitzgibbon* | *7* |  | *Sunnybank* | *29* |
| *Forest Lake* | *20* |  | *Sunnybank Hills* | *16* |
| *Fortitude Valley* | *41* |  | *Taigum* | *5* |
| *Gaythorne* | *3* |  | *Taringa* | *19* |
| *Geebung* | *13* |  | *Tarragindi* | *7* |
| *Gordon Park* | *6* |  | *Teneriffe* | *15* |
| *Graceville* | *11* |  | *Tennyson* | *2* |
| *Grange* | *9* |  | *The Gap* | *9* |
| *Greenslopes* | *18* |  | *Tingalpa* | *7* |
| *Gumdale* | *3* |  | *Toowong* | *37* |
| *Hamilton* | *11* |  | *Upper Kedron* | *10* |
| *Hawthorne* | *7* |  | *Upper Mount Gravatt* | *20* |
| *Heathwood* | *6* |  | *Virginia* | *6* |
| *Hemmant* | *1* |  | *Wacol* | *1* |
| *Hendra* | *14* |  | *Wakerley* | *4* |
| *Herston* | *3* |  | *Wavell Heights* | *24* |
| *Highgate Hill* | *4* |  | *West End* | *18* |
| *Holland Park* | *9* |  | *Westlake* | *9* |
| *Holland Park West* | *17* |  | *Wilston* | *14* |
| *Inala* | *22* |  | *Windsor* | *18* |
| *Indooroopilly* | *24* |  | *Wishart* | *13* |
| *Jamboree Heights* | *13* |  | *Woolloongabba* | *13* |
| *Jindalee* | *14* |  | *Wooloowin* | *8* |
| *Kalinga* | *9* |  | *Wynnum* | *34* |
| *Kangaroo Point* | *35* |  | *Wynnum West* | *13* |
| *Karana Downs* | *8* |  | *Yeerongpilly* | *3* |
| *Kedron* | *13* |  | *Yeronga* | *16* |
| *Kelvin Grove* | *11* |  | *Zillmere* | *17* |
| *Kenmore* | *15* |  |  |  |

 *These figures include multiple contacts for the same job, and can also include requests for information, complaints, suggestions, or a status update on an existing job.*

1. How many enquires have been received by the Brisbane City Council Contact Centre in relation to potholes repairs from February 2023 - August 2023? Please provide breakdown by suburb.

***A8.***

| ***Suburb*** | ***Total*** |  | ***Suburb*** | ***Total*** |
| --- | --- | --- | --- | --- |
| *Acacia Ridge* | *16* |  | *Larapinta* | *6* |
| *Albion* | *13* |  | *Lota* | *6* |
| *Alderley* | *7* |  | *Lutwyche* | *7* |
| *Algester* | *18* |  | *Lytton* | *3* |
| *Annerley* | *18* |  | *Macgregor* | *13* |
| *Anstead* | *9* |  | *Mackenzie* | *5* |
| *Archerfield* | *6* |  | *Manly* | *24* |
| *Ascot* | *12* |  | *Manly West* | *22* |
| *Ashgrove* | *26* |  | *Mansfield* | *15* |
| *Aspley* | *16* |  | *Mcdowall* | *19* |
| *Auchenflower* | *12* |  | *Middle Park* | *3* |
| *Bald Hills* | *7* |  | *Milton* | *6* |
| *Balmoral* | *3* |  | *Mitchelton* | *18* |
| *Banyo* | *12* |  | *Moggill* | *5* |
| *Bardon* | *18* |  | *Moorooka* | *23* |
| *Bellbowrie* | *6* |  | *Morningside* | *22* |
| *Belmont* | *16* |  | *Mount Coot-Tha* | *2* |
| *Boondall* | *34* |  | *Mount Crosby* | *28* |
| *Bowen Hills* | *12* |  | *Mount Gravatt* | *7* |
| *Bracken Ridge* | *36* |  | *Mount Gravatt East* | *29* |
| *Bridgeman Downs* | *22* |  | *Mount Ommaney* | *1* |
| *Brighton* | *2* |  | *Murarrie* | *12* |
| *Brisbane City* | *27* |  | *Nathan* | *1* |
| *Brookfield* | *21* |  | *New Farm* | *14* |
| *Bulimba* | *19* |  | *Newmarket* | *18* |
| *Burbank* | *6* |  | *Newstead* | *2* |
| *Calamvale* | *34* |  | *No Suburb* | *280* |
| *Camp Hill* | *39* |  | *Norman Park* | *28* |
| *Cannon Hill* | *11* |  | *Northgate* | *12* |
| *Carina* | *35* |  | *Nudgee* | *8* |
| *Carina Heights* | *8* |  | *Nudgee Beach* | *9* |
| *Carindale* | *46* |  | *Nundah* | *10* |
| *Carseldine* | *26* |  | *Oxley* | *27* |
| *Chandler* | *9* |  | *Paddington* | *30* |
| *Chapel Hill* | *21* |  | *Pallara* | *22* |
| *Chelmer* | *9* |  | *Parkinson* | *11* |
| *Chermside* | *22* |  | *Petrie Terrace* | *9* |
| *Chermside West* | *12* |  | *Pinjarra Hills* | *4* |
| *Clayfield* | *13* |  | *Pinkenba* | *17* |
| *Coopers Plains* | *11* |  | *Pullenvale* | *22* |
| *Coorparoo* | *29* |  | *Ransome* | *1* |
| *Corinda* | *27* |  | *Red Hill* | *13* |
| *Darra* | *18* |  | *Richlands* | *9* |
| *Deagon* | *12* |  | *Riverhills* | *4* |
| *Doolandella* | *7* |  | *Robertson* | *6* |
| *Drewvale* | *10* |  | *Rochedale* | *8* |
| *Durack* | *10* |  | *Rocklea* | *25* |
| *Dutton Park* | *6* |  | *Runcorn* | *27* |
| *Eagle Farm* | *21* |  | *Salisbury* | *32* |
| *East Brisbane* | *4* |  | *Sandgate* | *18* |
| *Eight Mile Plains* | *43* |  | *Seven Hills* | *3* |
| *Ellen Grove* | *3* |  | *Seventeen Mile Rocks* | *15* |
| *Enoggera* | *7* |  | *Sherwood* | *20* |
| *Enoggera Reservoir* | *1* |  | *Shorncliffe* | *5* |
| *Everton Park* | *23* |  | *Sinnamon Park* | *10* |
| *Fairfield* | *6* |  | *South Brisbane* | *21* |
| *Ferny Grove* | *22* |  | *Spring Hill* | *11* |
| *Fig Tree Pocket* | *38* |  | *St Lucia* | *34* |
| *Fitzgibbon* | *10* |  | *Stafford* | *6* |
| *Forest Lake* | *31* |  | *Stafford Heights* | *20* |
| *Fortitude Valley* | *15* |  | *Stretton* | *11* |
| *Gaythorne* | *4* |  | *Sumner* | *10* |
| *Geebung* | *16* |  | *Sunnybank* | *32* |
| *Gordon Park* | *2* |  | *Sunnybank Hills* | *47* |
| *Graceville* | *6* |  | *Taigum* | *16* |
| *Grange* | *11* |  | *Taringa* | *38* |
| *Greenslopes* | *14* |  | *Tarragindi* | *22* |
| *Gumdale* | *10* |  | *Teneriffe* | *8* |
| *Hamilton* | *13* |  | *Tennyson* | *1* |
| *Hawthorne* | *10* |  | *The Gap* | *37* |
| *Heathwood* | *8* |  | *Tingalpa* | *35* |
| *Hemmant* | *17* |  | *Toowong* | *32* |
| *Hendra* | *6* |  | *Upper Brookfield* | *3* |
| *Herston* | *5* |  | *Upper Kedron* | *7* |
| *Highgate Hill* | *8* |  | *Upper Mount Gravatt* | *42* |
| *Holland Park* | *25* |  | *Virginia* | *14* |
| *Holland Park West* | *16* |  | *Wacol* | *11* |
| *Inala* | *43* |  | *Wakerley* | *13* |
| *Indooroopilly* | *64* |  | *Wavell Heights* | *27* |
| *Jamboree Heights* | *5* |  | *West End* | *15* |
| *Jindalee* | *8* |  | *Westlake* | *9* |
| *Kalinga* | *3* |  | *Willawong* | *26* |
| *Kangaroo Point* | *16* |  | *Wilston* | *10* |
| *Karana Downs* | *8* |  | *Windsor* | *26* |
| *Karawatha* | *7* |  | *Wishart* | *25* |
| *Kedron* | *31* |  | *Woolloongabba* | *23* |
| *Kelvin Grove* | *13* |  | *Wooloowin* | *7* |
| *Kenmore* | *17* |  | *Wynnum* | *42* |
| *Kenmore Hills* | *17* |  | *Wynnum West* | *45* |
| *Keperra* | *22* |  | *Yeerongpilly* | *5* |
| *Kholo* | *2* |  | *Yeronga* | *10* |
| *Kuraby* | *30* |  | *Zillmere* | *19* |

 *These figures include multiple contacts for the same job, and can also include requests for information, complaints, suggestions, or a status update on an existing job.*

1. Please provide the total number of visitors to the Brisbane Metro Visitors Centre broken down by month for April 2023 to August 2023.

***A9.***

| *Month*  | *Visitor numbers* |
| --- | --- |
| *April* | *527* |
| *May* | *503* |
| *June* | *563* |
| *July* | *571* |
| *August (to 28/8/23)* | *287* |

1. How many total subscribers are currently enrolled to Council’s Brisbane Severe Weather Alert Service?

***A10.*** *188,475. This is 35% of Brisbane households. Subscription rates are higher in suburbs where the risk of flooding is greater.*

1. Please advise by suburb how many rates accounts were established across Brisbane in 2022-2023 and 2023-2024 YTD financial years, broken down by each rating category (1 – 36).

***A11.*** *See Attachment A.*

1. Since August 2 2023 to date, how many households have ordered new green‑top bins?

***A12.*** *1,506 households have ordered a green bin between 2 – 28 August 2023.*

1. Please provide monthly downloads of the Brisbane Bin and Recycling App since its inception

***A13.***

| *Year* | *Jan* | *Feb* | *Mar* | *Apr* | *May* | *Jun* | *Jul* | *Aug* | *Sep* | *Oct* | *Nov* | *Dec* |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *2014* |  |  |  |  |  |  |  |  |  |  | *1,761* | *2,306* |
| *2015* | *2,027* | *926* | *1,417* | *4,785* | *1,248* | *1,171* | *1,064* | *1,011* | *978* | *1,194* | *1,085* | *1,659* |
| *2016* | *2,202* | *1,264* | *1,447* | *3,864* | *1,853* | *1,664* | *1,331* | *1,233* | *1,342* | *1,447* | *1,669* | *2,220* |
| *2017* | *2,261* | *1,354* | *1,143* | *2,895* | *1,735* | *1,767* | *1,400* | *1,206* | *942* | *1,156* | *1,035* | *1,521* |
| *2018* | *1,989* | *1,396* | *1,260* | *3,811* | *2,781* | *1,982* | *1,501* | *1,434* | *1,820* | *1,400* | *1,342* | *2,087* |
| *2019* | *2,343* | *1,828* | *1,713* | *1,820* | *1,625* | *1,612* | *2,292* | *2,193* | *1,693* | *2,576* | *2,696* | *3,208* |
| *2020* | *3,164* | *2,977* | *3,318* | *3,749* | *3,637* | *3,488* | *2,235* | *2,391* | *2,171* | *2,567* | *2,525* | *3,041* |
| *2021* | *2,965* | *2,505* | *2,873* | *2,751* | *3,026* | *3,323* | *4,020* | *3,246* | *2,599* | *3,462* | *3,563* | *3,987* |
| *2022* | *4,194* | *3,458* | *4,092* | *3,088* | *3,883* | *3,319* | *2,994* | *3,357* | *3,038* | *4,024* | *4,057* | *4,069* |
| *2023* | *4,206* | *3,881* | *3,720* | *3,431* | *3,424* | *3,453* | *3,580* |  |  |  |  |  |

1. Please detail the total lease fees paid by Council on leasing non-Council owned assets for the 2022/2023 financial year and a list of those assets.

***A14.*** *A list of assets has previously been provided and the answer remains unchanged. Total lease fees paid in 2022/23 is $76,388,669.00.*

1. Please list all the number of permanent employees that have left Brisbane City Council in the last 12 months, broken down by each BCC department eg. Public Space Operations, Transport Operations, Customer Services, People and Culture, etc.

***A15.***

|  |  |  |  |
| --- | --- | --- | --- |
| *Transport Operations* | *202* | *City Projects Office* | *18* |
| *Strategy & Network Services* | *4* | *Program Planning and Integration* | *8* |
| *Engineering and Asset Management* | *2* | *Waste and Resource Recovery Services* | *6* |
| *Commercial and Contract Services* | *2* | *Commercial Services Business Improvement* | *8* |
| *City Planning and Economic Development* | *15* | *Asphalt and Aggregates* | *21* |
| *Natural Environment Water and Sustainability* | *10* | *Public Space Operations* | *37* |
| *Not assigned* | *4* | *Construction* | *60* |
| *Development Services* | *17* | *Fleet Solutions* | *8* |
| *City Parklands Strategy and Support* | *1* | *City Legal* | *10* |
| *Library Services* | *31* | *City Resilience* | *3* |
| *Customer Services* | *21* | *Assurance Services* | *5* |
| *Compliance and Regulatory Services* | *30* | *City Communication* | *3* |
| *Community Services Planning and Gov* | *11* | *Governance Council and Committee Services* | *2* |
| *Connected Communities* | *10* | *People and Culture* | *15* |
| *Community Facilities* | *21* | *Information Services* | *26* |
| *Divisional Manager’s Office* | *1* | *Strategic Procurement Office* | *7* |
| *Transport Planning and Operations* | *7* | *Corporate Finance* | *3* |
| *Asset Management* | *8* | *Support Services* | *36* |

1. What is the cost estimate for the completion of all open footpath maintenance works (identified but not yet completed)?

***A16.*** *As at July 31 2023, $7.9m across 1,104 sites. This is for the replacement of sections of concrete footpath. This financial year’s budget for footpath maintenance is $24.7m.*

1. Please provide a list of all new footpaths constructed in the 2022 - 2023 financial year, including the cost for each footpath, how many metres were constructed and the specific service under which these were funded.

***A17.***

| ***Program Service Line*** | ***Type of Work*** | ***Description*** | ***Actual Output m²*** | ***Actual Project Cost*** |
| --- | --- | --- | --- | --- |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Northlink Place, Virginia* | *26* | *$11,048* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Waterlilly Cct, Bracken Ridge* | *113* | *$31,303* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Nicole St, Bracken Ridge* | *201* | *$41,295* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Central Ave, Paddington* | *184* | *$50,790* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Lorward Ave, Bardon* | *8* | *$8,758* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Swanbrook Plc, Parkinson* | *90* | *$21,222* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Rafting Ground Rd, Brookfield* | *617* | *$102,509* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Witton Rd, Indoorpilly* | *123* | *$35,671* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Seventh Ave, Windsor* | *427* | *$140,524* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Muneera Cresent, Aspley* | *307* | *$78,077* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Melba Cres Holland Park* | *126* | *$37,582* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Albert St, Camp Hill* | *153* | *$44,189* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Brassington Street, Zillmere* | *15* | *$19,090* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Mayled St, Chermside West* | *496* | *$120,013* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Gillies St, Zillmere* | *482* | *$115,846* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Pavo St, Camp Hill* | *460* | *$93,244* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Sapphire St Holland Park* | *503* | *$97,710* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Red Hill Rd, Nudgee* | *8* | *$6,696* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Fleetwood St, MacGregor* | *224* | *$49,349* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Ingleston Rd, Wakerley* | *188* | *$41,351* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Armstrong Tce, Paddington* | *41* | *$18,957* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Pearse St, Keperra* | *91* | *$39,571* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 43 Lez Trezona Park, Zillmere* | *9* | *$6,864* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Crowley St, Zillmere* | *48* | *$23,512* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Karbala St, Stafford* | *70* | *$30,077* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Payne St, Auchenflower* | *107* | *$36,360* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Dargie St Everton Park* | *160* | *$52,741* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Jesmond Rd Fig Tree Pocket* | *299* | *$84,547* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Payne St, Indooroopilly* | *17* | *$9,865* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Opal St, Holland Park* | *89* | *$26,319* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 City View Rd, Camp Hill* | *381* | *$82,730* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Banning St, Wishart* | *131* | *$35,489* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Fison Ave Est, Eagle Farm* | *199* | *$52,199* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Lavarack Ave, Eagle Farm* | *135* | *$60,600* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Idonia St, Bridgeman Downs* | *210* | *$37,772* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Sir Manuel Hornibrook Pk Bikeway* | *460* | *$166,704* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Meridian St, Coorparoo* | *26* | *$9,762* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Main Ave, Bardon* | *4* | *$9,618* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Monte Carlo St, Wishart* | *215* | *$51,629* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *44 Sunnydale St, Upper Mt Gravatt* | *268* | *$67,517* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Havering St, Aspley* | *122* | *$33,645* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Devona Street, Aspley* | *58* | *$36,358* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Queensthorpe St Tarragindi* | *248* | *$56,499* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Barnes Avenue Park, Coorparoo* | *105* | *$30,981* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Devonhill Street, The Gap* | *130* | *$38,398* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Scott St, Corinda* | *566* | *$103,905* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Chaucer St, Moorooka* | *655* | *$116,662* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Cherston St, Chermside West* | *47* | *$26,851* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Harty St Coorparoo* | *29* | *$11,024* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Fison Avenue W, Eagle Farm* | *204* | *$59,429* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Windsor St, Hamilton* | *450* | *$68,699* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Hermitge St, Keperra* | *131* | *$41,619* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Whitehead Rd, The Gap* | *29* | *$17,470* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Lutana St, Stafford* | *46* | *$13,982* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Rushworth Street, Bald Hills* | *16* | *$14,280* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 McCallum Street, Carseldine* | *46* | *$18,267* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Tallara St, Bracken Ridge* | *28* | *$15,500* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Alderwood St, Acacia Ridge* | *172* | *$34,524* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Musgrave Rd, Coopers Plains* | *230* | *$62,981* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Vivaldi Place, Mackenzie* | *36* | *$16,079* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Mingera St, Mansfield* | *387* | *$67,713* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Vortigern St, Carindale* | *321* | *$69,962* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Bors St Carindale* | *196* | *$48,865* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Bryant St, Ashgrove* | *139* | *$45,234* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Haig Street,Gordon Park* | *37* | *$569* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Mylne St, Chermside* | *45* | *$14,225* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Lucas St, Lutwynche* | *27* | *$13,050* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Cole St, Alderley* | *93* | *$31,696* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Red Hill Rd, Nudgee* | *36* | *$18,896* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Abney St Moorooka* | *198* | *$43,806* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Gladstone St Moorooka* | *135* | *$31,945* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Duke St, Ascot* | *15* | *$6,838* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Playfield St, Chermside* | *304* | *$53,136* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Sandringham St, Mansfield* | *500* | *$82,403* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 David Street Tennyson* | *163* | *$42,663* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Kadumba Street Yeronga* | *24* | *$18,769* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Brookside St, Doolandella* | *141* | *$41,919* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Glen Kedron Lane, Kedron* | *92* | *$26,738* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Hants St Hamilton* | *95* | *$32,496* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Nudgee Rd, Nudgee* | *66* | *$19,365* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Bristol Road, Kedron* | *72* | *$21,668* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Main Avenue, Wavell Heights* | *87* | *$26,453* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Nellie St, Nundah* | *120* | *$33,226* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Park Rd, Nundah* | *90* | *$24,824* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Park Terrace, Kedron* | *133* | *$31,638* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Toombul Road, Northgate* | *60* | *$40,576* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Blinzinger Road, Banyo* | *123* | *$31,342* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Elliott Road, Banyo* | *156* | *$37,161* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Maddocks St, Virginia* | *88* | *$25,369* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Annie St Auchenflower* | *9* | *$8,592* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Taurama St, Gaythorne* | *31* | *$30,953* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 CID Eidsvold St Keperra Stage 2* | *876* | *$76,850* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Levy Cct, Bridgeman Downs* | *53* | *$18,039* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch44 Hawken Drive ST Lucia Shops* | *3* | *$99,242* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Gordon Rd Bardon* | *299* | *$74,821* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *SCH 44 Elizabeth St Toowong* | *97* | *$27,081* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *SCH 44 Fig Tree Pocket Rd Fig Tree Pkt* | *16* | *$18,542* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *SCH 44 SIR MANUEL HORNIBROOK PARK BW* | *112* | *$83,081* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Sheaffe St Bracken Ridge* | *109* | *$41,779* |
| *6.1.1.1* | *Suburban Enhancement Fund* | *Sch 44 Alderley Ave Alderley* | *497* | *$132,429* |
| *6.1.1.1* | *Capital* | *Sch 45 Edith St Wynnum* | *182* | *$83,829* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN TOOMBUL RD VIRGINIA 22/23* | *153* | *$140,369* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN VICTORIA PK KEL. GROV.22/23* | *104* | *$74,554* |
| *6.1.1.1* | *Capital* | *Sch 45 Brunswick st New farm 22/23 FY* | *136* | *$114,043* |
| *6.1.1.1* | *Capital* | *Sch 45 KITTYHAWK DR CHERMSIDE Est1810 L9* | *252* | *$130,049* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN RACECOURSE RD ASCOT 22/23* | *1264* | *$397,034* |
| *6.1.1.1* | *Capital* | *Sch45 Enoggera Rd Newmarket #177to#287 2* | *400* | *$309,140* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN MILTON RD AUCHENFLOWER 22/23* | *297* | *$265,332* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN MOGGILL RD INDOOROOPILLY22/23* | *205* | *$406,675* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN L'ESTRANGE TCE KELVIN G 22/23* | *141* | *$135,642* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN UPPER CLIFTON TCE 22/23* | *86* | *$299,200* |
| *6.1.1.1* | *Capital* | *SCH 45 HAMILTON RD CHERMSIDE WEST 22/23* | *300* | *$396,869* |
| *6.1.1.1* | *Capital* | *SCH 45 CIN GREENWOOD ST BRIGHTON 22/23* | *187* | *$84,464* |
| *6.1.1.1* | *Capital* | *Sch 45 APPLEBY RD STAFFORD 22/23* | *256* | *$240,154* |
| *6.1.1.1* | *Capital* | *SCH 45 BOWEN TCE FORTITUDE VALLEY 22/23* | *230* | *$241,748* |
| *6.1.1.1* | *Capital* | *SCH 45 NORTHLINK PL VIRGINIA 22/23* | *345* | *$188,180* |
| *6.1.1.1* | *Capital* | *Sch 45 - Cavendish Rd, Coorparoo* | *128* | *$177,657* |
| *6.1.1.1* | *Capital* | *Sch 45 Wiles St Camp Hill - Old Clevelan* | *314* | *$101,826* |
| *6.1.1.1* | *Capital* | *Sch 45 Wiles St Camp Hill- Henderson to* | *408* | *$188,711* |
| *6.1.1.1* | *Capital* | *Sch 45 Malmrose St, Wishart in Easement* | *121* | *$95,784* |
| *6.1.1.1* | *Capital* | *Sch 45 Burrendah Road Jindalee* | *518* | *$181,432* |
| *6.1.1.1* | *Capital* | *Sch 45 - Vulture St, West End* | *293* | *$151,544* |
| *6.1.1.1* | *Capital* | *Sch 45 MOUNTAIN ST MOUNT GRAVATT - MISC* | *90* | *$51,495* |
| *6.1.1.1* | *Capital* | *SCH 45 Sumners Rd Riverhills* | *207* | *$96,136* |
| *6.1.1.1* | *Capital* | *Sch 45 Demigre St Eight Mile Plains* | *621* | *$259,582* |
| *6.1.1.1* | *Capital* | *SCH 45 LYTTON RD BULIMBA.* | *173* | *$81,237* |
| *6.1.1.1* | *Capital* | *Sch 45 (GOWAN RD CALAMVALE) Est2105 L452* | *396* | *$142,616* |
| *6.1.1.1* | *Capital* | *SCH 45 Cabanda St Wynnum West* | *240* | *$96,698* |
| *6.1.1.1* | *Capital* | *Sch 45 Oxley Rd, Sherwood Stage 2* | *538* | *$296,270* |
| *6.1.1.1* | *Capital* | *Sch45 Beanland Street Jamboree Heights* | *345* | *$108,380* |
| *6.1.1.1* | *Capital* | *Sch 45 Logan Rd Holland Park West Stg 1* | *114* | *$208,273* |
| *6.1.1.1* | *Capital* | *Sch 46 Petrie Tce, Pterie Tce - FY 22/23* | *150* | *$155,284* |
| *6.1.1.1* | *Capital* | *SCH 46 CIN EAGLE TCE SANDGATE* | *212* | *$94,551* |
| *6.1.1.1* | *Capital* | *Sch 46 Sherborne St Carindale Est2105 L6* | *107* | *$52,044* |
| *6.1.1.1* | *Capital* | *Sch 46 Naretha St Carindale Est2105 L60W* | *93* | *$37,656* |
| *6.1.1.1* | *Capital* | *Sch 46 Helmsley Ct Carindale - Easement* | *156* | *$100,774* |
| *6.1.1.1* | *Capital* | *Sch 46 Harty St Coorparoo* | *118* | *$37,129* |
| *1.1.3.1* | *Capital* | *Brisbane Montessori School (STAGE 2)* | *179* | *$77,136* |
| *1.1.3.1* | *Capital* | *Sch62 CIS Wishart State School Wishart -* | *299* | *$130,738* |
| *1.1.3.1* | *Capital* | *Sch 62 CIS Seven Hills State School Seve* | *286* | *$128,490* |
| *1.1.3.1* | *Capital* | *Sch 62 CIS Mansfield State High - Mansfi* | *117* | *$43,795* |
| *1.1.3.1* | *Capital* | *Sch62 CIS Carina State School Carina - Z* | *127* | *$51,391* |
| *1.1.3.1* | *Capital* | *96h 62 CIS Middle Park State School Rive* | *515* | *$214,812* |
| *1.1.3.1* | *Capital* | *Sch62 CIS St Brendans Cath Primary Mooro* | *234* | *$82,046* |
| *1.1.3.1* | *Capital* | *Sch 62 - Brisbane Montessori School* | *85* | *$50,563* |
| *1.1.3.1* | *Capital* | *Sch 62 - Padua College - Wood St Kedron* | *38* | *$12,382* |
| *1.1.3.1* | *Capital* | *Sch 62 Kidston St Ascot* | *131* | *$51,322* |

1. Please provide a list of all publications issued in the 2022-2023 financial year featuring the Lord Mayor’s photograph on the front page, and the cost of each publication.

***A18.*** *City Communications have provided the below information.*

|  |  |
| --- | --- |
| *Living in Brisbane – July 2022* | *$133,047.88* |
| *Living in Brisbane – August 2022* | *$125,543.17* |
| *Living in Brisbane – September 2022* | *$125,726.81* |
| *Living in Brisbane – October 2022* | *$125,726.74* |
| *Living in Brisbane – November 2022* | *$125,954.81* |
| *Living in Brisbane – December 2022 / January 2023* | *$166,039.76* |
| *Living in Brisbane – February 2023* | *$132,914.94* |
| *Living in Brisbane – March 2023* | *$133,351.50* |
| *Living in Brisbane – April 2023* | *$132,838.96* |
| *Living in Brisbane – May/June 2023* | *$141,062.00* |
| *Business in Brisbane – July 2022* | *$0* |
| *Business in Brisbane – August 2022* | *$0* |
| *Business in Brisbane – October 2022 (first edition)* | *$0* |
| *Business in Brisbane – October 2022 (second edition)* | *$0* |
| *Business in Brisbane – November 2022* | *$0* |
| *Business in Brisbane – December 2022* | *$0* |
| *Business in Brisbane – February 2023* | *$0* |
| *Business in Brisbane – March 2023* | *$0* |
| *Business in Brisbane – April 2023* | *$0* |
| *Business in Brisbane – May 2023* | *$0* |
| *Business in Brisbane – June 2023* | *$0* |
| *Kangaroo Point Green Bridge – Project update (June 2023)* | *$6,910.13* |
| *2023-2024 Budget Summary document* | *$604* |
| *Newsletter – Rochedale Rd Priestdale Rd intersection upgrade* | *$4946.70* |
| *Newsletter – Beams Road Upgrade* | *$3806.25* |
| *Newsletter – Kedron Brook flood recovery* | *$21523.60* |
| *Newsletter – Moggill Road Corridor Upgrade (Indooroopilly Roundabout)* | *$7,700.73* |
| *Newsletter – Minnippi Parklands Bikeway project* | *$2,871.45* |
| *Newsletter – Hamilton Road and Western Avenue intersection upgrade* | *$2,857.45* |
| *Newsletter – Fig Tree Pocket and Kenmore Road intersection upgrade* | *$1,020* |
| *Newsletter – Chelmer to Indooroopilly River crossing pre-feasibility study* | *$7,364.46* |

1. Please provide a list of all correspondence sent to any Brisbane residents directly from the Office of the Lord Mayor and/or on official Lord Mayor letterhead, eg. the North-West Transport Corridor Letter distributed in 2023.

***A19.*** *This question cannot be answered without the request of a specific timeframe.*

1. Please provide a list of all active jobs currently sitting with construction including the dates in which they were marked and added to the list and whether they are currently sitting with Asphalt and Aggregate.

***A20.*** *The question as written is unclear and cannot be answered.*

**RISING OF COUNCIL: 5.38pm.**

**PRESENTED: and CONFIRMED**

 **CHAIR**

**Council officers in attendance:**

Victor Tan (Council and Committee Coordinator)

Dorian Maruda (A/Senior Council and Committee Officer)

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