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# MINUTES OF PROCEEDINGS

**The 4663 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 2 November 2021**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

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## PRESENT:

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

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

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

## OPENING OF MEETING:

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

Chair: Please be seated.

I declare the meeting open.

## APOLOGIES:

Chair: Apologies. Are there any apologies?

**222/2021-22**

An apology was submitted on behalf of Councillor Fiona HAMMOND, and she was granted a leave of absence from the meeting on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON.

Chair: Are there any other apologies?

**223/2021-22**

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

## MINUTES:

Chair: Minutes. May I have confirmation of the minutes please?

**224/2021-22**

The Minutes of the 4661 (ordinary) and 4662 (post recess) meetings of Council held on Tuesday 14 September 2021 and Tuesday 26 October 2021, respectively, copies of which had been forwarded to each Councillor, were presented, taken as read and confirmed on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON.

## QUESTION TIME:

Chair: Councillors, Question Time.

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

Councillor HUTTON.

**Question 1**

Councillor HUTTON: Thank you, Chair. My question is to the Chair of the Economic Development and Brisbane 2032 Olympic and Paralympic Games, Councillor ADAMS. DEPUTY MAYOR, in recent weeks we have recognised the best of our local businesses through the Lord Mayor’s Business Awards and the Lord Mayor’s Multicultural Awards for Business. Can you please update the Chamber on the winners and the contributions they make to Brisbane’s economy?

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: It helps if I’ve entered the meeting. Thank you, Mr Chair, and thank you Councillor HUTTON for the question, because it ‘tis the season. The last few weeks have been massive for local businesses and their recognition, as we head into, finally—Christmas in the city is coming and what has been a long year behind the wheel. It’s been wonderful to actually appreciate those who are the quiet achievers in Brisbane that are doing so well to make sure the engine room keeps running.

There have been awards nights and the launch of a new grant program. There’s been the Business Hub, which continues what it does best and our Small Business Roundtable keeps putting forward ideas to help the industry as we are in these uncertain times. The last three weeks in particular, as I said, there has been awards and thousands of members of business community has come to City Hall for the Lord Mayor’s Business Awards and the Lord Mayor’s Multicultural Business Awards.

There’s been some great outcomes for Brisbane companies, despite the troubles of the past 18 months. Admittedly these struggles are not totally over. The restrictions on patronage remains a big issue for retail and the hospitality sector. The requirement for masks is discouraging people from certain areas in the city and the fact that our borders aren’t completely open means we are looking at maybe missing out on interstate and international spending.

But we are seeing a light at the end of the tunnel. Vaccination rates are going up slowly, hesitancy is dropping and people will eventually dial back to normality. But in the meantime, our Brisbane businesses are chugging along and we are standing behind them to make sure they can do the best that they do.

*Councillor interjecting.*

DEPUTY MAYOR: It was just three weeks ago that the Lord Mayor’s Business Awards were held in City Hall and there were 12 categories up for the night. It was a very, very high‑quality shortlist from the most entries we’ve ever had in a Lord Mayor’s Business Awards. Brisbane is home to 130 businesses and to be a finalist in an award is an achievement itself. I did not at all feel jealous of the judges that had to go through the category processes.

But I do want to talk about the one and only winners in each of these categories to recognise the fantastic work that they are doing. The Urban Utilities Award for Environmental Sustainability in Brisbane was Helios Brewing in Yeerongpilly; Hutchinson Builders Award for Outstanding Social Enterprise, Leap In!; CCIQ (Chamber of Commerce and Industry Queensland) Award for Outstanding Small Business, Nourish’d in Petrie Terrace; Accenture Australia Award for Product Innovation, Ellume in East Brisbane; ANZ Award for High-Growth Business, Swyftx in Milton; HSBC Award for Excellence in International Business, Emesent in Milton; XERO Award for Outstanding Micro Business, Future Anything in Teneriffe; the Australia Pacific LNG Award for Business Innovation, Microba Life Sciences; ISPT Award for Investment in Brisbane, Watkins Steel from Banyo; Port of Brisbane Award for Young Business Person of the Year was Alex Harper from Swyftx; *The Courier-Mail* Award for Business Person of the Year went to Phil Di Bella from The Coffee Commune; the Optus Enterprise Alumni—Platinum Award, they’re not alumni yet—Platinum Award to Watkins Steel as well.

A huge testament in the variety of businesses that are doing so well right across our city as well. It was fantastic to hear from the winners and to see so many CEOs (Chief Executive Officers) of those companies being females as well, in light of our grant program for women in business. Running a business is often very thankless, but it pays huge dividends for our city. It’s fantastic that we have the ability to promote them as they promote us as an attractive place to invest and work. So we thank those businesses for that.

Just one week later, of course, the LORD MAYOR held the Multicultural Business Awards, also in City Hall. Again, hardworking, local businesses, but from our multicultural background. Strong, resilient and extremely talented and it was another lovely night to shine the light on so many unheard success stories that we have here in Brisbane.

The Nick Xynias Multicultural Young Business Person of the Year went to Ashawani Soni who founded Holistic Home Care. The Multicultural Entrepreneur of the Year was Rejoice Thomson for her company Dovetail Social and the Multicultural Business Person of the Year was Harish Arora from OZ Labourforce. Harish has a fantastic story about migrating from India to Australia in 2007, where he had to work three jobs. Five years later he launched his company OZ Labourforce in his lounge room, which now has international customers, employing over 200 staff.

That’s why we recognise these people for the wonderful work they do. They’re the quiet achievers and the Schrinner Council knows if business Brisbane are doing well, Brisbane will do well. We support them through our products like the Brisbane App and recognising them at these award nights.

Chair: Thank you, DEPUTY MAYOR.

Further questions?

Councillor CASSIDY.

**Question 2**

Councillor CASSIDY: Thanks very much, Chair. My question is to the LORD MAYOR. LORD MAYOR, over the last financial year you have spent $1.4 million designing, producing and distributing flyers with photos of your face all over them.

*Councillors interjecting.*

Councillor CASSIDY: In the previous financial year, during the height of the pandemic, you spent $1.9 million on these publications. Year on year, you’ve been blatantly misusing ratepayers’ money to promote yourself. LORD MAYOR, just how big is your ego?

Chair: LORD MAYOR.

*Councillors interjecting.*

LORD MAYOR: Mr Chair, I think the question has to be how big are the porkies told in this Chamber?

*Councillors interjecting.*

LORD MAYOR: That is the question, because by his own figures, we’re spending less on this sort of thing. But I can tell you, what we’re doing is communicating with the residents of Brisbane about—

*Councillors interjecting.*

LORD MAYOR: —what their Council—

*Councillors interjecting.*

LORD MAYOR: —and their LORD MAYOR is doing on their behalf to make sure that the Brisbane of tomorrow is even better than the Brisbane of today.

*Councillors interjecting.*

LORD MAYOR: It is actually quite sad that Councillor CASSIDY seems to see everything through a party-political lens. For what the people of Brisbane see as their informative, *Living in Brisbane* newsletter, they call—Councillor CASSIDY calls that party‑political advertising.

*Councillor interjecting.*

LORD MAYOR: That is essentially what he is saying. It is just a false claim. It is completely misrepresenting what this is. It also ignores the fact that every Lord Mayor, for as long as *Living in Brisbane* has been published, has a photo on the front of *Living in Brisbane*.

*Councillors interjecting.*

LORD MAYOR: So what’s changed suddenly that they don’t like it so much? Why has it changed? They didn’t mind Lord Jim having his photo on the front of *Living in Brisbane*.

*Councillor interjecting.*

LORD MAYOR: In fact we’ve seen examples where his photo took up the entire whole page of the front of publications. But the only thing that has changed is that this Opposition has no issues to talk about other than this sort of stuff. They are not prosecuting any kind of issues that will benefit the people of Brisbane. They are not putting forward relevant and legitimate issues to debate on. They are simply just throwing mud in the hope that some of it will stick.

Well, I can tell you, you did that at the last election campaign as well and it didn’t stick. Because people saw it for what it was, which was just blatant mud throwing from a team with no agenda for the city, no plans, no policies. All then can do is try and attack, attack, attack, rather than put forward a positive vision for the city. So when you’ve got a Leader of the Opposition whose number one biggest issue is *Living in Brisbane* and whether there should be a photo on the front of it, I think that really says a lot about the Opposition.

*Councillors interjecting.*

LORD MAYOR: It really says a lot. So Councillor CASSIDY, come with your A-game, come with actual issues to talk about. Come with some consistency—

*Councillor interjecting.*

LORD MAYOR: —as well. Because things that you supported in the past and your side supported in the past—no one is going to believe that you suddenly don’t support them and that you would do anything different if you were in Administration. I can tell you the—

*Councillors interjecting.*

LORD MAYOR: —thing that would change if Labor was in Administration would be—

*Councillor interjecting.*

LORD MAYOR: —the photos on the front would get bigger and bigger.

*Councillor interjecting.*

LORD MAYOR: Of whoever their Lord Mayor might be. That would be the only thing that would change. We know that. The people of Brisbane know that. Please, as I said, Councillor CASSIDY, come with your A-game.

*Councillor interjecting.*

Chair: Thank you, LORD MAYOR.

Further questions?

Councillor OWEN and Billie.

**Question 3**

Councillor OWEN: Thank you, Mr Chair. I’d just like to ask a question to the Chair of the Transport Committee, Councillor MURPHY. Councillor MURPHY, CityCats have become iconic to our city and the Schrinner Council—

*Councillor interjecting.*

Councillor OWEN: —is continuing to delivery new double-decker CityCats that the people of Brisbane love, want and need. Can you please give the Chamber an update on the latest vessel to hit the river?

Chair: Councillor MURPHY.

Councillor MURPHY: Thanks very much Councillor OWEN and Billie for the question. Mr Chair, we know that people of Brisbane love our CityCats and they love taking a trip along the river. Ferries and CityCats are considered to be the most enjoyable public transport rides in our city. Which I’m sure will be soon rivalled by Metro’s trackless trams when they’re up and running.

*Councillors interjecting.*

Councillor MURPHY: Now ferry and CityCat services are truly one of the best ways to see the sights.

*Councillors interjecting.*

Councillor MURPHY: Look, I know, Chair, they’re a little bit upset and squawking about the trackless trams that this Council will deliver in April next year.

*Councillors interjecting.*

Councillor MURPHY: Because it wasn’t their idea and they can’t deliver a pizza, let alone a public transport system for our city, Chair.

*Councillors interjecting.*

Councillor MURPHY: But we know—

Chair: Councillor STRUNK, please.

Councillor MURPHY: We know that 55% of ferry users find genuine enjoyment from hopping on a CityCat and taking a leisurely trip along the river. With that in mind, the Schrinner Council is fully committed to investing in river travel and continually improving our CityCat and ferry services for the travelling public. We are investing $27.8 million over the next three years to deliver three new and improved double-decker CityCats.

Between late 2019 and 2021, we delivered three of these Generation 4 vessels, Yoogera, Neville Bonner and Mianjin II, which have replaced the older vessels to keep our fleet new and modern. These next generation CityCats have been carrying even more people up and down the river than previous models, with capacity for 170 passengers. There’s space for 20 people on the new upper deck for those who want to capture the best views of Brisbane.

I’ve talked at length about our focus on making our Metro trackless trams highly accessible and comfortable for all customers and that’s the goal for our next generation CityCats as well. These are vessels that are made for every kind of customer, with six dedicated wheelchair and mobility spaces on board. In fact passengers in mobility devices and children have prime location for views and a clear viewing advantage, with a handrail on the open front deck and enlarged windows in the main cabin.

For those who want to catch up on some work or read the paper on their commute, the main cabin of course features tables, lounge seating and USB charging points to name a few, Chair. In October, we were very proud to launch our fourth double‑decker CityCat, Barrambin II. The vast majority of our fleet is named after Indigenous place names and like Mianjin II, our newest CityCat has repurposed the name Barrambin, first given to an older generation vessel which has now been decommissioned.

On 14 October, Barrambin II was christened by our country’s first Indigenous Australian volleyball player to represent Australia at the Olympics, Taliqua Clancy.

*Councillors interjecting.*

Councillor MURPHY: In August, Taliqua smashed it at the Tokyo Olympic Games and brought home a silver medal for Australia.

*Councillors interjecting.*

Councillor MURPHY: In October, she smashed a champagne bottle over the hull of our new vessel, officially christening the fourth double-decker CityCat for the City of Brisbane.

*Councillors interjecting.*

Councillor MURPHY: Outside of training and competition, Taliqua is heavily involved in the promotion of sport involvement to Indigenous students across the country. Encouraging them to see the significance of education and opportunity in sport. There was nobody more fitting to christen our newest vessel than Taliqua. Once the celebrations had ended, Barrambin II entered service that same afternoon, making many of its first journeys down to the University of Queensland and back.

We would like to thank Aus Ships for delivering another fantastic vessel for our city. Aus Ships are of course a local shipbuilder in Murarrie who now have clocked up over 120,000 hours of work to construct our Generation 4 CityCats. For Barrambin II, they started work in March this year and reached completion in September, which translated to 33,000 hours of work. The work employed 30 full‑time employees, including four apprentices. Local jobs for Brisbane residents, Chair.

Aus Ships are already busy building CityCat 26 which is expected to enter service mid-next year. Which will be followed by the delivery of CityCat 27 in late 2022. We’re also planning for CityCats 28, 29 and 30, which will be built in the years ahead. We’re very proud of our program of new CityCats and continuing to provide a stable pipeline of work for the Brisbane shipbuilding industry.

Of course the Schrinner Council’s investment in river travel goes far beyond CityCats and there’s a lot of exciting projects that will transform our ferry services by the end of this year and into 2022. Of course we have the brand new Howard Smith Wharves terminal on track to open for Christmas. I have no doubt that many CBD workers will be taking a trip down to the river to get to their office Christmas parties this week, next week and all through December as well.

At the same time, we also have the upgraded South Bank terminal which will be open to business, significantly having another vibrant dining and entertainment precinct in our city. It’s all part of the way, Chair, that the Schrinner Council is delivering more than ever before for our city’s public transport network.

*Councillors interjecting.*

Chair: Thank you.

Councillor CASSIDY.

**Question 4**

Councillor CASSIDY: Thanks very much, Chair. I think the one person, Councillor MURPHY, forgot to thank was Lord Mayor Jim Soorley, who introduced CityCats into this city.

Chair, my question is to the LORD MAYOR. LORD MAYOR, in the previous financial year you spent over $1.3 million on the *Living in Brisbane* newsletter, $8,000 on business dinner flyers and ads, $30,000 on flyers, posters and booklets for other events. Nearly $40,000 on annual reports and, of course, all of these Council documents have one thing in common, they have your photo plastered all over them.

*Councillors interjecting.*

Councillor CASSIDY: That’s a total of more than $1.4 million misused by this LNP LORD MAYOR, Adrian SCHRINNER, for blatant self-promotion. LORD MAYOR, do you think this is a good use of ratepayers’ money?

*Councillors interjecting.*

Chair: LORD MAYOR.

LORD MAYOR: Absolutely I do.

*Councillor interjecting.*

LORD MAYOR: It’s a good use because we’re telling the ratepayers of Brisbane, who we’re accountable to, what we’re doing on their behalf. So absolutely is it a good use.

*Councillors interjecting.*

LORD MAYOR: I really have to question the motives of someone who would prefer no communication with the people of Brisbane.

*Councillors interjecting.*

LORD MAYOR: Where are they going with that?

*Councillors interjecting.*

LORD MAYOR: Where are they going with that? It’s quite clear. But we’ve seen time and time again, unfortunately, the Labor Opposition and Councillor CASSIDY’s misrepresenting so many things. So it is sad that, as I said before, that his number one issue is *the Living in Brisbane* newsletter. This is his top issue. Now second question in Question Time about this. Apparently there are no other important issues in the city at the moment other than whether *Living in Brisbane* should have a photo of the LORD MAYOR in it or not.

*Councillors interjecting.*

LORD MAYOR: Never mind that it’s always had a photo of the Lord Mayor on it.

*Councillors interjecting.*

LORD MAYOR: Whoever that Lord Mayor might have been. But no, it’s totally inappropriate now, apparently, according to Councillor CASSIDY. Now *Living in Brisbane* not only tells the people of Brisbane what events and festivals are coming up, but also some of the important projects that are being done on their behalf. Whether it’s Brisbane Metro and the trackless trams in Brisbane Metro, or new double-decker CityCats, or our support for local business, or our upgrades of parks and projects like suburban park upgrades in Victoria Park, or whether it’s our investment in footpaths.

*Councillors interjecting.*

LORD MAYOR: It’s interesting because the *Living in Brisbane* just recently had a number of articles about investment in footpaths. Now I am not—

*Councillors interjecting.*

LORD MAYOR: —the only one to remember Labor Councillors—and in fact a couple of other selected Councillors as well, claiming in the budget that there were only 18 footpaths funded in the budget. Does anyone remember that?

*Councillors interjecting.*

LORD MAYOR: This was their big story out of the budget. There’s only 18 footpaths.

*Councillors interjecting.*

LORD MAYOR: So I was quite fascinated to see a massive own-goal being struck by Labor today in the responses to Questions on Notice. When they asked how many footpaths were either constructed or built in successive years. So this year, and we’re talking about the 2020-2021 year, so the latest year, we saw 5,300—sorry 53,119 temporary footpaths repairs.

*Councillors interjecting.*

LORD MAYOR: So 53,000 of them. We saw 1,653 footpath reconstructions.

*Councillor interjecting.*

LORD MAYOR: So this is where an old footpath is completely replaced with a new footpath. The old footpath is removed, brand new footpath built and to the average person on the street, that’s a new footpath.

*Councillor interjecting.*

LORD MAYOR: That is a new footpath. So 1,653 and then—

*Councillor interjecting.*

LORD MAYOR: —an additional 213 new footpaths where there is no existing footpath.

*Councillor interjecting.*

LORD MAYOR: So—and what we have is Labor saying, oh only 18 are going to be built.

*Councillors interjecting.*

LORD MAYOR: Who’s telling porkies here? Who is telling porkies here?

*Councillors interjecting.*

LORD MAYOR: No one said such a thing—

*Councillors interjecting.*

LORD MAYOR: —and I suggest you stop misrepresenting the fact. So they asked a Question on Notice—

*Councillors interjecting.*

Chair: Allow the answer to be heard in silence please.

LORD MAYOR: —and I can be sure they won’t be promoting the answer to this.

*Councillors interjecting.*

LORD MAYOR: So I’m going to do it for them.

*Councillors interjecting.*

LORD MAYOR: This is the problem with this Opposition, because, unfortunately they—in order to get up their stories, misrepresent the facts. It’s like another one they put up recently where they suggested that we had cut 480 bus services.

*Councillors interjecting.*

LORD MAYOR: But what had happened is that one bus service had been stopped. It was called the 480. Ah, there we go.

*Councillor interjecting.*

LORD MAYOR: Tricky, tricky. So this is the kind of people that we’re dealing with here who will deliberately misrepresent things like 480 to make people think 480 bus services have been cut.

*Councillor interjecting.*

LORD MAYOR: They’re deliberately say only 18 new footpaths are being built, when we know it’s thousands of new footpaths either being reconstructed or built.

*Councillors interjecting.*

LORD MAYOR: But yet, number one issue is *Living in Brisbane* to them.

*Councillors interjecting.*

LORD MAYOR: It is sad. We’re going to get on with the job of making sure that Brisbane is a better place and we’re investing in the basics and we’re investing in the major projects as well. We’re investing to make sure that people can get around our city easier and that our city becomes more liveable. We’re investing record amounts in greenspace and we’re also doing more than any other administration has done before to support local business.

*Councillor interjecting.*

LORD MAYOR: We are serious about making sure we continue to invest in those things. Making Brisbane easier to get around, making it more liveable and making it a more small business-friendly place.

*Councillors interjecting.*

Chair: LORD MAYOR.

Further questions?

Councillor MACKAY.

**Question 5**

Councillor MACKAY: Thank you, Chair. My question is to the Chair of the City Planning and Suburban Renewal Committee, Councillor ALLAN. Councillor ALLAN, Council has a number of neighbourhood plans underway which help in accommodating the growth of our city, while protecting the things that we love the most about our suburbs. Can you update the Chamber on the plans currently underway?

Chair: Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair, and thank you Councillor MACKAY for the question. It’s never been a busier time for planning in Brisbane. I believe our city has been on the cusp of an exciting period of growth for a few years now and that’s only been accelerated after securing the 2032 Olympic and Paralympic Games.

*Councillors interjecting.*

Councillor ALLAN: The Games bring enormous opportunity to our city. It brings a pipeline of transformative infrastructure and city-shaping projects that unlock new and exciting possibilities for Brisbane and this entire south-east region. It is through neighbourhood planning that we are able to ensure that as our city grows and changes, that we are able to ensure that we have the right mix of housing in the right locations. There are better job opportunities for new and existing residents, there are more lifestyle and leisure options and access to services, healthcare and education.

All while protecting the things that we love most about our suburbs and the reasons we chose to call Brisbane home. Every plan has a different purpose in the strategic context of the city to achieve these goals, but all suburbs have a role to play in supporting our growing population. The four neighbourhood planning projects underway at the moment are testament to that.

In the north-east, we have the Sandgate District neighbourhood plan, including the suburbs of Sandgate, Shorncliffe and Deagon. We’ve been working closely with the local community for around two years now to develop a plan that both protects the things that people love most about this area. While also creating opportunities to revitalise the local economy, create more employment opportunities and provide greater housing choice for the community.

While the population is not projected to grow that much over coming years, we do expect to see a change in the community profile in this particular region. An ageing population, coupled with more young families moving to the area, meant we needed to create more housing options close to the services and transport. With the Sandgate town centre conveniently located beside the train station, the vision was to create a bit of an uplift around the centre while also protecting the unique look and feel of the bayside suburbs. We’ve recently completed consultation on the draft neighbourhood plan and are working towards a final release by the end of the year.

Not too far away from Sandgate in the north-west, we have commenced, or are completing, the Bridgeman Downs neighbourhood plan. This really has been an exemplary neighbourhood planning exercise, where the local community has worked with Council to create a shared vision for the future. We asked residents to tell us what they valued most about Bridgeman Downs and what opportunities they saw to better their suburb.

The community can be confident that the Schrinner Council has listened to their views and developed a plan that strikes a balance between facilitating housing in the right location, while ensuring our valued bushland areas and character of our suburbs is persevered for generations to come. We recently received State Government approval for the plan to proceed to community consultation, which is planned for early next year.

The Eight Mile Plains Gateway neighbourhood plan area incorporates parts of Eight Mile Plains and Rochedale, which are considered key economic growth areas for our city. The plan area is well located close to public transport, including the future proposed Brisbane Metro station and between the Pacific Motorway and Logan Road. This plan aims to support the ongoing development of the Brisbane Technology Park, facilitate residential growth around the transport hubs, while also protecting the established suburban areas. We’ll be out for consultation on this plan next week for the community to have their say on the future of this area.

Finally, Nathan, Salisbury and Moorooka. This area has been earmarked as a strategic growth node for more than 10 years under the South East Queensland Regional Plan. Strategically located between two major arterial roads and serviced by two train stations which are soon to benefit from major upgrades as part of Cross River Rail. It has a long and rich industrial history, forming a key part of the South West Industrial Gateway.

While these traditional industrial activities will continue to be important, we can also expect to see the introduction of knowledge and technology-based precincts that will bring a new wave of renewal. The Moorooka Magic Mile has been reimagined as a new, mixed-use precinct comprising commercial, office, residential and even some retail, but we recognise that a good plan is all about balance. Where density is proposed in some areas, protections will be increased in others to preserve the traditional character and heritage values, time—

Chair: Councillor ALLAN, your time has expired.

Further questions?

Councillor JOHNSTON.

**Question 6**

Councillor JOHNSTON: Yes my question is to the LORD MAYOR. LORD MAYOR on 28 September, I made a file request for all intersection upgrades that are currently listed with Council. Council provided me with a partial list of—and I quote, ‘potential intersection upgrade projects,’ close inverted commas—that will be considered for budget funding. They’ve told me it’s secret so I can’t actually say any more about that.

However, the list does not include the Graceville Fiveways project at the corner of Oxley Road and Long Street, Graceville, which is listed in the LGIP (Local Government Infrastructure Plan) to be completed between 2021 and 2026. That’s this year and forward. Numerous other LGIP projects are on this list. So why is the important Graceville Fiveways upgrade project not being considered for budget funding at all?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question, Councillor JOHNSTON. Look, I haven’t seen this list of intersections that you’ve referred to. So I’ll have to have a look at it and also consult the LGIP to get back to you with some advice on this particular matter. But thank you for the question.

Chair: Further questions?

Councillor ADERMANN.

**Question 7**

Councillor ADERMANN: Yes, thank you, Chair. My question is to the Chair of the Infrastructure Committee, Councillor WINES. This week, works will begin on the Cutters Landing Stage 2, with Stage 1 having recently been completed. Can you outline how this project will promote recreational choices for residents across the city by maintaining our city assets?

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair, and can I also thank Councillor ADERMANN for his question and his keen and ongoing interest in all maintenance projects across the city. As many in this Council would know, the Cutters Landing portion of the riverwalk is near New Farm Park. It starts roughly where the dog park is and it moves along the river in an easterly direction heading downstream for some hundreds of metres.

It is not only a key transport corridor for people who live in that area, but like so many things in Central Ward and in the New Farm area, assets that people from all over the city travel to enjoy. Now this particular item has had quite a bit of work over the last few months and there’s still quite a bit more work to go.

So Council has recently completed the revetment works. Which for those who don’t know what that means, we’ve been working on the bank stabilisation and ensuring that the land beneath the boardwalk is stable and able to handle the use of the river and erosion issues. That presented its own issues in many ways, for example, to make sure that the work was done properly they would have a small barge come in with rocks and team members from the Council and from the contractor would literally have to put the rocks under the boardwalk by hand. What was happening was over time, the bank—because it’s a dynamic and eroding waterfront—would shift some of these rocks.

It took a great deal of effort and commitment by those officers, so I’d like to thank them for making sure that that bank is stabilised. As we know that work—the revetment work that goes with that and a lot of stabilisation work has recently been completed. That allows us to move on to Stage 2 which is the boardwalk itself.

As many would know, Council’s commitment to maintaining its assets—maintaining the things it owns and keeping them up to an appropriate standard—has been a focus of the Schrinner Council and many councils before that. But there’s been a particular focus over recent years to make sure that the things that we own stay at a standard that the public expects them to be. Now the Cutters Landing Riverwalk was constructed in 2004, the Brisbane River is what’s called a brackish tidal estuary and therefore there are—

*Councillors interjecting.*

Councillor WINES: —things that happen in a brackish tidal estuary that will erode steel and concrete, which is effectively what this item is. So what’s happening is we are moving into the space and over the coming weeks and months we will be replacing the eroded and corroded pillars and boardwalk—the boardwalk elements. What’s interesting—and this is how it’s able to be done in a pretty straightforward way—the boardwalk will be shut for some weeks, not months, only weeks, and it will be done in pieces.

What I found fascinating—and it was a real opportunity to go and see under the boardwalk itself, but what happens is the boardwalk on the top is in a series of pieces that can be removed by crane and barge. Then beneath it it’s held up by a series of crossbars which themselves can be removed in pieces. So it will be done in sort of 12-metre sections over that time.

Now we will—to reassure those people who do come from far and wide to enjoy the New Farm area, the New Farm Riverwalk, the recreational period over Christmas and New Year will not see any closures of that boardwalk. It will remain open through that entire period. However, soon after that we will see closures partially across that to be able to maintain that proper—the proper maintenance and make sure that everything is up to standard.

There will be a small detour while the construction is occurring, there will be a small detour through behind the building and down, not far from—I want to say Mariners Reach in the Submariners Memorial—will be where people come through. This is one more example of ensuring that our assets that we currently have are maintained and improved so that people can enjoy them both today and for many, many years to come.

*Councillors interjecting.*

Chair: Thank you, Councillor WINES.

Further questions?

Councillor CASSIDY.

**Question 8**

Councillor CASSIDY: Thanks very much, Chair. My question is to the LORD MAYOR.

LORD MAYOR, week on week we see you and your LNP Administration contracting out ongoing Council work to labour hire companies. Ongoing and basic Council work like the landscaping of median strips, road resurfacing, footpath repairs, bus seat cleaning. They’re all being contracted out. Contracting work out promotes insecure, casual jobs and less rights for workers. This ongoing work should be used to create millions of dollars’ worth of stable, permanent jobs here in Brisbane. LORD MAYOR, why don’t you care about the economic security of Brisbane workers?

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. Well, the theme of hypocrisy continues on here.

*Councillor interjecting.*

LORD MAYOR: Because Councillor CASSIDY was claiming that it was inappropriate to contract out basic Council services. Now, I’m going to ask you whether you think these two things are basic Council services. Collecting the rubbish? Hands up anywhere.

*Councillor interjecting.*

LORD MAYOR: Yes? Cutting the grass?

*Councillor interjecting.*

LORD MAYOR: They are the two things that Labor contracted out when they were in administration.

*Councillors interjecting.*

LORD MAYOR: Yes?

*Councillor interjecting.*

LORD MAYOR: Basic Council services.

*Councillors interjecting.*

LORD MAYOR: Now why did they do that? Because in the end it was a better outcome for the ratepayers of Brisbane. Now I’m not criticising that decision, I’m just simply pointing out the hypocrisy of what—

*Councillors interjecting.*

LORD MAYOR: —the Opposition Leader is saying today. In fact, I remember the grass cutting services were contracted out to a New Zealand company at the time.

*Councillors interjecting.*

LORD MAYOR: So yes, I remember—yes, I think there’s a conflict of interest there Councillor MARX. I remember at the time, former Lord Mayor Graham Quirk, as a local Councillor let a sheep run loose in a park, eating the grass to illustrate a point. I’m not sure what point he was making there, but—

*Councillors interjecting.*

LORD MAYOR: —the reality is Labor and their position here is not consistent with what they’ve done in the past. So I think people can take a very, I guess, sceptical view of what someone says in opposition. When in fact what they did when they were in administration was the exact opposite to that.

*Councillors interjecting.*

LORD MAYOR: So that’s what we see here. Now the suggestion that there is somehow more contracting out is just not true. The suggestion that they’ve made also in the past that there’s more casualisation is just not true. Those numbers have been relatively stable for a very long time. But we do make sure that when we contract out services to get good value for money for the ratepayers of Brisbane that we try to target 80% of those contracts going to local businesses.

*Councillors interjecting.*

LORD MAYOR: So that is a good thing, because I see that there should not be two classes of workers here. These are all Brisbane residents, these are all South East Queensland residents. These are all people that benefit from the great lifestyle of our city. These are all people that in various ways contribute to the cost of running our city.

So whether it is a local family business doing the grass cutting in our park, or whether it is a Council worker. I see them as both contributing to the vision for the city to be a more liveable and also a more affordable city as well. Now if we took everything in-house, I can tell you one thing that would absolutely happen. The price of everything would go up.

*Councillor interjecting.*

LORD MAYOR: The price of everything would go up. That is the reality.

*Councillors interjecting.*

LORD MAYOR: What would happen then? Rates would have to go up.

*Councillor interjecting.*

LORD MAYOR: So this is what I guess the direction that Labor is suggesting that we go in. Now we know they don’t actually believe that because they didn’t do it when they were in administration, but if we did do what they suggested, rates would have to go up. That would not be the best outcome for the people of Brisbane. Now there are obviously things that we make the deliberate choice to do in-house. We do that because we believe it will be the best outcome for the people of Brisbane. But then there’s other things that we believe is best to be done by local business and by contractors who have specific expertise in this area.

So it’s about finding that right mix and I think we’re getting that mix—

*Councillors interjecting.*

LORD MAYOR: —really, really solidly and right. Because 80% in the last 12 months of those contracts went to local businesses and supported local workers here in South East Queensland. That is a good outcome and that’s an investment of $950 million into the local economy.

*Councillor interjecting.*

LORD MAYOR: So there are plenty of people who tonight will be able to put food on their table because of work that they have received from Brisbane City Council.

*Councillors interjecting.*

LORD MAYOR: That goes for both Council workers and contractors as well.

*Councillor interjecting.*

LORD MAYOR: So I think that is a good thing and we’re working very hard to achieve the right balance. The balance that sees us getting good bang for buck and it’s the ratepayers’ dollars we’re talking about here. But also making sure that the things that are best done in-house are done in-house, and we’ll continue to take that approach. It’s a very practical approach and it’s one that delivers a better Brisbane tomorrow.

Chair: LORD MAYOR, your time has expired.

Further questions?

Councillor TOOMEY.

**Question 9**

Councillor TOOMEY: Thank you, Chair. My question is to the Chair of City Standards Committee, Councillor MARX.

Councillor MARX, this past month we celebrated all things reuse, repair and thrift with the 2021 Revive Festival. Can you please give us a wrap up of the festival and how the Schrinner Council is encouraging residents to reduce their waste and recycle where they can?

Chair: Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair, and thank you for the question, Councillor TOOMEY. Mr Chair, anyone who knows me knows that I’m very passionate about recycling and reducing waste, but there are few things I love more than finding a bargain at a second-hand store. Can I just say, coincidentally, not only is the dress I’m wearing from a Vinnies store, so is this jacket which happens to be a Karl Lagerfeld jacket. So if you go looking, you will find stuff out there.

*Councillor interjecting.*

Councillor MARX: So it obviously gives new items—no, these were all bought here in Brisbane. It also saves them from landfill. So last month, in October, I was extremely pleased that we could celebrate Buy Nothing New Month with another year of Council’s Revive Festival. Revive Festival is all about learning to reuse, repair and thrift and help reduce waste and landfill and help create a clean, green and sustainable Brisbane.

*Councillor interjecting.*

Councillor MARX: As a part of the festival, there were a range of free workshops and events across the city to inspire residents. The events ranged from learning how to create a more sustainable wardrobe and ways to upcycle more effectively, to finding out how to repair household items. From second-hand styling sessions to market stalls, tours, Revive Festival really did have something for everybody.

To celebrate Buy Nothing New Month we also encouraged residents to donate their own pre-loved items rather than sending them to landfill throughout the festival. By offering 20% off vouchers to those who brought high-quality second‑hand items to our four Resource Recovery Centres. Also this financial year we’ve had over 10,000 visitors to our Treasure Troves and more than 125 tonnes of waste diverted from landfill through donations.

Speaking of donations, one of the most interesting events on the festival program this year was a behind the scenes tour of the Salvos sorting facility at Red Hill. I understand Councillor MATIC also partook in that tour. So I went along to the tour there and it’s one of the biggest op shop sorting facilities where we find out what happens to our donations once we hand them in. The volunteers took us on a back of the house tour to learn more about the operations of the sorting facility.

It was interesting to learn about the logistics involved in processing the donations, and the clever tricks the volunteers use to make sure nothing gets wasted. You’ll be pleased to know, Mr Chair, obviously I also did not go home empty handed from that tour and found a few more dresses in that location as well.

*Councillor interjecting.*

Councillor MARX: No, not shoes, they tend not to have my size in shoes, but dresses definitely. It was interesting, I don’t know if anyone’s visited Salvos or the shops. So what they do is they work on a colour scheme. So your tags—the tags that they have on the items are different colour code. So every week is a different colour. So they can look at the product and if it’s say yellow that week, they know that that’s been in that store, or in the system for say four weeks. So then they do the 50% off and 75% off. So they use that same system right throughout.

The other thing that was mentioned was that obviously we get donated a fair bit of winter clothing. Which is not necessarily worn or is wanted as much up here in Queensland. So they send that down to Melbourne, which I was very pleased to hear about. So Melbourne gets a lot of our winter stuff that we get donated. Then they, in turn, will send up the summer stuff to us from there. So I think that’s an awesome arrangement, I’m really glad that these guys do that sort of stuff.

The Schrinner Council is committed to providing opportunities for residents to recycle and reduce the waste sent to landfill year-round. So we’ve made it easier to recycle and reduce the waste sent to landfill. So residents ordering large yellow recycling bins or green waste bins no longer have to pay the delivery fee, meaning they can recycle more for less. This Administration is also encouraging residents to reduce waste by getting involved in composting or worm farming.

Food waste is the largest volume of avoidable material that goes into Brisbane landfill every year, representing about one quarter of average rubbish bin’s contents from the Brisbane home. So as you know, we’ve talked about this before. We’re offering and we continue to offer a rebate of up to $70 off the purchase of composting equipment to help some of that—keep that material from landfill.

Mr Chair, with the great success of Revive Festival this year and the large range of waste reducing initiatives on offer. The Schrinner Council is encouraging residents to change household recycling habits for the better and create a clean, green and sustainable Brisbane together. Thank you.

Chair: Thank you, Councillor MARX.

Further questions?

Councillor SRI.

**Question 10**

Councillor SRI: Thanks, Chair. My question is to the LORD MAYOR.

LORD MAYOR a lot of residents have been a bit disappointed about the current draft proposals for Mowbray Park in terms of the potential demolition of the East Brisbane Bowls Club. In particular I’ve heard a lot of residents who are frustrated that Council seems to be suggesting they need to choose between public parkland and community facilities.

I’m not trying to have a go at you, I’m genuinely interested in your thoughts on this. Do you accept the premise that there’s an under supply of community facilities for the Kangaroo Point, East Brisbane area, based on the standards of service in City Plan? Do you acknowledge that if this facility is removed, that will further exacerbate that shortage of land for community facilities?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question. Look, I don’t necessarily accept that premise and I simply think that the one thing, the most important thing that we can never have enough of is publicly accessible greenspace in our city. That has been a top priority for myself and this Administration right from day one and it’s why we’re investing record amounts into public accessible greenspace. Whether it’s parkland or whether it’s our bushland reserves, that is, I think one of the top priorities for our city going forward.

One of the top priorities for our city going forward and I think that the majority of people would agree with that as well. I think that if you ask the public what are the type of things that make a city truly liveable and a great place? Right up the top of their list will be—

*Councillor interjecting.*

LORD MAYOR: —greenspace and parkland.

Chair: Councillor SRI.

Councillor SRI: Oh sorry, I’ve just got to stand quietly until you call me.

Chair: Yes, I’ve called you Councillor SRI.

Councillor SRI: Yes, thanks. Yes, sorry just on relevance. No one’s disputing that greenspace is important. The question was specifically about whether the removal of that bowls club would result in a loss of a community facility that’s needed by the community.

Chair: LORD MAYOR.

LORD MAYOR: Well it’s my understanding that where we have made an offer to the tenants of that facility, Backbone, an alternative location. So it would be good to see them going into another Council-owned facility and activating that facility.

*Councillor interjecting.*

Chair: Councillor SRI.

LORD MAYOR: Well it doesn’t necessarily have to be the same suburb, to take that interjection.

*Councillor interjecting.*

LORD MAYOR: I’m aware that many people that use Backbone aren’t from East Brisbane.

*Councillors interjecting.*

LORD MAYOR: They’re not from Kangaroo Point either. So in the end what we want to see is for that facility, for that community group and that organisation to have a much better facility. Which I think is the outcome that hopefully we will achieve. So obviously there’s a little bit of work to be done to finalise that outcome. But it would be wonderful to see them continue their good work and activate another Council facility that I think many people would agree needs, or could do with, a bit more use. So that’s the aim here.

But I go back to my original point and that is one of the very top things, and top priorities for our community, is to have more usable and more accessible greenspace. To have that—our Council invest in that and that’s our top priority.

Chair: Thank you, LORD MAYOR.

That ends Question Time.

DEPUTY MAYOR will you please move a motion for an adjournment please?

**ADJOURNMENT:**

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| --- |
| **225/2021-22**  At that time, 1.49pm, it was resolved on the motion of the DEPUTY MAYOR, seconded by Councillor Sandy LANDERS, that the meeting adjourn for a period of 30 minutes, to commence only when all Councillors had vacated the Chamber and the doors locked.  Council stood adjourned at 1.55pm. |

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

The voting was as follows:

AYES: 23 - 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, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES and The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING and Charles STRUNK.

NOES: 1 - Councillor Nicole JOHNSTON.

ABSTENTIONS: 1 - Councillor Jonathan SRI.

**UPON RESUMPTION:**

Chair: Thank you, Councillors, welcome back. Apologies for that not very elegant departure before when the bells weren’t ringing. Thank you for the tinker bell, Victor.

We’ll move on to the rest of the agenda for the meeting. There will be an afternoon tea break later in the afternoon somewhere before four o’clock, about 3.45, I understand, that we’ll need to take.

LORD MAYOR, the Establishment and Coordination Committee report of 25 October 2021.

## 

## 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 25 October 2021, be adopted.

Chair: Is there any debate?

LORD MAYOR.

LORD MAYOR: Yes, Mr Chair. I just wanted to update Councillors on the lighting up of city assets, as I always do. Tonight, and also tomorrow night, the Victoria Bridge, Story Bridge, Tropical Dome at Mt Coot-tha, and Reddacliff Place sculptures will be lit up in purple. The reason for that is we’re promoting the annual Christmas appeal for the Lord Mayor’s Charitable Trust.

The appeal is something we do every year to raise money in the lead up to that critical Christmas period. Now, we know that Christmas and that New Year period is a wonderful time for many of us, but a particularly sad time for a number of people in our community, particularly the most vulnerable people and those who may not be able to spend time with family.

We also know that calls for support peak in that Christmas and New Year period, so we deliberately make sure each year we run an appeal for that Christmas period and then allocate grants and also provide toys and food bank vouchers in support of a number of different organisations and charities at Christmas. So would encourage everyone to share the word about the Lord Mayor’s Charitable Trust Christmas appeal so that we can get more and more people giving, to support our most vulnerable people as we go into this festive season.

Thursday we’re lighting up Victoria Bridge and Story Bridge and the Reddacliff Place sculptures in orange. Can anyone guess to celebrate? Diwali, the Indian Festival of Lights, which usually lasts five days and is celebrated at this time of year, each year. It’s one of the most popular festivals of Hinduism. Diwali symbolises the victory of light over darkness, good over evil and knowledge over ignorance. I want to give my best wishes to our Indian community at this special time of year and look forward to catching up with many of the members of our Indian community at various Diwali events.

This month also marks Lung Cancer Awareness Month and the Lung Foundation Australia is providing support and a voice for people living with the lung disease. We’re lighting up the Victoria and Story Bridges, Reddacliff Place sculptures and Tropical Dome in green on Friday, Saturday and Sunday in support of lung cancer awareness.

We’ve just had probably the city’s biggest ever Halloween and it does really seem to get bigger and bigger each year and is something that so many people across the city do get into the spirit of, particularly children and particularly Councillor WINES, who was resplendent in his *Scooby Doo* costume and certain other Councillors who put in a very good effort as well. But although we had kids out trick or treating across the city, unfortunately I’ve become aware of a Labor State Member, specifically the one for Aspley, who’s been out trick or treating in recent times as well. Except there’s been not much treating and lots of tricking going on.

That specifically relates to the Beams Road open level crossing project. Now, apparently the Labor Member for Aspley has suggested that myself personally has been holding up the project. That’s quite an extraordinary claim given that Council was actually first to the party to actually allocate funding for that project and we did so back in 2019. Then that was joined by a commitment from the Federal Government of funding for the Beams Road corridor and open level crossing.

So we’ve been very much looking forward to the State Government coming on board and it was probably almost 12 months after we made our funding commitment that the State Government finally came on board with their funding commitment. But apparently we’re holding up the project, so what is being claimed is that apparently we’re not issuing approvals for this project to go ahead. What I can say is that we have a fantastic working relationship with the Minister for Transport, Mark Bailey, and there’s communication and cooperation that is ongoing both with myself and also Councillor WINES and, in other respects, Councillor MURPHY as well.

So we’ll continue working cooperatively to make sure this project is delivered, but I can confirm, to dispel any suggestions by the Member for Aspley, that the approval that was requested from the State Government was actually not an approval, but a letter of no objection. That letter of no objection has been issued, it’s dated 15 October and I’m happy to table this letter in the Chamber. So there is nothing stopping the State Government progressing with this project, it should be full steam ahead. We’re certainly supportive of the project and we’re happy to continue working cooperatively with the Minister for Transport, Mark Bailey.

I do think that this is a communication issue quite clearly, because we know that Minister Bailey and the Member for Aspley are from different factions and it’s quite clear that the right hand doesn’t talk to the left hand, but we’re seeing a little bit of confusion here. So Billy, I will table that document to show that we have in fact provided that letter of no objection and there is nothing to prevent the State Government progressing ahead with the project.

In relation to the items in front of us, item A is the SCP (significant contracting plan) for fuel card services. Our fleet solution teams, our team managers, over 4,200 fleet assets and that includes everything from cars, trucks, trailers, boats, excavators, large construction equipment, road sweepers, forklifts and also mowing equipment as well. So these vehicles and bits of equipment are critical to ensure us being able to deliver services right across the city. Given we have such a sizeable fleet to service, it’s important that we look for the best possible outcome and deal for the ratepayers of Brisbane when we come to procuring the fleet fuel card services.

So what we’re doing here is tacking onto a contract already used by the Queensland, New South Wales and ACT Governments. They, with their buying power, which is significant, have entered into an arrangement and we’re able to join up to that same arrangement. So this is the same arrangement used by those other governments. So Queensland, New South Wales and ACT Territory Government.

Our current fuel card contract allows us to fill up with BP fuel. This new contract will give us more flexibility across several major providers, not just BP, but also Ampol Caltex or Shell as well. We engaged FUELtrac, an independent fuel industry expert, to analyse and compare the pricing and network coverage offered by this contract. Depending on the supplier, savings on the pump price paid compared to Council’s existing arrangement were as high as 11.6%. So that’s obviously an important and relevant saving there. Clearly this contract offers not only increased network coverage in terms of the number of fuel stations that are available for our fleet, but also significant savings for Council.

Item B is the SCP for the kerbside large item collection and recycling service. We obviously have this service now rolling out across the city in various locations. I think the Councillor for The Gap Ward is one of the beneficiaries at the moment, is that right?

*Councillor interjecting.*

LORD MAYOR: No? Okay, I’ve been misinformed, Councillor HAMMOND, but the current arrangement that we have in place was a continuation of a deal that was signed quite some years ago. What we’re doing is going out to the market to—we’re going to extend the current arrangement so that we can go out to a more fulsome procurement activity in the future. Now, when it comes to the way that this service is provided, obviously we’re determined to make sure that residents continue to benefit from this much valued service. We’re doing so by ensuring service continuity while we go out for a new procurement exercise.

The existing arrangement with the supplier will expire next year. So the first part of this item is to extend that contract and to ensure that we can continue to provide the service, while we complete the more fulsome procurement process. We’re also seeking tenderers to take on this service for the next several years. One of the strengths of our kerbside collection service is that it runs on a scheduled service in allowing residents to plan their clean-ups in advance. We know that’s something that’s valued by the community. A plan to recycle or donate the collected material will also form an important part of the tender process, as we want to make sure that Brisbane continues to be a cleaner, greener and sustainable city.

Chair: LORD MAYOR, your time has expired.

**226/2021-22**

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

Chair: LORD MAYOR.

LORD MAYOR: Thank you. I was just finishing up, Mr Chair, but the race is on, the race is done. So basically this involves, as I was pointing out, an extension of the existing arrangement while we go out to procurement for an ongoing longer term arrangement. Now, one of the things that we know that happens with kerbside collection is that when residents place items on the kerb, what is actually collected by the contractors is different to what is put out. We know that a significant proportion of the material that is put out is taken before our team comes around and that’s actually part of the circular economy working. That is no doubt adding to the circular economy and making sure that items which other people might see a need for or a use for—

Councillor SRI: Point of order, Chair.

Chair: Point of order, to you.

Councillor SRI: Thanks, Chair. Through you, would the LORD MAYOR take a quick question?

Chair: LORD MAYOR, will you take a question?

LORD MAYOR: Sure.

Councillor SRI: Thanks. Through you, Chair, you might not have these figures, LORD MAYOR, but do you know, do we have any estimates on what proportion of kerbside items are actually recycled locally by residents and picked up and what is the total amount that actually goes to landfill?

Chair: LORD MAYOR.

LORD MAYOR: That at the moment is just a very rough estimate. Without sampling every single household in a suburb, it is difficult to determine. I can tell you that generally when I put out items, 100% is recycled by someone else, so it all disappears. If you’re not careful, the kids’ bikes will disappear from the front yard as well if you leave them in the wrong place. But it is difficult to determine, but the estimates are that 40%, 50%, maybe even more, is recycled by residents themselves coming in and collecting items that they see a value for. Obviously that’s work that we want to continue progressing to finesse, to make sure we have the right data here.

But also in the future we want to make sure that tenderers for this contract are doing more to make sure that the material that is left over is not just all going into landfill. We’d like to see more of it repurposed, reused, recycled and we believe there are good opportunities to do that as part of a new tender. So there’s the resident recycling that happens, which is just a natural thing that happens. Then after that, it’s what happens when it goes to the contractor that we’re also interested in. We’re interested in both angles, so hopefully we can get a better outcome as part of the new contract when we go out to tender for that.

Chair: Thank you, LORD MAYOR.

Further debate?

Councillor CASSIDY.

Councillor CASSIDY: Thanks, Chair.

**Seriatim - Clause A**

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| Councillor Jared CASSIDY requested that Clause A, STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR FUEL CARD SERVICES, be taken seriatim for voting purposes. |

Councillor CASSIDY: Starting with item A, this is Council’s fuel card contract, of course being awarded to BP over the other tenderers, Shell and Ampol. As we know, BP has no refineries in Australia. Shell has a refinery in Melbourne and Ampol has multiple Australian refineries, including one right here in Brisbane which supports hundreds of local jobs. Not to mention Ampol is also rolling out rapid charge EV (electric vehicle) stations at 121 of its outlets, as Council will need to rapidly move towards an EV fleet.

But we see there’s an opportunity there to go with a provider like that, but as we see, this LORD MAYOR and his Administration hasn’t taken that into consideration in this contract at all. In fact what we see here is the LORD MAYOR at it again. At every opportunity he chooses to ship jobs offshore instead of supporting local manufacturing here in Brisbane. First, it was snubbing Brisbane bus manufacturers for Chinese manufacturers and Swiss-made buses for the Metro busway project. Then ordering in playground equipment from Europe instead of supporting locally made and now it’s snubbing local refinery jobs for those overseas.

Ampol has over 1,200 employees across four Australian refineries and hundreds of those jobs are right here in Brisbane, supporting hundreds of Brisbane families. This Council could be supporting what’s left of our domestic manufacturing, but it’s clear this LNP LORD MAYOR only cares about one job in this city, Chair and that’s his own. So we won’t be supporting this item before us today.

Clause B is the Stores Board submission for the kerbside collection recycling service and the collection of the kerbside collection. You can thank Labor and the residents of Brisbane for this contracting plan existing in this Chamber today. Because if this LNP LORD MAYOR and his team had their way, kerbside collection would still be cut and our streets would still be dumping grounds, Chair.

Each and every LNP Councillor on that side of the Chamber voted to cut the kerbside collection service for two years, then they voted 13 times against bringing it back early. The only reason it was restored was thanks to the residents standing up to these LNP bullies on this side of the Chamber and demanding community services that they pay for in their rates, Chair. Those residents should be very proud of what they achieved. It’s unfortunate this LNP LORD MAYOR only acted after he was publicly shamed for an entire year, but that’s what we’ve come to expect from LORD MAYOR Adrian SCHRINNER.

It says in paragraph 53 of the submission that approximately 230,000 Brisbane households partake in kerbside collection each and every year. Well not last year, of course, because the LNP cut that service. It doesn’t matter whether you live in Bellbowrie or Bracken Ridge or Calamvale or Enoggera or anywhere else, everyone has access to this great service. In fact in paragraph 36 it explains that kerbside collection actually promotes community recycling, with around 40% of unwanted items reused each year that the service is run.

But despite all of the praises and the community benefits, this basic service fell victim to this LNP LORD MAYOR’s appetite for suburban neglect, Chair. To spin his way out of it, Adrian SCHRINNER claimed the funds were redirected into grants for community businesses and organisations. We all remember that claim last year and that is one of the biggest mistruths that has ever come out of his mouth and that tells a lot about the mistruths that he tells.

*Councillors interjecting.*

Chair: Allow the speaker to be heard in silence please.

Councillor CASSIDY: In fact, the LNP cut community grants during the pandemic. Grant funding went from $7.8 million in 2019-20, to just $4.8 million the following financial year, when kerbside collection was cut. The only thing that wasn’t cut during the pandemic, Chair, was this LORD MAYOR’s advertising budget. Yet he sits here in this Chamber and pretends like he actually cares about the people of Brisbane. On behalf of the Labor Opposition, I’d like to thank Brisbane residents for joining us and fighting back against this arrogant LNP Administration and to get the basic services that this city and its residents deserve back on track.

Chair: Further speakers?

Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair. I rise to speak in items A and B. So item A, the E&C report about the SCP for fuel card services. I’m not actually sure which Chamber that the Leader of the Opposition, through you, Mr Chair, is listening to, because the LORD MAYOR quite clearly said this contract has got the three different companies which are Ampol, Shell and BP. Presently BP have the majority of the service stations in Brisbane, in Queensland.

As you actually head north though towards Bracalba and that, you’ll find it’s more Ampol. So if we were to follow the Leader of the Opposition’s way, you would be having people driving to almost Caboolture mostly to fill up their cars every time they needed to. So by having this new contract we now have access to three different companies that we can now access our fuel through at a good price, so I think that’s a good thing to do. It also obviously offers substantial discount off the wholesale fuel prices and the key driver for this contract is value.

So by joining with the other large scale purchasers like the Queensland Government on this contract, we can benefit from the buying power and significant cost savings. As the LORD MAYOR mentioned, they’ve not only found this contract increase the number of petrol stations available with us, but we will be paying significantly lower. Mr Chair, it’s also important to note that while item A is for the purchase of fuel card services, we also have our eyes firmly on the future and we continue to make Brisbane clean, green and sustainable.

We’ve maintained a proportion of its passenger vehicles as battery electric vehicles and hybrid electric vehicles for almost 10 years. In fact Council was an early adopter of electric vehicles and we actively trial new vehicle technologies as they become available, to stay on top of new developments in the industry. Just a few weeks ago I was treated to a demonstration of a new electric ride-on mower and was very impressed with the potential that that might have for our citywide services moving forward. It’s going to take some time obviously to get to the point where we can make a significant step away from traditional fuel vehicles, but in the meantime we keep our fleet moving for the best possible value for money.

Item B is about significant contract plan for kerbside collection. Again through you, Mr Chair, the Leader of the Opposition is misleading the Chamber and the community by saying that LNP voted 13 times against bringing back the kerbside collection. That is 100% inaccurate, the vote was against the urgency of a motion, not against the bringing it back. So just to make sure that everybody out there knows the actual truth about what was actually happening on it. So as we know, the service would allow residents to put bulky items on the kerbside and have them collected for free.

It’s been said here a number of times and in the media, the LORD MAYOR made the very hard decision to postpone kerbside collection to enable that $6 million to be spent on local businesses and that’s where that went. I know that as I mentioned on the radio this morning, a lot of local businesses are very grateful to the LORD MAYOR for that initiative. This contract, as we’ve said, is about extending the current one for the 12 months, which will give people a chance to obviously put in a tender for the new contract.

As the LORD MAYOR has mentioned already, we’re very keen to see recycling as a major part of the new contract. Presently it’s only about four per cent of steel is recycled through that collection at the moment. It’s unknown how much via the residents’ taking, but I think 50% is great and it’s absolutely encouraged. I was asked at one point in the media what I thought about people stealing from people’s kerbside collections. I said we don’t see it as that, we see it as a great way to recycle and reuse things that people no longer want.

I think you’ll find yourself, through you, Mr Chair, that your own ward is particularly one that was actually brought up on the radio not long ago, about how that’s the place to go when you’re looking for stuff to recycle, is head out to Hamilton. So potentially you would have got a bit more traffic when it was out that way. So look, this is about doing the best we can for the ratepayers, using the money wisely and then doing what we can for residents. Like I say, we want to try and get recycling happening as much as we possibly can. Thank you.

Chair: Thank you, Councillor MARX.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, just briefly on item B. It’s fascinating now to me that the LNP Council is claiming credit for this kerbside collection service—large items kerbside collection service being returned. Really it was the people of Brisbane who spoke out in their thousands, thousands. I don’t know how many petitions have gone through this place, it would be easily two dozen petitions. Labor campaigned very hard on this as well, but let’s not forget that it is the LNP Administration that decided to cut kerbside collection.

Now, the LORD MAYOR hops up in this place and talks about how they closed down pools and closed down libraries, this LNP Administration is going to be remembered for actually getting rid of important garbage services in Brisbane. Then having to be forced, kicking and screaming, to restoring them, and Councillor MARX has just said it was a really hard decision, it was $6 million. In the answers to the Questions on Notice today, the LORD MAYOR is spending $4.3 million on his Brisbane App, but for two years there was no money to pick up the rubbish on Brisbane’s streets. That says absolutely everything about the deluded priorities of this LNP Administration.

This process should never have stopped. I’m surprised the LORD MAYOR hasn’t been up saying these probably close to 10,000 people, calling them fake like he did to Brisbane residents last week who were advocating for a change in the direction of Council. But let’s not forget for a single minute the LNP cut this vital rubbish service that the people of Brisbane love. It’s in the report so it’s not a difficult concept to understand, it’s well known within Brisbane City Council how important this service is. But the LORD MAYOR decided that spending $4.3 million on an app was more important than picking up rubbish off the streets and that’s the wrong priority.

Chair: Thank you.

Further speakers?

Councillor SRI.

Councillor SRI: Thanks, Chair. I rise to speak on items A and B. Just briefly with the fuel contract, I think BP is a pretty immoral company and I’d greatly prefer it if we didn’t have to do business with them at all. If anyone’s interested in an example, look up the environmental disaster with the Deepwater Horizon oil spill. It still causes environmental damage to this day, it’s over a decade since that oil spill. BP paid around $20 billion in damages, which still didn’t cover the cost of the harm they did to that ecosystem. Deepwater Horizon for anyone who’s watching online and wants to look it up.

I think it does highlight the need for Council to accelerate the shift towards EV, electronic vehicles and battery-powered vehicles. I realise this is a hard thing, I realise there are a lot of barriers, I’m not oversimplifying the challenge. For example, I really like having a ute and there wasn’t really an electric ute available at the time when we were sourcing vehicles. But I do think Council should be putting a bit more resourcing and energy and attention into leading this shift.

I know other smaller councils and government departments are making a big transition towards electric vehicles. I’d like to see a stronger, more assertive commitment from the LNP Administration that they’re going to head in that direction. Because right now it seems a little bit tokenistic and I see Council still taking on plenty of new vehicles that aren’t electric, even when it would be pretty easy to get—

*Councillor interjecting.*

Councillor SRI: Sorry, what was that, Councillor MACKAY?

*Councillor interjecting.*

Councillor SRI: Okay, just interrupting as usual, that’s fine.

*Councillor interjecting.*

Chair: Councillor MACKAY, please, no interruptions.

Councillor SRI: I see quite a few examples where new Council vehicles are being brought into the fleet when there are electric equivalents or alternatives. Maybe that’s something that the Mayor might want to reflect on a bit further in his summing up comments. Like I said, I know it’s not a simple thing, but I’d like to see the Administration being a bit more proactive on that front.

In terms of item 2, my comments about outsourcing, I think, stand. It’s continually frustrating to me that I think what should be considered core Council services are outsourced and privatised to private companies. I acknowledge that in this case it’s a local business, but the fact remains that outsourcing and privatisation is a backdoor to increased casualisation and insecurity of the workforce.

We as Council don’t have a direct line of sight, or we can’t be 100% confident that workers in some of these industries that we’re outsourcing through to are being paid fairly. We don’t know in detail their conditions, so they’re doing work for Council, but we don’t know if they’re being paid properly, if they’re getting adequate sick leave and vacation leave, *et cetera*. I think that’s a problem. If Council is saying hey, it’s cheaper for us to outsource to the private sector than for us to do this stuff in-house, maybe one of the reasons it works out cheaper is because the private sector doesn’t always pay its workers properly or offer them the same job security.

The other reason I have a lot of concerns about privatisation and outsourcing is simply that the amount of time Council spends on tendering and contract management adds greater inefficiencies into the process. So we look primarily at the value of the actual contract, but we sometimes exclude the administrative work in terms of negotiating those contracts, in terms of putting out the tenders, *et cetera*. When you add that all up, I actually don’t think privatising and outsourcing is necessarily a good financial move for the Council, particularly in a context like this where we have a regular ongoing service, the Council presumably wants to continue for some time.

But we also periodically have a need for Council to deploy these services in response to specific disasters. So for example, when there’s a flood event and a lot of damaged furniture that needs to be picked up, if we’re relying on private sector companies to do that work then we have to renegotiate and pay additional costs, or else divert other services. It would be better for Council to have that capacity in-house.

I’d also be really interested though in a little bit more information from the LORD MAYOR, or maybe one of the other Councillors who wants to speak, to understand more about what is the medium-term strategy with Council in terms of minimising the amount of large item waste that goes into landfill. I’ve now heard that percentage quoted repeatedly, 40% of items being recycled. I’m happy to take that on face value, but it kind of seems like it could have been plucked out of thin air. If it’s just a couple of Councillors or a couple of Council officers looking out the window and sort of guessing what’s getting picked up, then fair enough.

I realise it would be a hard thing to collect data on and I imagine that the proportion of locally recycled items would vary a bit from one neighbourhood to another. So it’s really hard to generalise across the city as a whole. But if we’re putting it in our reports and saying confidently that it’s about 40% is getting recycled locally by residents, we need to have something to back that up. I don’t know, I don’t think any of us really know for sure, but if that’s factoring into our calculations in some way in terms of the value of this service then it would be better to put some kind of number on it.

I’m, I guess, also a little bit concerned and again this relates back to the privatisation, but it would be a concern perhaps even if Council was running the service directly, is that we don’t seem to have a really clear idea of exactly how much landfill is—or I certainly don’t have a clear understanding of how much is actually going into landfill, if there’s a figure in terms of tonnes that the Mayor can provide. How many tonnes of large item waste ends up going into landfill, I’d be really interested in that.

It strikes me that there’s probably a lot of marginal opportunities for recycling some more of that waste, where it might not be commercially profitable to strip back large items and sell on the metal or sell on the copper or whatever. So those things don’t get diverted into a recycling stream. But I would be making the argument that such materials should be recycled and prevented from going into landfill, even where it’s not profitable to do so. Perhaps that’s a philosophical distinction, but we know that with these private companies they’re not going to be recycling material and diverting it from landfill unless they can make a buck out of it.

I don’t think the Mayor would dispute that, that’s the nature of the private sector. They’re only going to recycle stuff where it makes sense commercially and where it’s profitable to do so. But I would argue that Council should be looking for opportunities to recycle items that are collected through large item pick-up and divert them from landfill even where we’re not making any money. So I’d be keen to understand from the Mayor how that’s factored into the future contract, to what extent are we rewarding tenderers that can demonstrate that they’ll be recycling materials even if it’s not profitable.

Finally, I wanted to highlight that I think it’s great that Council acknowledges that it’s not a crime to pick up rubbish off the kerbside, even though technically under Council’s local laws it probably is an offence. I think this is directly relevant to the matter at hand, recently we’ve been contacted by a resident who collects cans from wheely bins.

*Councillor interjecting.*

Councillor SRI: Yes and this is the thing, Councillor MARX, I’ll take that interjection. Apparently it’s illegal to take cans out of someone’s wheely bin, because that’s going through their rubbish or stealing either their property or Council’s property. I think the distinction’s a little bit—you know, really what’s the difference? If it’s legal for someone to take large item rubbish that’s been left on a kerbside, why is it illegal for a low-income resident to flip open a recycling bin lid and take cans out?

We heard from one distressed resident who was out collecting cans from people’s bins one night and the police rocked up and told him off and said that Council was cracking down on this. I don’t know if that’s true, I hope it’s not, but it would really trouble me if Council was persecuting people who are collecting rubbish simply to recycle some cans and make a bit of money. Maybe that’s something that Councillor MARX doesn’t need to respond to today, but I hope that will be looked into because I think if we acknowledge that it’s acceptable for residents to recycle large items that are left out for rubbish collection on the kerbside, why is it so different that a resident might go through a recycling bin, open the lid and take out some cans?

What is the philosophical or material distinction there? Why is one treated as an offence while we look the other way on the other? As I said, legally, if you read the technical rule of the law, both are offences. It is an offence to collect someone else’s rubbish that’s put out on the kerb. So if Council is willing to look the other way and not prosecute or fine people for picking up other people’s rubbish and recycling it, why is Council cracking down on people taking cans out of recycling bins? I’ll leave it at that.

Chair: Thank you, Councillor SRI.

Further speakers?

Councillor TOOMEY.

Councillor TOOMEY: Thank you, Chair. I rise to speak on item A and before I say a few words, I’ve actually drawn some inspiration from Councillor MURPHY this afternoon in saying that our Labor Councillors would struggle to deliver pizza. Can I also add to that, research and historians. I say that in some jest, because when I went to university I was taught if you do any research you go to first principles. Find out what is the truth, find out what was said. We heard Councillor JOHNSTON and Councillor CASSIDY say it was cut, just cut, they just cut it. All they did was cut, cut, cut, cut.

So going back to first principles, LORD MAYOR’s speech 2020-21 and the LORD MAYOR said ‘for the next two years we will pause Council’s kerbside collection program, saving around $30 million. We have budgeted to resume that service in 2022’. Now, I know Councillor JOHNSTON over here is cackling and I do find that entertaining, because Councillor JOHNSTON also said it’s in the papers, it says it was cut in the papers. But what does it say? It said the collection service was paused, paused, black and white, in 2020 due to COVID-19.

Now, if we draw on last year’s Council meeting budget speech, which was 2021‑22 and have a look at what the LORD MAYOR said about kerbside collection back then. Expecting a two-year pause, the LORD MAYOR said, ‘Mr Chair, I can reveal kerbside collection is coming back 12 months earlier than planned. Because of our strong management of our city’s finances, has ensured that this popular initiative is now affordable. We won’t be lectured by those who confuse the magic pudding with the economic textbook, by those who have abandoned our residents, our businesses and our community groups in their hour of need’.

The LORD MAYOR is referring to pausing kerbside collection to assist our community groups that are in our community during COVID-19. Because they didn’t have the access to the funds that they normally would, there weren’t the activities around their facilities to generate their income, we were assisting them. This Council, the Schrinner Council, was keeping them afloat during COVID-19. Now, for some strange reason the Opposition benches don’t seem to think that this is important. They don’t seem to think that people like the Bridge Club, like Cystic Fibrosis, like all those other community groups that are providing vital services to those who are also in need at the same time and COVID-19 aren’t worth our support. That’s what they’re saying.

The LORD MAYOR went on further in his speech to say, ‘as I mentioned earlier we’re also able to fast-track the return of kerbside collection after it was paused last year to help us give assistance to thousands of food retailers, construction industry and community groups. So all of that money that was saved, all of those funds that were preserved during COVID-19, went to help not only our community groups and our leasees and all of those communities, sporting clubs, them as well, but it was also the man on the street, the coffee owner, the guy who had footpath dining. We even lifted parking in the city and all of that possible because we paused kerbside collection’.

I want to thank the LORD MAYOR for doing that, because I know there’s a lot of community groups, in my ward particularly and in your wards as well, that have benefited from pausing kerbside collection. I know when we had an afternoon tea to welcome those community groups that we have assisted into City Hall and thanked them, the emotion that was in the room and the thanking and the handshaking that was done by the LORD MAYOR and those community groups was unbelievable.

I know Councillor HOWARD was there, I was there, I think, Councillor CUMMING, you were there as well. It was overwhelming that these community leaders had come together in the one room to thank the Schrinner Council for the work they had done to help them during their toughest times, but apparently that’s not important to the Opposition benches.

On the contract itself, I just want to say a few words. One is that changing behaviours is generally a generational thing and as a Council we’re very good at helping generational change. We have recycling programs that we teach to our kids in our schools, we have recycling programs that we teach to kids in our kindies. We also have recycling programs on our streets that we teach to our own residents.

Knowing that we have so many residents coming into Brisbane, I think we had over 500 last night, LORD MAYOR, coming, there’s this continual flow of education that goes on and it doesn’t stop. We’re very, very good at that. When you compare our recycling programs to other local government areas around South East Queensland, we are a shining frigging beacon, that’s what we are. We are going to continue that and this program that’s being introduced by this LORD MAYOR and this procurement through Councillor MARX as well, is the next step.

We’re talking about taking kerbside collection and recycling what we can out of kerbside collection, something that we’ve not really done before. Most of it has gone to landfill that hasn’t been picked off by passers-by. This is an outstanding initiative, this contract, and I really want to commend this Council for doing that, because this is something different, this is something new, this is something very exciting and I hope all Councillors support item B today. Thank you.

Chair: Thank you.

Further speakers?

LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. Just briefly, thank you to the Councillors who contributed to the debate. I think given that we’ve had a little bit of discussion around kerbside collection and some of the claims that were made, I think it’s important to actually go through a clear timeline on the history of kerbside collection in Brisbane. Because I’ve been around long enough to know that kerbside collection for a very long time only happened once every two years. Previous Labor administrations, if they had a kerbside collection it was only once every two years. What they would do is they would have—

*Councillor interjecting.*

LORD MAYOR: Councillor JOHNSTON remembers it, so she’s confirming the information that—

*Councillor interjecting.*

Chair: Councillor, please, no interjections.

LORD MAYOR: Is confirming the information that I am saying here. So Labor’s idea of an essential service was once every two years and then green waste in the alternating years, so you put out your green waste collection. Now, in response to Councillor JOHNSTON’s interjections, we are the side that introduced the green waste collection bin. We are the side that in the lead up to storm season every year offers free green waste—

*Councillor interjecting.*

Chair: Councillor JOHNSTON, enough.

LORD MAYOR: There’s a bit of disorder in the house—in the Chamber, Mr Chair. In the lead up to storm season we offer free green waste tipping, so that people can clean out their yards, their gardens and get rid of that green waste for free. Plus we also have the green waste recycling service. So we’ve introduced this new service, green waste recycling. We offer free green waste tipping in the lead up to storm season. Plus we are the side that proudly made kerbside collection an annual thing.

It should be called LNP’s kerbside collection, or maybe Campbell Newman’s kerbside collection, or maybe Graham Quirk’s kerbside collection. Because we are the side that introduced the annual kerbside collection and we’ve continued to improve on that service, just like we do with everything that we do. Councillor JOHNSTON continues to interject and I just wanted to point out some misinformation that was raised by Councillor JOHNSTON. She said that kerbside collection was stopped for two years. It wasn’t, keep a track, it was stopped for one year and then it was brought back 12 months early.

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Claim to be misrepresented.

LORD MAYOR: So we’ve made it very clear right from the beginning that in the budget we would bring back kerbside collection as soon as we could afford to do so. We originally intended that it would be paused for two years and then it was only paused for one budget. So we brought it back earlier and Labor can claim all the credit they want, if it makes them feel good about themselves I’m happy for them to do so, we can’t stop them.

But the reality is I remember their rally that they organised on kerbside collection and basically it was a rally of Labor Councillors, their staff, Labor State Members, their staff and Labor Federal Members and their staff. This was the big community uprising on kerbside collection. We’ve got the photos and each person can be identified as either a Labor elected rep or someone that works with a Labor elected rep. So this is their big community campaign that they claim has done it.

Well, I’ll tell you what did it, responsible financial management did it. We were able to bring back the service 12 months earlier than anticipated because of responsible financial management. But in the meantime, we were able to redirect much needed funds to where it needed to go. Supporting community groups with $3 million in grants and they were quick grants that were approved in many cases and sent out the door in a matter of just weeks. Application came in, approved, in the pockets of local community groups within a matter of weeks.

The fastest grant turnaround I have ever seen in this Council’s history and it was at a time when community groups really needed it. They appreciated it because there were more than 300 different groups across the city that got those grants. Then it was also the businesses where we waived the fees and reduced the fees. Once again, at a time when they were struggling and they received a bill from Brisbane City Council which said normally you would pay $750 for your food business licence, but guess what, this time you’re paying nothing, because we want to see you survive through this pandemic.

So critical savings that were made possibly by the pause on kerbside collection went straight back out into the community, went straight back out to support our struggling businesses. That was the right thing to do and I have to say, if I had my time again with everything we know in hindsight I would have done exactly the same thing, exactly the same thing. It was the right thing to do.

But it was also great that we could bring it back earlier than anticipated. We did that and we have resumed the LNP’s annual kerbside collection. We have resumed Campbell Newman’s annual kerbside collection and Graham Quirk’s annual kerbside collection, because we believe that this is a service that’s valued by the people of Brisbane and we’re certainly seeing the great take-up and appreciation for that service out there in the suburbs at the moment.

Chair: Thank you, LORD MAYOR.

Councillor JOHNSTON, your point of misrepresentation?

Councillor JOHNSTON: Yes, the LORD MAYOR said that I had incorrectly stated that kerbside collection services were cut for two years. In fact kerbside collection services were cut in my ward and the last one was in April 2019 and the service did not resume until August 2021, which is over two years.

Chair: Thank you, Councillor JOHNSTON.

We now move to the vote on items A and B, taking them seriatim. Moving item A.

**Clause A put**

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

Thereupon, Councillors Jared CASSIDY and Charles STRUNK 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, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Councillor Nicole JOHNSTON.

NOES: 5 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Charles STRUNK and Jonathan SRI.

Chair: We now move to the vote on item B in the E&C report.

**Clause B put**

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

The report read as follows⎯

#### A**STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR FUEL CARD SERVICES**

**165/210/179/4072**

**227/2021-22**

1. The Chief Executive Officer provided the information below.

2. The Chief Executive Officer and the Stores Board considered the submission, as set out in Attachment A (submitted on file), on 5 October 2021.

3. The submission is recommended to Council as it is considered the most advantageous outcome for the provision of the required services.

4. Commercial-in-Confidence details have been removed from this report, highlighted in yellow and replaced with the word [Commercial-in-Confidence].

Purpose

5. The Stores Board recommends the approval of the Significant Contracting Plan to use the New South Wales (NSW) Government Card Fuel and Associated Products Contract 370 (Contract 370), for Fuel Card Services, commencing on 1 December 2021. Participation in Contract 370 will be for the maximum term of the arrangement to 30 June 2026. The estimated expenditure over the maximum term is $21,000,000.

6. The authority to use Contract 370 will be made under Council’s *SP103 Procurement Policy and Plan 2021-22* (SP103), which allows for exemption from tendering for procurement when value for money outcomes can be obtained under a contract made with another government entity or government owned entity.

Background/business case

7. Council currently uses BP Australia Pty Ltd (BP) for fuel card services under Contract 370. Council has used BP Fuel Cards from 1 February 2014 and the authority approved by the Chief Executive Officer (through the Stores Board) is due to expire on 30 November 2021.

8. Council uses fuel cards to pay for automotive fuel at service stations to run its vehicle and plant fleet. A total of 2,004 fuel cards (1,514 for vehicles and 490 for plant) are currently used. Fuel card programs are an efficient, convenient, and secure way for staff to pay for fuel. Council gets the benefit of fuel account management services which saves time and reduces administration costs by streamlining fleet fuel management. Fuel card programs give Council secure 24/7 online access to account information, reports, and statements. It allows Council to pay for fuel from two accounts (one for vehicles and another for plant) and extract information and fuel costs by vehicle and plant easily. Furthermore, a significant benefit to Council is from fuel savings. The most competitive pricing across all fuel types is achieved through Contract 370.

9. Contract 370 is a supply panel consisting of three major oil companies, Ampol Australia (Ampol), BP and Viva Energy Australia (Shell), and one multi-brand fuel card supplier, WEX Australia. The contract owner is NSW Procurement. The cross-jurisdictional agreement with participation from NSW, Queensland and Victoria, combines annual fuel volumes of approximately 272 million litres and an annual spend of about $321 million to negotiate the best point of sale discounts available in Australia.

10. The new Contract 370 was established via a comprehensive procurement process over an 18‑month period concluding in mid-2021. The agreement commenced on 1 July 2021 for a term, inclusive of a two-year extension option, until 30 June 2026.

11. Council engaged FUELtrac Pty Ltd (FUELtrac) an independent fuel industry expert, to analyse and compare Contract 370 pricing and network coverage mapping using Council’s actual fuel card transaction data by postcode, for the period from July 2020 to June 2021. The estimated pricing benefit, calculated as average savings off the pump price was: BP – [Commercial-in-Confidence]%, Ampol – [Commercial-in-Confidence]% and Shell – [Commercial-in-Confidence]%. Financial analysis of Contract 370 pricing offers shows that currently BP is the most advantageous financial outcome for Council. In addition to the best price, BP also has the best service station site coverage for Council’s requirements. BP’s network coverage is particularly beneficial for Council’s Asphalt and Aggregates, City Standards, Brisbane Infrastructure, (accounting for about 20% of Council’s fuel card volume) where the analysis identified gaps in site coverage of the alternative network suppliers.

12. Over the last five years, Council’s average annual consumption on fuel cards was 4.1 million litres. The price of fuel is volatile and was lower in 2020-21 than current prices.

Policy and other considerations

13. Is there an existing CPA/contract for these goods/services/works?

No, as Council has been using the previous NSW Card Fuel and Associated Products contract. The agreement between NSW Procurement and BP commenced on 1 January 2016 and approval to continue to use Contract 370 is in place until 30 November 2021. An order was placed under the previous agreement prior to its expiry, to allow time for Council to transition to ordering from the new agreement.

14. Could Council businesses provide the services/works?

No

15. Are there policy, or other issues, that the delegate should be aware of?

Yes

This arrangement is exempt from the quoting and tendering requirement in accordance with *SP103 Procurement Policy and Plan 2021-22*. The basis of this exemption is that NSW Government and Participating Jurisdictions (Queensland and Victoria) allows for entities such as Council to also procure such goods and services under Contract 370.

16. Have the following issues been considered in the development of the specifications and evaluation criteria: Environmental sustainability, access and equity, zero harm, quality assurance, local benefit and support for locally produced and Australian products?

Yes. NSW Procurement evaluated tenderers for Contract 370 on the following criteria.

- Environmental sustainability policies.

- Quality Management Systems ISO 9001 certification.

- Occupational Health and Safety Management Systems AS/NZS 4801:2001 certification.

- Climate change and energy transition to net zero emissions by 2050 is a strong focus.

- Diversity, equity and inclusion policies and practices.

- The Modern Slavery Act 2018, which came into force on 1 January 2019, is a new reporting requirement for larger Australian businesses. Companies that generate an annual consolidated revenue of at least $100 million will have to report on how they act to mitigate the risks of modern slavery in their operations and supply chains.

- Support for the local economy.

17. Does this procurement exercise need to be managed under the PM2 Governance and Assurance Framework?

No

18. Does this proposed contract involve leasing?

No

Exemption applicability and rationale

19. Exemption applicability:

| **Exemption 4 of Section B.4 of SP103** | **Explanation, limitations, responsibilities and approvals** |
| --- | --- |
| A contract made with, or a purchase from a contract made by, another government entity, government‑owned entity or Local Buy | Where value for money (VFM) outcomes can be obtained, this general exemption allows engagements with another government entity or government owned entity. For example, Australian, Queensland or local government or an entity owned by theAustralian, Queensland or local government.  Contracts and arrangements established by another government entity, local authority or Local Buy have been sourced by reputable entities that apply appropriate principles and probity and can be expected to deliver reasonable VFM for Council. |

20. Rationale for this procurement meeting exemption applicability:

Council has used the NSW Card Fuel and Associated Products Contract 370 since February 2014.

NSW Procurement established the new Contract 370 after an 18-month comprehensive procurement process ending in mid-2021. Contract 370 is a cross jurisdictional agreement with participation from NSW, Queensland and Victoria. The combined annual fuel volume is approximately 272 million litres translating to annual spend of about $321 million.

In 2015, Council included Fuel Card Services in the tender for bulk fuel and lubricants. The tendered pricing offered by six tenderers was compared to the pricing offered under Contract 370. The price analysis was done by an independent fuel industry expert, FUELtrac, and it confirmed that Contract 370 delivered the best VFM outcome to Council. Council approved the use of BP Fuel Card Services using Contract 370.

Council has done a review and assessment of the value proposition under the new Contract 370. The Contract 370 panel includes three of the major oil companies operating in Australia, and one multi-brand fuel card supplier, WEX Australia. Pricing is the most competitive in Australia due to the combined fuel purchasing volumes across the eastern seaboard states, which account for approximately 78.6% of total motor fuel consumption. The fuel purchasing volumes tendered for Contract 370 are more than 65 times that of Council’s consumption alone, resulting in fuel discounts significantly better than those that Council could achieve through a standalone procurement process. The Contract 370 panel includes the major oil companies that Council would seek to contract with for fuel card services. These oil companies have the most extensive network of service stations in the greater Brisbane region.

Council has benchmarked the provision of fuel card services in two ways – price and service station network coverage. BP offers the lowest pricing, the broadest site coverage in the Brisbane region, and the best availability of service stations for Council’s fuel purchasing patterns. The weekly price formula under Contract 370 returned an average discount off the pump price, for the period July 2020 to June 2021, of [Commercial-in-Confidence] cents per litre across all products and savings, totalling [Commercial-in-Confidence]. BP is the only Contract 370 panel supplier that doesn’t charge monthly card fees or fees per transaction, which amounts to a cost avoidance of a further estimated $43,000 per annum.

In addition to substantial point of sale discounts and extensive network coverage that the economies of scale deliver under Contract 370, Council is achieving savings in time and resources by not undertaking an in-house procurement process.

Procurement strategy and activity plan

21.

|  |  |
| --- | --- |
| Procurement objective: | To procure Fuel Card Services in a way which complies with the Sound Contracting Principles set out in section 103(3) of the *City of Brisbane Act 2010* and provides the most advantageous outcome for Council. |
| Title of contract: | Provision of Fuel Card Services |
| Type of procurement and how will it be operated: | Orders placed under NSW Government Contract 370.  Fleet Solutions, City Standards, Brisbane Infrastructure, will place initial orders with BP for a period of one year. Further orders will be placed with BP, or another panel provider, for a period of one year on the basis of the most advantageous outcome for Council. Orders are subject to approval by the appropriately delegated Council officers. As this is a newly established arrangement, the best pricing and network coverage is anticipated to continue to be delivered by BP for a minimum of two years. |
| Process to be used: | Exemption from tender under section B.4 of Council’s *SP103 Procurement Policy and Plan 2021-22*. |
| Market engagement e.g. public tender/sole or select sourcing/Exemption under *SP103 Procurement Policy and Plan:* | Exemption under section B.4 of Council’s *SP103 Procurement Policy and Plan 2021-22* to access a contract made with another government entity. |
| Contract standard to be used (and any amends): | The orders placed under Contract 370 will be on the terms and conditions agreed by NSW Procurement and the supplier. |
| Period/term of contract: | Council will only place orders as and when required for term/s that best align with operational requirements. The current Contract 370 term is until 30 June 2026, which is inclusive of one extension option which is traditionally taken up. |
| Insurance requirements: | Public liability insurance of $20 million and product liability insurance of $20 million. Workers’ compensation insurance to an amount as required by legislative requirements in Queensland. |
| Price basis: | Card transactions will be charged at the lower of:   1. the Weekly Formula Prices (Contractors Reference Prices); or 2. the pump price less the applicable discounts agreed in the Contract 370. |
| Price adjustment: | Not applicable |
| Liquidated damages: | Not applicable |
| Security for the contract: | Not applicable |
| Defects liability period/warranty period: | Not applicable |
| Other strategy elements: | Potential opt-in offer for carbon-neutral petrol and diesel purchases, certified by Climate Active, directly from the fuel retailer. This is still in the pilot phase and requires a financial assessment. |
| Alternative strategies considered: | Council undertaking an open market tender to establish its own CPA. Council’s fuel purchase volumes are insufficient to achieve an improved VFM outcome. Tendering for fuel cards in combination with bulk fuel would not achieve the savings achieved via Contract 370. Using Contract 370 achieves the most advantageous outcome for Council. |

Contract expenditure and budget availability

22. Estimated total expenditure under this CPA/contract (including any optional additional periods):

This approval does not establish a CPA or contract. It is anticipated Council will place orders for an estimated expenditure of $21,000,000 over the potential maximum term until 30 June 2026.

23. Sufficient approved budget to meet the total spend under this CPA/contract?

Establishing the authority to order under Contract 370 does not commit Council to any expenditure. Expenditure is only committed when fuel is purchased.

24. Program budget line item:

Program: Program B – External Business

Outcome: B.2 Brisbane Infrastructure

Strategy: B.2.2 City Standards

Service: B.2.2.1 Ops Services

Operating/projects: Operating – Fleet Solutions

25. Anticipated procurement savings (if any):

Not applicable

Procurement risk

26. Summary of key risks associated with this procurement:

| **Procurement risk** | **Risk rating** | **Risk mitigation strategy** | **Risk allocation** |
| --- | --- | --- | --- |
| Continuity of supply – local | Low | In the event of a supply shortage Council has the option of three other fuel card programs on Contract 370. Switching would take a few weeks for the issuing of new cards. | Council |
| Continuity of supply – global | Low | Australia’s domestic oil refining capacity has reduced, thus increasing reliance on imported oil products. Australia has 50 days of consumption cover for fuel. All retailers would be equally affected. | Council |
| Quality of product | Low | The petroleum industry is regulated to ensure suppliers meet standard product specifications. | Council |
| Price volatility | Medium | Fluctuations in global oil prices over the past five years has driven price volatility. Pricing is based on weekly formula prices ensuring that Council receives the most favourable fuel price. Pricing is monitored and audited monthly by Council’s independent industry expert (FUELtrac). | Council |
| Transitioning to a new supplier | Low | Change management would be carefully planned to manage the transition efficiently in terms of resources and minimising potential errors. | Council |

27. Is this contract listed as a ‘critical contract’ requiring the contractor to have in place a Business Continuity Plan approved by Council?

Yes

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

29. **RECOMMENDATION:**

That the Stores Board recommends approval of the following:

(1) The Significant Contracting Plan to use the New South Wales Government Card Fuel and Associated Products Contract 370, for Fuel Card Services, commencing on 1 December 2021. Use of the Contract 370 will be for the maximum term of the arrangement up to 30 June 2026. The estimated expenditure over the maximum term is $21,000,000.

(2) The authority to use Contract 370 will be made under Council’s *SP103 Procurement Policy and Plan 2021-22*, which allows for exemption from tendering for procurement when value for money outcomes can be obtained under a contract made with another government entity or government owned entity.

(3) That the Category Manager, Strategic Procurement Office, Organisational Services, is authorised to manage the use of the arrangement on Council’s behalf.

**ADOPTED**

#### B STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR KERBSIDE LARGE ITEMS COLLECTION AND RECYCLING SERVICE

**165/830/179/863**

**228/2021-22**

30. The Chief Executive Officer provided the information below.

31. The Chief Executive Officer and the Stores Board considered the submission, as set out in Attachment A (submitted on file), on 6 September 2021.

32. The submission is recommended to Council as it is considered the most advantageous outcome for the provision of the required services.

33. Commercial-in-Confidence details have been removed from this report, highlighted in yellow and replaced with the word [Commercial-in-Confidence].

Purpose

34. The Stores Board recommends approval of the Significant Contracting Plan as follows.

(1) Establishing a Corporate Procurement Arrangement (CPA) in the form of a Preferred Supplier Arrangement (PSA) for a Kerbside Large Items Collection and Recycling Service. The CPA will be for an initial term of four years, with options to extend for additional periods of up to four years, for a maximum term of eight years. The estimated expenditure is [Commercial-in-Confidence] over the potential eight year term.

(2) To extend the existing CPA with Curbside Services Pty Ltd (Curbside) for the provision of the Kerbside Large Items Collection and Recycling Service for an initial term of six months with options to extend for two additional periods of three months each, for a maximum term of 12 months from 1 July 2022 to 30 June 2023, for the estimated expenditure of [Commercial-in-Confidence] in accordance with Council’s *SP103 Procurement Policy and Plan 2021-22* that allows for entering into a contract without seeking competitive tenders from industry where it is in the public interest.

Background/business case

35. The Kerbside Large Items Collection and Recycling Service is a Council service collecting large items placed on the kerbside in grouped suburbs across Brisbane. The service is typically scheduled across 41 weeks of the year. It is estimated that approximately 230,000, or 47%, of the city’s approximate 488,000 households participate directly in the collection service. The cost of the collection service is approximately [Commercial-in-Confidence] per year.

36. Council collects approximately 12,500 tonnes of material per year. The current collection service recovers steel and other metal goods during the collection process that equates to approximately two per cent of the total amount of unwanted goods presented for collection. However, due to residents’ recycling activity, the real level of reuse and recycling is significantly higher at around 40%, with 50% of residents having undertaken kerbside recycling activity in the past. Community recycling and resource recovery undertaken by the kerbside collection service provider allows Council to minimise waste disposal and waste levy impacts for the residual waste requiring disposal.

37. The collection service was paused in April 2020 due to COVID-19 to redirect funds to Brisbane businesses and community groups requiring financial assistance at the peak of the pandemic. In July 2020, Council introduced the small scale on-demand Good Neighbour Scheme to collect large unwanted items on behalf of eligible elderly and vulnerable residents. The Good Neighbour Scheme is managed and scheduled by Council staff requiring significant customer interaction and manual processing.

38. In early 2021, Council conducted research to gauge the community’s view of the traditional kerbside collection service, as well as alternative models including an on-demand collection and a hybrid model. The research suggests that the community has embraced the existing model of scheduled collection service and enjoys the social cohesion that it brings.

39. The research identified that:

- residents are happy to separate large items into categories if it helps Council with its recycling endeavours

- the unkempt nature of the streets is the biggest drawback, but an on-demand collection service may result in a perpetual and random state of untidiness

- an on-demand collection service promises additional convenience, but many are nonetheless happy to store large items for up to 12 months in anticipation of the scheduled collection service

- residents would like to see large items recycled and reused rather than going to landfill.

40. Customer experience of the kerbside collection service has been overwhelmingly positive, and the community supports the collection service.

Policy and other considerations

41. Is there an existing CPA/contract for these goods/services/works?

The current Kerbside Large Items Collection and Recycling Service contract ends on 30 June 2022. The contract was suspended in April 2020 due to COVID-19 concerns and restrictions.

42. Could Council businesses provide the services/works?

No. Council does not have the fleet of specialist collection vehicles and the operational capability to perform this service in an efficient manner. The service is completed over 41 weeks per annum.

43. Are there policy or other issues that the delegate should be aware of?

It is anticipated that a new contract will be awarded in May 2022. The new contractor would require six to eight months to mobilise and complete the transition activities prior to commencing the collection service.

To provide continuity of the collection service and meet community expectations during the transition period, it is recommended to vary and extend the current contract with Curbside for an initial term of six months with options to extend for two additional periods of three months each, for a maximum term of 12 months from 1 July 2022.

The rationale for directly entering into a contract with Curbside is as follows.

- The current collection service is scheduled over 41 weeks over a 12-month period. The extension of the contract will enable all households to partake in the collection service for that period.

- Significant time, effort, and resources are required to mobilise a new fleet and contractor. This period is used to ensure no disruption to the collection service is encountered and the user experience meets resident expectation. It is unlikely that a new provider would be capable of upscaling fleet and staff immediately.

- The new contract (511564) would commence in 2023-24 and would align with the current collection service schedule.

- Curbside has sufficient resources, established systems and processes, and experience in providing the collection service. Curbside can maintain the continuity of the collection service for up to an additional 12-month period.

- Curbside is based in Salisbury and has a local workforce. An extension of the contract with Curbside aligns with Council’s strategy of supporting local jobs and economic recovery.

- Curbside has agreed to provide the collection service for a further term of six months with options to extend for two additional periods of three months each, for a maximum term of 12 months, on the current terms and conditions with no changes in the current pricing. This is considered good value for money for Council.

It is therefore considered that extending the existing contract for the provision of Kerbside Large Items Collection Service and Recycling Service with Curbside is in the public interest and is the most advantageous outcome for the provision of the required services.

44. Have the following issues been considered in the development of the specifications and evaluation criteria: Environmental compliance, access and equity, Zero Harm, quality assurance (QA), local benefit and support for locally produced and Australian products?

Yes. Tenderers will be required to provide their environmental policies and management plan, list their experience in managing environmental risks and past environmental enforcement activities including details of measures taken to remedy such activities.

Tenderers will also be required to provide their access and equity policy and evidence of employment and adherence to this policy through their current workforce. The length of tenure for long term unemployed, people with a disability or people from a non-English speaking background will be highly regarded.

A 30% weighting for local benefits has been applied to support Brisbane and South East Queensland (SEQ) based business.

45. Does this procurement exercise need to be managed under the PM2 Governance and Assurance Framework?

No

46. Does this proposed contract involve leasing?

No

Market analysis

47. Council has conducted research with more than 10 local governments to confirm their current large items collection service offering, diversion rates and costs. The collection models are quite unique and vary based on the number of properties, products recovered and customer expectations.

48. Some neighbouring SEQ councils offer alternate models including a user pays on-demand service, starting at $71.50 for waste collections with a low take-up of less than one per cent. A user pays on demand collection via a ‘skip bag’ that results in circa 30% recovery (including green waste) also exist. The on-demand services cost between [Commercial-in-Confidence] to [Commercial-in-Confidence] per collection and has additional charges if the waste is not presented when the contractor attends and requires an additional booking to collect.

49. New South Wales and Victorian councils also have on-demand services where collections are scheduled based on location to improve efficiency. One council has reduced costs to $40 per collection with this approach and another has appointments available for customers to book online. The appointments are aligned to their waste bin collection day and customers must queue until the next available appointment.

50. There are several waste collection services operating in Brisbane. The industry is competitive, innovative, and looking at ways to collect and recover recyclable and reclaimable materials. The larger waste companies, including Cleanaway, JJ Richards and Suez, offer this collection service to other councils across Australia. There have been several new entrants into the waste collection market since the beginning of the previous contract. Several charity and social enterprises have also expressed interest in participating in the market process.

51. It is expected that Council will receive responses from the current provider, waste companies operating nationwide, social enterprises and charities such as Lifeline, World’s Biggest Garage Sale and new market entrants. Given the scale of the collection service in Brisbane, interstate businesses may also tender and use the contract as an opportunity to establish a market presence locally.

Procurement strategy

52.

|  |  |
| --- | --- |
| Procurement objective: | To procure a new contract for the kerbside large items collection and recycling service in a way that complies with the Sound Contracting Principles set out in section 103(3) of the *City of Brisbane Act 2010* and provides the most advantageous outcome for Council.  The achievement of the above procurement objective will be measured in the post-market submission.  To extend the existing contract with Curbside to maintain continuity of service for the residents of Brisbane. |
| Title of contract: | Kerbside Large Items Collection and Recycling Service |
| Type of procurement: | Establishing a CPA in the form of a Preferred Supplier |
| Process to be used: | Request for Proposals (RFP) |
| RFP or EOI standard to be used (and any amendments to the standard): | The RFP standard will be Council’s corporate standard with no amendments. |
| Market engagement: | Offers are to be sought publicly via Council’s supplier portal. |
| How RFP or EOI is to be distributed and submitted: | Via Council’s supplier portal |
| How tenders/proposals are to be lodged: | Via Council’s supplier portal |
| Part offers: | Part offers will not be considered. |
| Joint offers: | Joint offers with a principal contractor may be considered. |
| Contract standard to be used (and any amends): | Council standard goods/services once-off contract |
| Period/term of contract: | An initial term of four years with options to extend for additional periods of up to four years, for a maximum term of eight years.  The extension of the current contract for an initial term of six months with options to extend for two additional periods of three months each, for a maximum term of 12 months. |
| Insurance requirements: | Public liability insurance of $20 million.  Motor vehicle legal liability insurance including supplementary bodily injury of $20 million.  Environmental Impairment Liability Insurance of $20 million.  Workers’ compensation insurance to an extent required by laws of the State of Queensland. |
| Price basis: | To be determined during the tender and negotiation process. |
| Price adjustment: | To be established as a result of negotiations and advised in the  post-market submission. |
| Liquidated damages: | Not applicable |
| Security for the contract: | Not applicable |
| Defects liability period/warranty period: | Not applicable |
| Other strategy elements: | Council will consider alternative offers. Tenderers will be able to propose alternative collection solutions other than the scheduled collection service model requested in this RFP.  In addition to the annual large items collection service, the contractor will be required to:  - provide large items collection service for emergency and disaster events, hoarder clean-ups, illegal dumping and Council depot and event large items collections  - propose how data will be captured and to provide technology to integrate with Council’s waste management technology to manage the daily routing and general management of the collection service. |
| Alternative strategies considered: | On-demand collection service model was considered.  - The community has embraced the existing model and enjoys the social cohesion that it brings. Kerbside collection brings neighbours together and people organise clean-ups around the schedule.  - Keeping the community in mind, Council’s preferred model is a scheduled collection and recycling service. Council will consider alternative offers from the market if they present best value for money. |

Anticipated schedule

53. Pre-market approval: 2 November 2021

Date of release to market: 5 November 2021

Tender closing: 14 January 2022

Evaluation completion: 11 March 2022

Contract prepared: 25 March 2022

Post-market approval: 11 July 2022

Contract execution: 1 August 2022

Service Commencement: 17 April 2023

Contract expenditure and budget availability

54. Estimated total expenditure under this CPA/contract (including any optional additional periods):

Based on the current model, the total expenditure for the new CPA is estimated at [Commercial-in-Confidence] over the potential eight-year term depending on the preferred collection model.

The cost is approximately [Commercial-in-Confidence] per property based on 230,000 properties directly using the collection service each year out of a total of approximately 488,000 properties. The per property cost is lower than [Commercial-in-Confidence] as the real level of participation is more than 230,000 households as some prefer to add to their neighbour’s pile rather than start a new pile, and some piles are removed by others prior to collection.

The proposed Kerbside Large Items Collection and Recycling Service for an initial term of six months with options to extend for two additional periods of three months each, for a maximum term of 12 months, from 1 July 2022 to 30 June 2023, is for the estimated expenditure of [Commercial-in-Confidence].

55. Sufficient approved budget to meet the total spend under this CPA/contract?

Budget is confirmed for the financial years from 2022 through to 2026. Future years will be added during future budget cycles each year.

The establishment of the CPA will not commit Council to any purchases. Funding is only required when an appropriately delegated Council officer approves entering into a contract made under the CPA, subject to approved funding availability.

56. Program budget line item:

Program: Program 6 – City Standards, Community Health and Safety

Outcome: 6.3 Managing and Reducing Brisbane’s Waste and Litter

Strategy: 6.3.1 Effective Waste Stream Management and Reduction

Service: 6.3.1.1 Waste Stream Management and Reduction

Projects: Annual Kerbside Large Item Collection.

57. Anticipated procurement savings (if any):

To be established and reported in the post-market submission.

Procurement risk

58. Summary of key risks associated with this procurement:

| **Procurement risk** | **Risk rating** | **Risk mitigation strategy** | **Risk allocation** |
| --- | --- | --- | --- |
| Procurement process may exceed planned timeframe. | Low | Relevant subject matter experts and teams across Council are engaged in schedule planning, progressing, and maintaining the schedule. | Council |
| Workplace Health and Safety (WH&S) risks with the service. | Medium | Tenderers are required to address WH&S issues and provide detailed evidence in support of their claims. | Council |
| Public perceptions and expectations around recycling and landfill diversion | Medium | Tenderers will be evaluated on their approach and strategies to maximise recycling and landfill diversion. | Council |
| Transition arrangements with the incumbent supplier | Medium | Appropriate transition arrangements with the incumbent supplier will be agreed during service mobilisation period to maintain the continuity of the service. | Council and Contractor |
| No market for diversion items | Medium | Residents would like to see a greater diversion from landfill. If no sustainable, long term, market can be built and maintained, goods will continue to flow to landfill. | Council and Contractor |
| Quantity of kerbside recycling undertaken by neighbours, businesses, and other residents during scheduled kerbside collection | High | A scheduled service allows for this resource recovery activity to continue at no cost to Council. Moderation of tonnages may be required for alternate offers. | Council |
| Financial outlay for recycling | High | The cost of the recycling service may exceed the budget constraints, with delivery of the program not resulting in any diversion from landfill. | Council |

59. Is this contract listed as a ‘critical contract’ requiring the contractor to have in place a Business Continuity Plan approved by Council?

No

Tender evaluation

60. Evaluation criteria:

(a) Mandatory/essential criteria:

- Tenderers to attend a scheduled tour to a Resource Recovery Centre.

- Satisfactory financial status.

- Satisfactory response in relation to legislative compliance.

(b) Non-price weighted evaluation criteria:

| **Weighted evaluation criteria** | **Weighting**  **(%)** |
| --- | --- |
| Local benefits | 30 |
| Track record and experience | [Commercial-in-Confidence] |
| Innovation and partnerships (e.g. with recycling industry, market development and clear pathway for recycling) | [Commercial-in-Confidence] |
| Capacity and risk management | [Commercial-in-Confidence] |
| WH&S and environment | [Commercial-in-Confidence] |
| **Total:** | **100** |

(c) Price model:

Normalised tendered price.

61. Evaluation methodology:

(a) Shortlisting process:

Responses will initially undergo a preliminary compliance/conformance screen. If a response does not comply, and clarification cannot be provided, it may be excluded.

An initial shortlist, if required, will be based on the total score against the non-price weighted criteria. Further shortlist, if required, will be based on the value for money (VFM) score. At any time during the evaluation, a proposal may be excluded from further evaluation or a shortlist where:

- a score against any criterion (regardless of weighting) is deemed to not meet minimum requirements

- the proposal contains non-compliances with the specifications or draft contract that the Evaluation Team consider to be unacceptable/not advantageous for Council

- the proposal/tenderer is considered to be high risk or not advantageous for Council, regardless of the criteria stated in the tender documents.

Any submission may be included on any shortlist where the Evaluation Team considers that, despite the score achieved, there are strong, documented commercial reasons for further consideration of the proposal.

(b) VFM method:

Council’s standard VFM methodology. This is non-price score divided by price to create a VFM index. Selection will be based on the most advantageous outcome for Council and may consider geographic distribution of depots and facilities which impacts fuel and wear and tear costs ongoing.

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

63. **RECOMMENDATION:**

That the Stores Board recommends approval of the Significant Contracting Plan as follows.

(1) Establishing a Corporate Procurement Arrangement (CPA) in the form of a Preferred Supplier Arrangement (PSA) for Kerbside Large Items Collection and Recycling Service. The CPA will be for an initial term of four years with options to extend for additional periods of up to four years, for a maximum term of eight years. The estimated expenditure is [Commercial‑in‑Confidence] over the potential eight-year term.

(2) To extend the existing CPA with Curbside Services Pty Ltd for the Kerbside Large Items Collection and Recycling Service for an initial term of 6 months with options to extend for two additional periods of three months each, for a maximum term of 12 months from 1 July 2022 to 30 June 2023, for the estimated expenditure of [Commercial-in-Confidence] in accordance with Council’s *SP103 Procurement Policy and Plan 2021‑22*, which allows for entering into a contract without seeking competitive tenders from industry where it is in the public interest.

(3) That the Chief Executive Officer (through the Stores Board), is empowered to extend the existing CPA, beyond the initial term, subject to the satisfactory performance of the contractor.

(4) That the Manager, Waste and Recovery Services, City Standards, Brisbane Infrastructure, is authorised to manage the extended CPA on Council’s behalf.

**ADOPTED**

Chair: We now move on to the Economic Development and Brisbane 2032 Olympic and Paralympic Games Committee.

DEPUTY MAYOR.

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 26 October 2021, be adopted.

Chair: Is there any debate?

DEPUTY MAYOR: Thank you, Mr Chair. I just have to make the comment that obviously those on the other side don’t need to get their fuel cards when we get round to getting the new contract sorted for their cars in the future years. Just like the LORD MAYOR goes through the lighting up of the city, I need to go through the Business Hub and the fantastic workshop and mentoring programs and what’s happening on this week in the Hub. From tomorrow at 9am, Emotional Intelligence (EI), the driving force behind leadership effectiveness and high-performing teams. Some people in here may need that. The masterclass will cover why EI is a foundational leadership competency and how to work productively with emotions, being sponsored by Mind Cultivation.

From 3pm to 5pm on Thursday there’s Mental Resilience Mastery, a session with David Nair, and he will share his two and a half decades’ experience on coaching and mentoring people. On 9 November, Purpose in Practice, learning how to adopt a purpose-led strategy, being sponsored by IntelliDesign, People with Purpose, also on the 9th at 3pm. How to prepare for new super legislation, so that is a big one if you’re running your own business with employees, how the single default accounting works and how to prepare for this important change. Thank you to CCIQ and Sunsuper, who are sponsoring that program as well.

Again I reiterate, Councillors, please send your businesses, small businesses, medium or large to look at the opportunities at the Business Hub. Last week’s presentation was on the City Economic Update, as we do at the start of each session we’re brought up to speed on what’s happening on the ground, both inside and outside the CBD in terms of retail spend, foot traffic and CBD office occupancy.

Our Economic Development Manager presented some very interesting stats, including that 14,400 people moved to Brisbane in March 2021, the highest migration number of any capital city in the country and why wouldn’t you is all I say. This also matches the data obviously that we are seeing on buyer search volumes and obviously what we’re seeing at auctions that happen every Saturday around our suburbs as well.

Unfortunately, unemployment numbers are still high, despite there being a record number of jobs available on seek.com as well. Queen Street Mall foot traffic is sitting at about 54% of pre-COVID-19 levels and this data does ebb and flow as we see lockdowns occur. We’re anticipating a much higher increase in foot traffic as we enter Christmas season and Christmas in the city is going to be spectacular, not just for everything that is festive, but of course factoring around shopping, don’t forget that Black Friday is coming.

On the topic of general traffic, Wednesdays and Thursdays are currently the busiest days on the road, with a much higher turnout of workers in the office instead of working from home. The lowest traffic congestion index was August 2021, with just 42% of pre-COVID-19 levels, not surprising that that was lockdown week as well. We’re seeing the same within the CBD offices, the data we’re getting from Property Council, occupancy rates at around 50% at the moment.

We will be working hard in the Schrinner Council with our Small Business Roundtable, the Economic Development team, Brisbane Economic Development Agency, to ensure we support businesses to bring people back into the office and make sure that they’re supporting our businesses right throughout the CBD.

I recommend the report to the Chamber.

Chair: Thank you.

Further debate? Any further speakers?

Councillor ADAMS? Thank you.

Chair: We now move to the vote on 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⎯

#### A COMMITTEE PRESENTATION – CITY ECONOMIC UPDATE

**229/2021-22**

1. The Economic Development Manager, City Planning and Economic Development, City Planning and Sustainability, attended the meeting to provide an update on the Brisbane economy. He provided the information below.

2. A graph of the Brisbane Weekly Payroll Employee Jobs Index (percentage change from 14 March 2020 to 11 September 2021) was shown to the Committee.

3. A graphic containing statistics about job seekers in Brisbane was shown to the Committee. In March 2020, there were 29,789 job seekers, increasing to 52,463 in April 2020 and 64,191 in May 2020. This figure decreased to 37,943 in August 2021. The unemployment rate (all residents) in Brisbane in August 2021 was 6% and the Brisbane youth unemployment rate (15‑24 years old) was 11.1%.

4. The following graphs containing information as at August 2021, were shown to the Committee.

* A graph comparing the Brisbane and Queensland unemployment rates.
* A graph comparing the underemployment rate for males and females in Queensland.
* A graph comparing the underutilisation rate for males and females in Queensland.
* A graph showing the number of job advertisements in Brisbane.
* A graph showing the number of job advertisements by occupation category.

5. When borders re-open, the recommencement of interstate migration to Queensland is expected, with the majority of new arrivals coming to Brisbane. The Committee was shown a graph of net internal migration for Australian capital cities, showing that Brisbane is attracting the highest number of migrants of any capital city, with 14,400 migrants arriving in March 2021.

6. Information about HomeBuilder applications was shown to the Committee. Nationally, 135,096 preliminary HomeBuilder applications were received, of which 28,810 were in Queensland. This represents 21% of national preliminary applications. Queensland received 23,977 applications for new builds and 4,833 applications for renovations.

7. The Committee was shown a graph of private new house sales in Queensland, seasonally adjusted, based on HIA new home sales. The three months rolling average was 44.3% in August 2021.

8. A graph of buyer search volumes was shown to the Committee, indicating the volumes of weekly ‘for sale’ searches (year on year) from October 2021. Queensland locations are amongst the highest in Australia. Once the demand for migration decreases, the attractiveness of Brisbane as a city will need to be maintained to ensure the continuation of migration to assist with the supply of short-term skills and filling of job gaps.

9. The Committee was shown a graph of median house prices in major Australian capital cities. Brisbane median house prices have increased sharply in 2021, but are still significantly lower than house prices in Sydney and Melbourne. Information was provided about house and apartment rental prices in Brisbane as at August 2021, indicating an increase in house prices in 2021.

10. Border closures, local cases, lockdowns, and mask restrictions continue to have an impact on the return to pre-COVID-19 ‘normal’ patterns of movement and commerce. A graph showing the Monitoring Brisbane – Pedestrian Index: Combined Queen Street Mall Sensors was shown to the Committee, highlighting that Easter 2020 recorded the lowest number of pedestrians, with 17% of pre-COVID-19 levels, and that the pedestrian counts in Queen Street Mall are currently sitting around 54% of pre‑COVID‑19 levels.

11. The Committee was shown a graph of CBD Office Occupancy from September 2021, indicating Brisbane office occupancy at 51%.

12. A graph showing the Traffic Congestion Index since April 2020 from TomTom, was shown to the Committee, indicating the lowest point was 42% of pre-COVID levels in August 2021. The Traffic Congestion Index in Brisbane is currently sitting at 106% of pre-COVID-19 levels. In 2021, Wednesday and Thursday are recorded as being the busiest days of the week.

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

14. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor MURPHY, Transport Committee report.

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 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor MURPHY: Thanks, Chair. Firstly, I’d like to update the Chamber on a number of issues in the Transport portfolio. Firstly, to our Committee presentation the other week, the Schrinner Council is getting on with the job of delivering our new Green Bridges Program. Following Connect Brisbane, led by BESIX Watpac, being awarded the contract to build the Kangaroo Point Green Bridge earlier this year, we’ve now released the final design for the Breakfast Creek Green Bridge and what an impressive bridge it is.

It’s always exciting to talk about this bridge, Chair. Not only will it be an excellent walking and riding connection in its own right, but it augments the existing and highly successful Lores Bonney Riverwalk, which I think we can all agree is a five-star example of green transport in our city. Since the Riverwalk was opened, more than 2,300 people use it to walk or ride around our city every single day. Of course, the Breakfast Creek Green Bridge will provide an extension to this Riverwalk and also provide ongoing connections through Newstead Park, Newstead Avenue and Newstead Terrace.

The walking path on the existing Breakfast Creek Road bridge is about 2.5 metres wide, compared to the minimum width of six metres along the length of the new Breakfast Creek Green Bridge, which is a far better outcome for walkers and riders. The star of the show in this final design really is the bridge itself, designed to complement the unique natural and heritage features of the setting of Newstead Park. It will be an 80-metre-long arch bridge with about 2.8 metres of clearance over Breakfast Creek.

The arch structure will also feature a distinctive green and brown colour palette, drawn from the leaves of the Moreton Bay fig tree, which I assure you, Councillors, looks a lot better than it sounds. Drawn from the leaves of the Moreton Bay fig tree, which features prominently in Newstead Park. Pause points will be delivered at the southern and northern ends, which will provide an opportunity to enjoy the views of Newstead House and of the Brisbane River.

To complement existing lighting in key heritage places, including Newstead House and Newstead Park, the bridge and the landing points will also feature controllable LED lighting, just like our other city assets that we light up on a regular basis. I’m sure Councillor WINES is looking forward to getting his hands on that. The landing point in Newstead Park will be delivered with new signage, new rest areas and drinking fountains, which is truly a better outcome for the entire park and its amenities as well.

We do acknowledge that there has been a lot of construction in the vicinity of the bridge over the last few years, as I’m sure you’re aware of, Chair. We know that much of that has been due to the multi-award winning Kingsford Smith Drive upgrade. As part of delivering this bridge, much of the construction work will occur from the river itself and Breakfast Creek by barge, alongside work on sites in Newstead Park and Cameron Rocks Reserve. We are looking forward to awarding the contract and starting construction of the bridge early next year and we hope to absolutely minimise the disruption for residents and for motorists and communities along that section of the river. Lord knows they’ve had enough disruption as it has been.

Mr Chair, at Committee last week I committed to giving an update to the Chamber about the significant amount of work that has been completed over the last few months to improve the on-road facilities for our bus drivers. I am committed to ensuring that our bus operators are able to use bathroom and meal facilities that are clean and that are well maintained. We regularly clean facilities throughout the network and we’ve doubled the regular cleaning schedule in line with COVID‑19 requirements.

I’m pleased to say, Chair, that since June 2021, 22 chemical toilets have been upgraded with new parts. In the same timeframe, 14 facilities have received deep cleans and others have received additional cleaning on top of routine cleans. In fact since June, Council has delivered over 85 different upgrades to chemical facilities across the city. These include improvements such as new toilet infrastructure, flooring replacement, new sinks, repainting, deep cleans, new mirrors and much, much more. Every single Council-owned chemical facility has received some kind of an upgrade during this period and many have received multiple enhancements.

This is work that is happening on the ground every single week and it is enhancing facilities for our bus drivers. I was with a group of bus drivers just this morning out at Eagle Farm depot and from everything they’ve said to me, that work is being noticed. Of course, it’s not just chemical facilities, it’s many other plumbed toilets and meal rooms that have received upgrades and deep cleans over the last few months too. Part of this much more recent work has resulted from an audit that I asked for all on-road facilities to be completed in June in line with the LORD MAYOR’s request. We are always happy to receive genuine feedback from our drivers about the condition of these facilities and where we can improve things, we will.

It’s also important to note, Chair, that Council doesn’t maintain all bus operator facilities. Facilities along busways are the responsibility of TransLink, but our drivers also use those facilities. So sometimes there is some confusion about who is responsible. In the past, Council has had to step in and repair some TransLink‑owned facilities because of a lack of action from TransLink. We’re always happy to do so because our drivers come first.

We also are doing a body of work at the moment to determine which chemical facilities we will be able to transition to plumbed facilities in the future, in line with budget funding, but as you’re aware, Chair, we don’t operate chemical toilets at end-of-trip facilities as a choice. Sometimes we don’t have a choice, sometimes there is no appropriate plumbing connection for that facility, but the route goes there so we need to provide facilities for our drivers and we do that.

I also wanted to address a question from Councillor SRI, who last week in Committee raised with me the possibility of adding another stop to the Blue CityGlider outside the Woolworths on Montague Road, where Councillor SRI has previously liaised with Transport for Brisbane about this issue, who has described some of the issues with this option. Through you, Mr Chair, Transport for Brisbane will be in contact with you again, Councillor SRI, regarding a way forward, but I can also provide some more insight today.

It’s important for us all to remember that CityGlider services are so attractive because they offer quick trips with limited stops and that is what is central to their success. That is why they are one of Council’s most popular bus services. Transport for Brisbane as a rule does not consider adding another stop as feasible, either as a trial or a permanent solution. Transport for Brisbane is concerned that any consultation suggesting that this option is feasible would produce community expectations that Council simply cannot deliver.

The Blue CityGlider being the highest frequency service that already experiences significant on-time running pressures as a result of running on the road network. The service is also scheduled very tightly, has minimum turnaround times at the terminus. Drivers received a four-minute meal break and services are on about a four-minute frequency at times during the peak. There’s absolutely no give in the timetable to add another stop as a result of these issues.

The additional operational costs would also be quite significant. We don’t have the extra articulated buses at this point to put on the service. We have modelled the additional cost as a result of retaining that stop at an additional $300,000 to $400,000 per annum. I understand that there are some residents that are catching the service in this area who have mobility issues and the additional distance of the 140 metres to Cordeaux Street is a challenge for them. But there are very real restraints around adding additional stops, so we need to be able to make the timetable work, we need to make the additional costs work as well. Even then that was only if we had the buses.

In the past, Transport for Brisbane, through my office, has suggested that Councillor SRI undertakes some community consultation to gauge himself community sentiment about possible bus stop changes. I understand that Councillor SRI has not provided details of that consultation to officers, detailed consultation to date. That being said, Councillor SRI, Transport for Brisbane are willing to engage with any individuals that would be adversely affected by this change, to understand their individual circumstances and have further discussions with them. So that may be something that you would be interested to take up. I will leave further debate to the Chamber. Thank you, Chair.

Chair: Thank you, Councillor MURPHY.

Further debate? Any debate? None? Thank you.

We’ll now move the motion, 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⎯

#### A COMMITTEE PRESENTATION – GREEN BRIDGES PROGRAM – BREAKFAST CREEK GREEN BRIDGE UPDATE

**230/2021-22**

1. The Project Director Green Bridges, Major Projects, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an update on the Breakfast Creek Green Bridge. He provided the information below.

2. The Breakfast Creek Green Bridge will provide an improved active transport link along the river, connecting business and employment opportunities in Newstead, Teneriffe, Fortitude Valley and the City Centre with growing lifestyle precincts including Northshore Hamilton and Racecourse Road. The new bridge will connect to the Lores Bonney Riverwalk which has been a resounding success, with more than 2,300 pedestrians and cyclists using the Riverwalk since it opened as part of Council’s Kingsford Smith Drive upgrade in December 2018.

3. Increasing the capacity of this key link will improve safety and accessibility for users crossing Breakfast Creek and will increase use of the Riverwalk pathways around the New Farm peninsula for recreational and local trips. The bridge will also provide a critical active transport connection to the Brisbane 2032 Olympic and Paralympic Games Athletes’ Village at Northshore Hamilton.

4. Key benefits of the final design include:

- minimised impacts to existing views of Newstead House and Newstead Park

- maintained existing navigational channel and vessel height clearance

- avoidance of adverse flooding impacts by providing a single span across Breakfast Creek

- maintained access to the existing east-west boardwalk and road bridge throughout construction and once the bridge is complete.

5. As part of the project, Council is also proposing new dedicated two-way cycle paths along Breakfast Creek Road and Newstead Avenue to Newstead Terrace, providing an improved connection between the bridge landing and the ongoing active transport network.

6. The final design aims to complement the area’s unique heritage and landscape setting. Key design features of the bridge design and ongoing connections include:

- an arch bridge span on a diagonal alignment across Breakfast Creek from Newstead Park, extending the existing Lores Bonney Riverwalk by 175 metres from Cameron Rocks Reserve to the northern bridge approach

- a steel tied-arch structure with an approximate length of 80 metres, a height of 14 metres from the bridge deck at its tallest point and have the same navigational clearance over Breakfast Creek as the existing Breakfast Creek Road Bridge (approximately 2.8 metres)

- an arch-style bridge form chosen to maintain the existing navigational channel and vessel height clearance, to avoid adverse flooding impacts and minimise obstruction to existing views

- an arch structure that features a distinctive green and brown colour and materials palette drawn from the leaves of the Moreton Bay fig tree which feature in Newstead Park

- dedicated pathways for pedestrians and cyclists on the bridge deck and approach pathways, with a minimum width of six metres.

7. Pause points will be delivered at the southern and northern bridge approaches, providing an opportunity to enjoy views of Newstead House and the Brisbane River. To complement existing lighting in key heritage places, including Newstead House and Newstead Park, the bridge and landing points will feature controllable LED lighting.

8. A high-quality landing point in Newstead Park will be delivered with new signage, rest areas and drinking fountains. The landing will integrate with existing pathways and landscaping within Newstead Park’s unique heritage setting.

9. As part of the project, Council is also proposing a new two-way, on-road cycle path from the bridge landing at Newstead Park, along Breakfast Creek Road and Newstead Avenue, through to Newstead Terrace at Halford Street. This new connection will provide a safe, separate ongoing connection to the inner city and CBD. Cyclists will be encouraged to use the new two‑way dedicated cycle path on Breakfast Creek Road to connect to Newstead Avenue and Newstead Terrace, which will discourage commuter and sport cyclists from travelling through Newstead Park.

10. Provisions for cyclists and pedestrians will be introduced on Newstead Avenue to improve connectivity from Breakfast Creek Road and reduce impact on Newstead Park. Newstead Avenue will be reconfigured to one-way vehicle traffic to provide space to continue the on-road two-way cycle path from Breakfast Creek Road along the existing eastbound lane of Newstead Avenue.

11. The final design has been informed by feedback received during consultation on the project’s concept design in August and September 2020, along with further detailed design investigations throughout 2021.

12. Council is holding community information sessions in the local area in October 2021 to provide an opportunity for residents and business owners to meet the project team, ask questions and learn more about the final design for the bridge and its ongoing connections.

13. Procurement activities for the green bridge are well underway, with a Request for Tender expected to be issued to three shortlisted tenderers in the coming weeks. A contract for the construction of the green bridge is expected to be awarded by the end of 2021, with construction commencing in early 2022, subject to approvals.

14. Council will work with the contractor to minimise construction impacts on the local community, where possible. While many construction activities will be undertaken from Breakfast Creek and the Brisbane River, work sites will be established in sections of Newstead Park at Newstead, and Cameron Rocks Reserve in Hamilton.

15. Works will also occur on Breakfast Creek Road, Newstead Avenue and Newstead Terrace (between Halford Street and Newstead Avenue) to complete ongoing cycle path connections.

16. Following site establishment, piling works will be undertaken in Breakfast Creek to construct the Lores Bonney Riverwalk extension and new bridge foundations. Construction of the Breakfast Creek Green Bridge is expected to be complete by late 2023. More detailed information about expected construction impacts will be shared in early 2022, following the award of the contract to construct the Breakfast Creek Green Bridge.

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

18. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor WINES, the Infrastructure Committee report.

INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Peter MATIC, that the report of the meeting of that Committee held on 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor WINES: Yes, Mr Chair. Just very quickly, before I get into the substance of the report, I just wanted to make mention of a couple of items more broadly. I just wanted to touch on some of the comments that the LORD MAYOR made about the Beams Road overpass. Can I also lend my words to my understanding, which was that this Council supports the rail overpass project. We have funding ready and available to support that project.

As far as my understanding went, we were cooperating fully with the State and we were providing our expertise to assist, to make sure that the project, which could cost in a very best case scenario somewhere between $180 million and $220 million in the very best case, to perhaps much more than that, that we have an excellent outcome. That Council remains committed to supporting the State in the delivery of this particular piece of infrastructure.

In response to a question in Question Time regarding the Graceville Fiveways LGIP, how it’s included in the LGIP, but not on the list, the LGIP is a planning scheme instrument and not a program of works. The construction projects in the LGIP are subject to a whole range of considerations, including development growth patterns and project costs, among a whole range of other elements. The project itself would require specific funding through the budget at some point, which probably means it is a matter for the Finance Chair at some point in the future. But the notes I have say that like many of the sections along Oxley Road, the main challenge is a lack of right-turn lanes, or lack of capacity through the network for right-turn lanes.

Councillor JOHNSTON: Point of order, Mr Chairman.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: I should have said yoo-hoo, I think. I appreciate that Councillor WINES is in the vicinity, but my question to the LORD MAYOR was about I asked for a list of all intersections that are currently awaiting funding. I asked why the Graceville one was not on that list. That is my question. I understand the issues around the Fiveways. My question was about the intersection upgrades and why Graceville’s not on the list.

Chair: That’s not a legitimate point of order, but your question is noted. I’m sure you’ll be provided with a more comprehensive response.

Councillor WINES: My recall is the question was effectively why is it in the LGIP and not on the list. That was how I recall the question. So as I was saying, projects that are funded are a matter for a budget—the short answer is funding for projects such as this are a matter for the budget process.

*Councillor interjecting.*

Chair: Councillor JOHNSTON!

Councillor WINES: All right, so now we move to the report, which was on the Norris Road and Barbour upgrade and specifically—

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, I seek leave to move an urgency motion calling on Brisbane City Council to list the Graceville Fiveways intersection upgrade project on the intersection list for consideration for budget funding. I would appreciate a seconder.

Chair: There’s no seconder.

Councillor WINES—

*Councillor interjecting.*

Chair: You didn’t rise to your feet, Councillor SRI, so we move on.

Councillor WINES: Thanks, Mr Chair. As I said, the report was about the Norris Road and Barbour intersection upgrade and specifically focusing on the super weekend. The super weekend was a 58-hour period where Council was able to shut the intersection and do what was up to six weeks’ worth of work over one intersection. So the ability to do that has massively reduced the amount of time that the roadworks will need to be in place. The lights themselves, we hoped to have them turned on by later this month. So the works at Norris Road, for those who don’t know, is a major community road that goes up the centre of Bracken Ridge effectively, that links, working from memory here, Telegraph Road to Hoyland Street and Bracken Ridge Road.

It includes the TAFE, Norris Road State School and the shopping centre. It is a major feeder through that community. The call on that road continued to grow and Council has engaged in turning the roundabout there into controlled traffic lights, among a number of other projects that will continue through Norris Road and in particular, Norris/Barbour intersection as the centre point of that. The works, as the officers were very enthusiastic in speaking to us about, were able to reduce the timeframe for the project by up to six weeks.

The presentation reflected on early work that was undertaken by CPO (City Projects Office) in May to prepare the site for the super weekend and preparation allowed a great deal of construction through that timeframe. It allowed for the mobilisation of assets to the site leading up to the execution of the works and then were able to leave. We actually did not need all the 58 hours, we left on the Sunday afternoon with the works we’d hoped for complete.

Interestingly, for the interest of the Council, Norris Road is a major public transport route and what we did to ensure the public transport services remained, we created a circular bus route system and a centre point for bus travel, where all the buses would move to one terminus. If you had to enter into Bracken Ridge on the typical standard service that would operate on that weekend, we would actually use a small shuttle service to run you back and forward. That was actually used relatively lightly, but was available for the residents who live in that area, to make sure that their standard of service was maintained as best as possible considering that that road was closed for that weekend.

There’s still going to be more to talk about on Norris Road. There’s further work still to come, which we’ll talk about in the future. But it is a very important road and part of a very important road network for Outer North Brisbane. The works will continue, to make sure that that particular part of the world continues to be an even better place to live, by making it easier to get around and get you home sooner and safer. We have four petitions today, they are regarding a whole host of things from all corners of the city. I will allow Councillors from those areas to reflect on those in their own time.

Chair: Thank you, Councillor WINES.

Any further debate?

Councillor STRUNK.

Councillor STRUNK: Yes, thank you, Mr Chair.

**Seriatim - Clause B**

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| Councillor Charles STRUNK requested that Clause B, REQUESTING COUNCIL INSTALL AN ADDITIONAL DROP OFF AND PICK-UP ZONE AROUND CENTENARY STATE HIGH SCHOOL, JINDALEE, be taken seriatim for voting purposes. |

Councillor STRUNK: I rise to talk about this particular petition and I recognise that it wasn’t—I think it was around about 10 people that actually put this petition in. But it’s been my experience over the years since I’ve been in the Council when it comes to petitions, whether it’s one, two, three people or 100 people, you have to give it consideration. I think this is where this particular petition has been let down or the head petitioner and the people that signed it have been let down. The process reading through—and again, we can only base the information on, or what I’m about to say in regards to what has been given to us on the response and the background and all the rest of it, there may be some other items that occurred that I’m not aware of.

But if we have a look at actual response or the background, it doesn’t appear that any Council officers in this particular petition, this particular instance, contacted the school, Centenary High School. Centenary High School, of course, is a very large, well-performing school and I’m sure it’s probably growing to a certain extent. The last time that Council visited this with—and I don’t know if it was in a petition at the time, but certainly for a traffic management plan they’ve visited that back in June of 2019.

A few items or a few strategies were put in place, yellow lines, I think it was, restrictive parking basically. But clearly that hasn’t really worked, because clearly the congestion for the drop-off and pick-up, especially the pick-up times, are really impacting on the local residents. Clearly I think it would have been very appropriate for Council officers to maybe revisit that with the school.

But evidently because the school didn’t complain that there was an issue—which I’m sure there is an issue there because I’m sure the residents are being impacted and they wouldn’t have been telling porkies. Because the school didn’t contact Council, then nothing was really done in regards to this petition, which I think is a really poor part of the process. It’s poor process basically, that’s what it boils down to. So I think we’re not going to support this, simply because the process I don’t believe was followed correctly.

I know in my own area when we’ve had these issues and probably most of my schools, we’ve had a traffic management plan put into place since I became Councillor, because the growth of the student numbers in most of the schools, especially in our part of Brisbane, the growth has been extensive. You need to actually relook at the traffic management plan around any school, I believe, especially if you’ve got residents complaining about congestion. Again, I don’t think that process was followed properly. Thank you, Chair.

Chair: Thank you, Councillor.

Further debate?

Councillor HUTTON.

Councillor HUTTON: Thank you, Chair. I rise to speak in regards to the same petition, item B. Sadly I wasn’t actually in the Committee last week to actually inform Councillor STRUNK in regards to some of his questions. So the head petitioner is actually a parent from the school and I’ve been working very closely with the school in regards to traffic management.

I’ve had a number of meetings with the principal, the police and the local P&C. The P&C actually wasn’t supportive of this petition and that’s why we obviously have the response before us today. It is a very large school and as Councillor STRUNK said, a well-performing school. We’ve got about 1,800 kids at the school at present and obviously we want to see kids getting home sooner and safer. So we are working with the school about ensuring that this does happen, so thank you.

Chair: Further speakers? Any further speakers?

Councillor WINES? No?

Okay, we now move to the vote. I’ll take items A, C, D and E together, items A, C, D and E.

**Clauses A, C, D and E put**

Upon being submitted to the Chamber, Clauses A, C. D and E of the report of the Infrastructure Committee were declared **carried** on the voices.

Chair: We’re now voting on item B.

**Clause B put**

Upon being submitted to the Chamber, Clause B of the report of the Infrastructure Committee was declared **carried** on the voices.

Thereupon, Councillors Charles STRUNK and Peter CUMMING immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 18 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 3 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Peter CUMMING and Charles STRUNK.

ABSTENTIONS: 2 - Councillors Jonathan SRI and Nicole JOHNSTON.

The report read as follows⎯

#### A COMMITTEE PRESENTATION – NORRIS ROAD AND BARBOUR ROAD UPGRADE – SUPER WEEKEND

**231/2021-22**

1. The Program Director Civil and Transport, Project Management, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an overview on the Norris Road and Barbour Road upgrade – Super Weekend. He provided the information below.

2. A Super Weekend involves a contractor working continuously over a 58-hour weekend period from Friday night through to Monday morning. An opportunity was identified to use this collaborative approach between Council and a contractor to condense the works over one weekend which allowed for fast-tracking the project by six weeks and minimising overall traffic impacts. Planning commenced in February 2021 to seek opportunities to reduce the heavily impactful works to reconstruct the inner ring of the existing roundabout at Norris Road and Barbour Road, Bracken Ridge. A Super Weekend was proposed as a beneficial alternative following successful completion as part of the Murphy and Ellison Roundabout to intersection project.

3. Benefits of this Super Weekend include no prolonged increase to travel time; no heavy-vehicle detours throughout the work week; a reduction in the project schedule of approximately six weeks; a better‑quality running surface as additional construction joints would not be created within the intersection due to staging; and the minimisation of overall noise and dust impacts to the local area.

4. Investigation of the planned work sequencing identified that slight changes in staging of the works would allow the use of an auxiliary slip lane to allow southbound traffic from Barbour Road (western approach) through the intersection during the Super Weekend, which maintained access to local businesses. Following confirmation of the feasibility and significant benefits of the proposal, consultation on the Super Weekend commenced with overall positive feedback.

5. Prospective dates were identified, with the weekend commencing Friday 17 September 2021 selected as it provided the least impact to the community, balancing the needs of other pre‑planned events, proposed events, and breaks in planned weekend activities (i.e. local sport and business disruptions). Maintaining public transport was found to be a key aspect for the success of the Super Weekend, with approximately 350 bus services impacted by the closure between 7pm Friday 17 September and 5am Monday 20 September.

6. Works commenced in preparation for the September Super Weekend in May 2021. A revised staging and construction program leading into September to ensure the site was prepared. The preparation allowed as much construction as practical within the Super Weekend to minimise impacts and disruptions while maximising time and cost savings. Mobilisation of assets to the site occurred in the weeks leading up to the Super Weekend including material, machinery and site staff.

7. During the Super Weekend, bus services were detoured along Gawain Road where a temporary ‘Primary Bus Stop’ was created. To maintain full service connectivity, a free taxi service was provided for patrons who required assistance getting between their closed bus stop and the ‘Primary Bus Stop’. A map of the affected public transport routes, temporary bus stop and taxi connection services was shown to the Committee.

8. Stakeholder consultation continued throughout the implementation phase, with ongoing consultation with local businesses and operators to ensure events were not scheduled. Works notices were provided to the community with details of the Super Weekend works and potential impacts to the community, with additional notices sent closer to the weekend. Bus patrons were notified by the community works notice, as well as notification signs fixed to each affected bus stop providing details of the taxi connection service.

9. The Committee was shown images of the work undertaken during the Super Weekend, as well as aerial images of the before and after view of the Norris Road and Barbour Road intersection, including pavement works completed along the respective roads during the weekend.

10. The next steps for the Norris Road and Barbour Road intersection will involve completing asphalt and line marking works, with signals due to be switched on in late November 2021.

11. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Program Director Civil and Transport for his informative presentation.

12. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL INSTALL AN ADDITIONAL DROP‑OFF AND PICK-UP ZONE AROUND CENTENARY STATE HIGH SCHOOL, JINDALEE

**CA21/382009**

**232/2021-22**

13. A petition from residents, requesting Council install an additional drop-off and pick-up zone around Centenary State High School (CSHS), Jindalee, was received during the Autumn Recess 2021.

14. The A/Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

15. The petition contains 15 signatures. Of the petitioners, 12 live in Jamboree Ward, two live within other wards in the City of Brisbane and one lives outside the City of Brisbane.

16. The petitioners are concerned about congestion and ease of dropping students at CSHS and are suggesting an additional drop-off and pick-up zone be installed on Moolanda Street. Moolanda Street has a speed limit of 50 km/h outside of the school zone restrictions of 40 km/h from 7am to 9am and 2pm to 4pm on school days. Moolanda Street is classified as a neighbourhood road in Council’s *Brisbane City Plan 2014* road hierarchy providing access to local residential properties and the CSHS. Attachment B (submitted on file) shows a locality map.

17. As noted by the petitioners, there is an existing drop-off and pick-up zone in place on Yallambee Road, between Moolanda Street and Capitol Drive, and another on Moolanda Street, between Yallambee Road and Minyara Street. There is also a car park entrance to CSHS from Curragundi Road.

18. The petitioners’ request for an additional drop-off and pick-up zone on Moolanda Street has been noted. Council works closely with schools to manage traffic issues by developing a Traffic Management Plan (TMP). A TMP is used as a tool for schools to assess, document and communicate the way in which students can travel to and from school. Preparing a TMP helps schools identify and address traffic management issues, including how parents and caregivers access the school.

19. Officers from Transport Planning and Operations (TPO) met with CSHS in June 2019 to go through a TMP and identify any school related traffic and pedestrian safety concerns they had. At the time, CSHS identified concerns with queued traffic along Moolanda Street from the drop-off and pick-up zone into the existing roundabout at the intersection with Minyara Street. To help address this concern, Council installed yellow ‘no stopping’ lines at the intersection. CSHS also raised concerns about vehicles parking too close to their driveway on Curragundi Road. This was also addressed with installation of a yellow ‘no stopping’ line next to their driveway. TPO officers have also suggested to CSHS that they place a gate at the eastern end of the drop-off and pick-up zone on Moolanda Street. This would result in students entering and exiting the school grounds at the front of the loading zone, instead of the rear. This can often assist in the drop-off and pick-up zone operating more efficiently and may in turn reduce queuing through the roundabout.

20. Council’s preference is that requests for changes to the road environment near schools, such as crossing points and other infrastructure, be worked through via the school, so that Council can directly interact with the school on these matters of road safety. Council will continue to work with CSHS should they present any further road safety concerns. However, Council has not received any requests for an additional drop-off and pick-up zone by CHSH and Council does not propose to implement another drop‑off and pick up zone at this time.

21. The petitioners’ comment about reduced parking in Curragundi Road is noted. The parking restrictions were installed at the request of CSHS, the P&C Committee and local police.

22. It is also noted that the petitioners have concerns about vehicles performing illegal U-turns in side streets off Curragundi Road. This is considered a driver behaviour issue. Enforcement of poor driver behaviour is under the jurisdiction of the Queensland Police Service (QPS) as Council is unable to enforce moving traffic violations. The petitioners are encouraged to raise any concerns with poor driver behaviour directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

Consultation

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

Customer impact

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

25. The A/Manager recommended as follows and the Committee agreed, with Councillors Charles Strunk and Steve Griffiths dissenting.

26. **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:** CA21/382009

Thank you for your petition requesting Council install an additional drop-off and pick-up zone around Centenary State High School (CSHS), Jindalee.

Council works closely with schools to manage traffic issues by developing a Traffic Management Plan (TMP). A TMP is used as a tool for schools to assess, document and communicate the way in which students can travel to and from school. Preparing a TMP helps schools identify and address traffic management issues, including how parents and caregivers access the school.

Officers from Transport Planning and Operations (TPO), Brisbane Infrastructure, met with CSHS in June 2019 to go through a TMP and identify any school related traffic and pedestrian safety concerns they had. At the time, CSHS identified concerns with queued traffic along Moolanda Street from the drop-off and pick-up zone into the existing roundabout at the intersection with Minyara Street. To help address this concern, Council installed yellow ‘no stopping’ lines at the intersection. CSHS also raised concerns about vehicles parking too close to their driveway on Curragundi Road. This was also addressed with installation of a yellow ‘no stopping’ line next to their driveway. TPO officers have also suggested to CSHS that they place a gate at the eastern end of the drop-off and pick-up zone on Moolanda Street. This would result in students entering and exiting the school grounds at the front of the loading zone, instead of the rear. This can often assist in the drop-off and pick-up zone operating more efficiently and may in turn reduce queuing through the roundabout.

Council’s preference is that requests for changes to the road environment near schools, such as crossing points and other infrastructure, be worked through via the school, so that Council can directly interact with the school on these matters of road safety. Council will continue to work with CSHS should they present any further road safety concerns. However, Council has not received any requests for an additional drop-off and pick-up zone by CHSH and does not propose to implement another drop-off and pick up zone at this time.

The petitioners’ comment about reduced parking in Curragundi Road is noted. The parking restrictions were installed at the request of the ward office and directly impacted residents.

Your concerns about vehicles performing illegal U-turns in side streets off Curragundi Road are also noted. This is considered a driver behaviour issue. Enforcement of poor driver behaviour is under the jurisdiction of the Queensland Police Service (QPS) as Council is unable to enforce moving traffic violations. The petitioners are encouraged to raise any concerns with poor driver behaviour directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

Should you wish to discuss this matter further, please contact Kiran Sreedharan, Senior Transport Network Office, Transport Network Operations, Transport Planning and Operations Brisbane Infrastructure, on (07) 3178 1178.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL IMPLEMENT TRAFFIC CALMING MEASURES ON MELROSE LANE, KALINGA

**CA21/640579**

**233/2021-22**

27. A petition from residents, requesting Council implement traffic calming measures on Melrose Lane, Kalinga, was presented to the meeting of Council held on 15 June 2021, by Councillor David McLachlan, and received.

28. The A/Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

29. The petition contains 31 signatures. Of the petitioners, 24 live in the suburbs of Kalinga and Wooloowin and seven live in other suburbs in the City of Brisbane.

30. Melrose Lane has a speed limit of 50 km/h and is classified as a neighbourhood road under the *Brisbane City Plan 2014* road hierarchy. Melrose Lane is approximately 6.5 m wide and 88 m long, and provides a connection between Kent Road and Roseleigh Street, Kalinga. Kent Road and Roseleigh Street are also neighbourhood roads providing access to local residential properties and Melrose Park, on Roseleigh Street. Attachment B (submitted on file) shows a locality map.

31. The petitioners’ comments about the condition of the footway are noted. A recent inspection of Melrose Lane found the footway to be satisfactory and in a well grassed condition. The width of the footway is 1.4 m, and it has a 10 m road reserve corridor from property line to property line.

32. Along the northern side of Melrose Lane, there are power poles which would prevent construction of a *Disability Discrimination Act 1992* compliant footpath.

33. The southern side of Melrose Lane has two large trees from private property each having a large root mass causing the grass area to be elevated approximately 300 to 500 mm in height which would also prevent the construction of a wider footpath.

34. The petitioners’ request for traffic calming devices on Melrose Lane to deter rat running has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, is used to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Traffic calming devices are generally applied to local and neighbourhood access roads, which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

35. Council considers the installation of traffic calming devices only where there is a combination of both a demonstrated widespread issue of non-local traffic utilising the street and where there is a demonstrated speeding issue. There is a high demand for traffic calming across the city and Council must prioritise funding to those projects that deliver the greatest benefit in terms of safety and amenity for the wider community.

36. Melrose Lane serves to connect Kent Road to Roseleigh Street and provides access to Melrose Park. Motorists using Melrose Lane to access Melrose Park are not considered to be rat running as they are using the road for its intended purpose. Given these functions, a moderate traffic volume is expected on the street. As this road is performing as intended, there are no plans to install traffic calming devices at this time.

37. Council has reviewed the latest available data from the Queensland Government’s crash database and there have been no recorded crashes of any kind in the last five years. As a result, Council does not consider there to be a significant safety risk under the existing traffic conditions on Melrose Lane.

38. Speeding is considered to be a behavioural issue. Enforcement of such behaviour is under the jurisdiction of the QPS as Council is unable to enforce moving traffic violations. The petitioners are encouraged to raise any concerns with speeding motorists directly with QPS via the Hoon Hotline on 13 HOON (13 46 66).

Consultation

39. Councillor David McLachlan, Councillor for Hamilton Ward, has been consulted and supports the recommendation.

Customer impact

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

41. The A/Manager recommended as follows and the Committee agreed.

42. **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:** CA21/640579

Thank you for your petition requesting Council implement traffic calming measures on Melrose Lane, Kalinga.

Your comments about the condition of the footway are noted. A recent inspection of Melrose Lane found the footway to be satisfactory and in a well grassed condition. The width of the footway is 1.4 m, and it has a 10 m road reserve corridor from property line to property line.

Along the northern side of Melrose Lane, there are power poles which would prevent construction of a *Disability Discrimination Act 1992* compliant footpath.

The southern side of Melrose Lane has two large trees from private property each having a large root mass causing the grass area to be elevated approximately 300 to 500 mm in height which would also prevent the construction of a wider footpath.

Your request for traffic calming devices on Melrose Lane to deter rat running has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, is used to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Traffic calming devices are generally applied to local and neighbourhood access roads, which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

Council considers the installation of traffic calming devices only where there is a combination of both a demonstrated widespread issue of non-local traffic utilising the street and where there is a demonstrated speeding issue. There is a high demand for traffic calming across the city and Council must prioritise funding to those projects that deliver the greatest benefit in terms of safety and amenity for the wider community.

Melrose Lane serves to connect Kent Road to Roseleigh Street and provides access to Melrose Park. Motorists using Melrose Lane to access Melrose Park are not considered to be rat running as they are using the road for its intended purpose. Given these functions, a moderate traffic volume is expected on the street. As this road is performing as intended, there are no plans to install traffic calming devices at this time.

Council has reviewed the latest available data from the Queensland Government’s crash database and there have been no recorded crashes of any kind in the last five years. As a result, Council does not consider there to be a significant safety risk under the existing traffic conditions on Melrose Lane.

Speeding is considered to be a behavioural issue. Enforcement of such behaviour is under the jurisdiction of the QPS as Council is unable to enforce moving traffic violations. You are encouraged to raise any concerns with speeding motorists directly with QPS via the Hoon Hotline on 13 HOON (13 46 66).

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

Should you wish to discuss this matter further, please contact Mr Michael Denman, Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 0985.

Thank you for raising this matter.

**ADOPTED**

#### D PETITION – REQUESTING COUNCIL INSTALL A MINIMUM OF EIGHT SPEED BUMPS ALONG TALLARA STREET, BETWEEN BARRETT STREET AND TOMAH ROAD, BRACKEN RIDGE

**CA21/671255**

**234/2021-22**

43. A petition from residents, requesting Council install a minimum of eight speed bumps along Tallara Street, between Barrett Street and Tomah Road, Bracken Ridge, was received during the Winter Recess 2021.

44. The A/Manager, Transport Planning and Operations, Brisbane Infrastructure provided the following information.

45. The petition contains five signatures. Of the petitioners, two live in Tallara Street and the others live in Bald Hills, Fitzgibbon and other areas of Bracken Ridge.

46. Tallara Street has a speed limit of 50 km/h and performs a neighbourhood road function in Council’s road hierarchy under *Brisbane City Plan 2014,* providing access to local residential properties. Tallara Street is also used as a bus route. Attachment B (submitted on file) shows a locality map.

47. The petitioners’ request for traffic calming measures on Tallara Street, between Barrett Street and Tomah Road, to deter speeding vehicles has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, is used to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Traffic calming devices are generally applied to local and neighbourhood access roads, which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

48. Council considers the installation of traffic calming devices only where there is a combination of both a demonstrated widespread issue of non-local traffic utilising the street and where there is a demonstrated speeding issue. Speeding issues alone are not sufficient to consider the use of traffic calming devices as speeding is observed to some extent in all streets throughout Brisbane.

49. Council has previously undertaken an investigation for traffic calming in this area and Tallara Street has been identified as a street where traffic calming would be beneficial. This street will be listed in a future year’s traffic calming program subject to funding prioritisation in future budgets. The petitioners request for a minimum of eight speed bumps has been noted. Funding is required in order to determine the most suitable design for this traffic calming project, noting that traffic calming projects utilise a variety of treatments such as chicanes, speed bumps, slow points and modified intersections to achieve the desired goals of reduced traffic speeds and volumes.

50. There is a high demand for traffic calming throughout Brisbane, which is why all requests have to be prioritised to ensure Council resources are directed to the streets and areas most in need of such traffic management works, and those that offer the greatest benefit, with respect to safety and amenity, to the wider community.

51. Speeding is a behavioural issue under the jurisdiction of the Queensland Police Service (QPS). As such, the petitioners are encouraged to raise any concerns with speeding motorists directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

Consultation

52. Councillor Sandy Landers, Councillor for Bracken Ridge Ward, has been consulted and supports the recommendation.

Customer impact

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

54. The A/Manager recommended as follows and the Committee agreed

55. **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:** CA21/671255

Thank you for your petition requesting Council install a minimum of eight speed bumps along Tallara Street, between Barrett Street and Tomah Road, Bracken Ridge.

Your request for traffic calming measures on Tallara Street, between Barrett Street and Tomah Road, to deter speeding vehicles has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, is used to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Traffic calming devices are generally applied to local and neighbourhood access roads, which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

Council considers the installation of traffic calming devices only where there is a combination of both a demonstrated widespread issue of non-local traffic utilising the street and where there is a demonstrated speeding issue. Speeding issues alone are not sufficient to consider the use of traffic calming devices as speeding is observed to some extent in all streets throughout Brisbane.

Council has previously undertaken an investigation for traffic calming in this area and Tallara Street has been identified as a street where traffic calming would be beneficial. This street will be listed in a future year’s traffic calming program subject to funding prioritisation in future budgets. Your request for a minimum of eight speed bumps has been noted. Funding is required in order to determine the most suitable design for this traffic calming project, noting that traffic calming projects utilise a variety of treatments such as chicanes, speed bumps, slow points and modified intersections to achieve the desired goals of reduced traffic speeds and volumes. Before funding is allocated, further consultation and consideration of the traffic calming installation design is required.

There is a high demand for traffic calming throughout Brisbane, which is why all requests have to be prioritised to ensure Council resources are directed to the streets and areas most in need of such traffic management works, and those that offer the greatest benefit, with respect to safety and amenity, to the wider community.

Speeding is a behavioural issue under the jurisdiction of the Queensland Police Service (QPS). As such, you are encouraged to raise any concerns with speeding motorists directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

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

Should you wish to discuss this matter further, please contact Mr Michael Denman, Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 0985.

Thank you for raising this matter.

**ADOPTED**

#### E PETITION – REQUESTING COUNCIL CONSIDER MEASURES TO PREVENT HEAVY VEHICLES FROM USING NELLIE STREET, NUNDAH, AS AN ACCESS ROAD BETWEEN MELTON ROAD AND NUDGEE ROAD

**CA21/774954**

**235/2021-22**

56. A petition from residents, requesting Council consider measures to prevent heavy vehicles from using Nellie Street, Nundah, as an access road between Melton Road and Nudgee Road, was received during the Winter Recess 2021.

57. The A/Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

58. The petition contains 10 signatures. Of the petitioners, six live on Nellie Street, and four live in other suburbs in the City of Brisbane.

59. Nellie Street has a speed limit of 50 km/h and is classified as a neighbourhood road in Council’s road hierarchy under *Brisbane City Plan 2014* (City Plan). Neighbourhood roads provide access to local residential properties and are suitable for most vehicle types including trucks, which need to service and access local properties. Nellie Street also forms part of a bus route. Attachment B (submitted on file) shows a locality map.

60. Melton Road is classified as a district road and Nudgee Road is classified as an arterial road in Council’s road hierarchy under City Plan. District roads facilitate the movement of people and goods to and through suburbs including buses and heavy vehicles, and arterial roads connect major centres of the city, providing an important link in Brisbane’s public transport and freight network. York Street, located approximately 280 m south of Nellie Street, is the higher order road connection between Melton and Nudgee Roads and is classified as a district road in Council’s road hierarchy under City Plan.

61. The petitioners’ request for Council to consider measures to prevent heavy vehicles from using Nellie Street, due to large heavy vehicle access between Melton Road and Nudgee Road, has been noted. The Queensland Government’s Department of Transport and Main Roads (TMR) has developed guidelines and policies to facilitate the movement of large vehicles within Queensland in a safe and efficient manner. The guidelines state that vehicles with an overall length not exceeding 19 metres, and with a Gross Vehicle Mass not exceeding 42.5 tonnes are permitted general access to all roads in Queensland.

62. It is expected that there will be some truck use on Nellie Street. A review of the most recent traffic survey conducted on Nellie Street in May 2018, shows the average weekday two-way traffic as 1710 vehicles per day, with 3.5% being heavy vehicles. This equates to an average of 60 heavy vehicles per day using Nellie Street, which is within expectations for a neighbourhood road. Attachment C (submitted on file) shows the traffic survey results for Nellie Street. In comparison, a traffic survey conducted in March 2019 on York Street, shows the average weekday two-way traffic as 5178 vehicles per day, with 7% being heavy vehicles. This equates to an average of 363 heavy vehicles per day and shows most truck drivers are using York Street as the connecting road between Melton and Nudgee Roads as intended. Attachment D (submitted on file) shows the traffic survey results for York Street.

63. Council appreciates that some heavy vehicles using Nellie Street may not have a local destination. Taking into consideration low heavy vehicle use from the May 2018 traffic survey, and that there is no substandard structures or infrastructure restricting heavy vehicles from using Nellie Street, a heavy vehicle ban is not proposed. However, Council will arrange for a new traffic survey to be conducted on Nellie Street. The new traffic survey will be used to review traffic volumes, vehicle types and vehicle speeds, to determine if any other traffic treatments may be warranted. The results of the survey are expected to be received by late September.

Consultation

64. Councillor Adam Allan, Councillor for Northgate Ward, has been consulted and supports the recommendation.

Customer impact

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

66. The A/Manager recommended as follows and the Committee agreed.

67. **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:** CA21/774954

Thank you for your petition requesting Council consider measures to prevent heavy vehicles from using Nellie Street, Nundah, as an access road between Melton and Nudgee Roads.

Your request for Council to consider measures to prevent heavy vehicles from using Nellie Street, due to large heavy vehicle access between Melton Road and Nudgee Road, has been noted. The Queensland Government’s Department of Transport and Main Roads (TMR) has developed guidelines and policies to facilitate the movement of large vehicles within Queensland in a safe and efficient manner. The guidelines state that vehicles with an overall length not exceeding 19 metres, and with a Gross Vehicle Mass not exceeding 42.5 tonnes are permitted general access to all roads in Queensland.

It is expected that there will be some truck use on Nellie Street. A review of the most recent traffic survey conducted on Nellie Street in May 2018, shows the average weekday two-way traffic as 1710 vehicles per day, with 3.5% being heavy vehicles. This equates to an average of 60 heavy vehicles per day using Nellie Street, which is within expectations for a neighbourhood road. In comparison, a traffic survey conducted in March 2019 on York Street, shows the average weekday two-way traffic as 5178 vehicles per day, with 7% being heavy vehicles. This equates to an average of 363 heavy vehicles per day and shows most truck drivers are using York Street as the connecting road between Melton and Nudgee Roads as intended.

Council appreciates that some heavy vehicles using Nellie Street may not have a local destination. Taking into consideration low heavy vehicle use from the May 2018 traffic survey, and that there is no substandard structures or infrastructure restricting heavy vehicles from using Nellie Street, a heavy vehicle ban is not proposed. However, Council will arrange for a new traffic survey to be conducted on Nellie Street. The new traffic survey will be used to review traffic volumes, vehicle types and vehicle speeds, to determine if any other traffic treatments may be warranted. The results of the survey are expected to be received by late September.

Should you wish to discuss this matter further, please contact Mr Michael Denman, Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 0985.

Thank you for raising this matter.

**ADOPTED**

Chair: Councillor LANDERS.

**ADJOURNMENT:**

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| **236/2021-22**  At that time, 3.45pm, it was resolved on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON, that the meeting adjourn for a period of 15 minutes, to commence only when all Councillors had vacated the Chamber and the doors had been locked.  Council stood adjourned at 3.49pm. |

**UPON RESUMPTION:**

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

CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE

Councillor Adam ALLAN, Civic Cabinet Chair of the City Planning and Suburban Renewal Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor ALLAN: Thank you, Mr Chair. In last week’s Committee presentation, we were provided an update on Outdoor Gallery. Outdoor Gallery is a program bringing artworks to outdoor spaces around Brisbane. The project is aligned with *Brisbane Vision 2031*, *Brisbane’s Future Blueprint*, Brisbane *City Centre Master Plan 2014* and *Design‑led City - A Design Strategy* *for Brisbane*. Benefits of the Outdoor Gallery for Council include making art accessible to the community, encouraging innovative programming and engagement opportunities, including augmented reality and in real-life programming in response to COVID-19 restrictions, sharing the city through the selfie and communication strategies using the hashtag #BNEpublicart.

The development of the Museum of Brisbane Makers program at home to engage with children, creation of online video content and innovation of digital artworks becoming part of the public art collection, local, State and national acknowledgement and city activation and exploration. In the last year, the project has also enabled the development of new strategic partnerships with Curiocity Brisbane, the Asia Pacific Architecture Festival and Arts Queensland and the continuation of work with Queensland Gallery of Modern Art (GOMA), the Museum of Brisbane and Brisbane Greeters.

Benefits for artists include opportunities for contemporary artists to exhibit, share contemporary stories and celebrate diversity and the opportunity for professional development and the creation of new artworks and creating a career trajectory for local talent. A number of exhibitions will be on display throughout the city for the remainder of this financial year, including the current exhibition Springfinity, APT10 for Kids at GOMA and the Indigenous Art Program 2022 curated by Blaklash Creative. I commend the report to the Chamber.

Chair: Thank you, Councillor ALLAN.

Any debate? I’ll move the report.

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

The report read as follows⎯

#### A COMMITTEE PRESENTATION – OUTDOOR GALLERY

**237/2021-22**

1. The Design Brisbane Manager, City Planning and Economic Development, City Planning and Sustainability, attended the meeting to provide an update on Outdoor Gallery. He provided the information below.

2. Outdoor Gallery is a program bringing artworks to outdoor spaces around Brisbane. The project is aligned with *Brisbane Vision 2031*, *Brisbane’s Future Blueprint*, *Brisbane City Centre Master Plan 2014* and *Design-led City – a design strategy for Brisbane*.

3. The Committee was shown an image of Hiromi Tango’s installation in Edward Street from 2017. The Edward Street Outdoor Gallery opportunity was provided through funding from the Village Precincts Project program’s Edward Street upgrade, enabling two vitrines to be purchased and installed.

4. A map of Outdoor Gallery locations throughout the CBD was shown to the Committee, which indicates the placement of the infrastructure provided by the project, including lightboxes, wall banners, lanterns, vitrines, digital projections and digital screens.

5. Benefits of the Outdoor Gallery for Council include:

- making art accessible to the community

- encouraging innovative programming and engagement opportunities, including augmented reality and ‘in real life’ programming in response to COVID-19 restrictions

- sharing the city through the selfie and communication strategies using the hashtag #BNEPublicArt

- the development of Museum of Brisbane (MoB) Maker Program at home, to engage with children

- the creation of online video content

- innovation in art procurement resulting in digital artworks becoming part of the public art collection

- local, State and national acknowledgement

- city activation and exploration.

6. In the last year, the project has also enabled the development of new strategic partnerships with Curiocity Brisbane, Asia Pacific Architecture Festival, and Arts Queensland, and the continuation of work with Queensland Art Gallery of Modern Art (QAGOMA), MoB, and Brisbane Greeters.

7. Benefits for artists include opportunities for contemporary artists to exhibit, share contemporary stories and celebrate diversity; the opportunity for professional development and the creation of new artworks; and creating a career trajectory for local talent.

8. A current exhibition is ‘Springfinity’, which will be on display throughout the city until 21 November 2021. The next major Outdoor Gallery project will be as part of the 10th Asia Pacific Triennial of Contemporary Art (APT). ‘APT 10 Kids: Outdoors’ will be showing in conjunction with QAGOMA, from 4 December 2021 until 25 April 2022.

9. The final major exhibition for Outdoor Gallery this financial year will be Indigenous Art Program 2022, curated by Blacklash Creative.

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

11. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor DAVIS, the Environment, Parks and Sustainability Committee report 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 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor DAVIS: Mr Chair, our Committee presentation was an update on the Oxley Creek Transformation project. As the Chamber would be aware, the Oxley Creek Transformation project is a $100 million investment over 20 years which will transform the 20-kilometre Oxley Creek corridor, from the Brisbane River at Tennyson to Larapinta, into a world-class lifestyle and leisure destination for Brisbane. The transformation aims to improve the waterway health and biodiversity of Oxley Creek. We’ve already delivered Warrill Parklands, a nature‑based and discovery play space, that has become a must-do destination for families.

We are next delivering on Archerfield Wetlands, which will transform previous industrial land into a new recreation, education and environmental parkland. The Committee also considered three petitions, the first requested Council install lighting at the skatepark in Murarrie Rec Reserve at Murarrie and Council received a petition for 123 signatures requesting lighting be installed at the park. Council is currently finalising the master plan for Murarrie Recreation Reserve and the petition request will be considered as part of the process.

Items C and D are petitions regarding off-road cycling. Item C was a petition with 2,053 signatures requesting Council withdraw the Draft Off-Road Cycling Strategy for revision, including consideration of wider stakeholder involvement and improve and adequately resource the enforcement of illegal off-road tracks. Item D is a petition with 1,739 signatures requesting Council recognise the mountain bike community, as stewards of the environment, and expedite the development of additional environmentally sustainable singletracks within the Brisbane area.

Mr Chair, in 2019, as you would know, Council engaged with key stakeholder groups and the broader community about their ideas for future off-road cycling opportunities across the city, and community feedback is currently being used by the project team to guide the development of the Off-Road Cycling Strategy. I’ll leave further debate to the Chamber.

Chair: Thank you.

Further debate?

Councillor CASSIDY.

Councillor CASSIDY: Thanks, Chair.

**Seriatim - Clause B**

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| Councillor Jared CASSIDY requested that Clause B, REQUESTING COUNCIL INSTALL LIGHTING AT THE SKATE PARK IN MURARRIE RECREATION RESERVE, MURARRIE, be taken seriatim for voting purposes. |

Councillor CASSIDY: Thank you. Just on that item, the petition calling for lighting at the skatepark at the Murarrie Recreation Reserve, Murarrie, again, just like last week we had a petition for lighting in a park and it was all too hard and can’t be done. We had a small discussion on the Committee last week about this, but from my experience, when a request for lighting or certain upgrades at a recreation reserve of this size is made and the response is that can be dealt with in a larger precinct plan, the answer is quite often that it gets lost.

The outcome that these constituents over at Murarrie are seeking, is an upgrade to the lighting there, the response does not provide that and it doesn’t provide a commitment from this Administration to actually carrying out the lighting here. So, from our experience, once bitten twice shy throughout these processes. There should be a commitment in here that this project will proceed, not just being left to a potentially be included in larger projects, so we won’t be supporting Clause B.

Chair: Thank you.

Further debate? Any further debate?

Councillor DAVIS, sum up?

Councillor DAVIS: In response to those comments by Councillor CASSIDY, I think it’s really important to note that when Council considers the installation of lighting around skateparks, we do consider the proximity to neighbouring residents, the noise, likelihood of promoting antisocial behaviour, casual surveillance and relevant site constraints. In addition, I would just point out that at this time the Murarrie Rec Reserve car park is locked overnight to discourage the use of the park facilities at night. I can assure the Chamber that lighting of the precinct, under the master plan, will be considered.

Chair: Thank you, Councillor DAVIS.

We’ll now put the items A, C and D together. Items A, C and D.

**Clauses A, C and D put**

Upon being submitted to the Chamber, Clauses A, C and D of the report of the Environment, Parks and Sustainability Committee were declared **carried** on the voices.

Chair: We’ll now move to item B.

**Clause B put**

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

Thereupon, Councillors Jared CASSIDY and Peter CUMMING immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 17 - Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 6 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

The report read as follows⎯

#### A COMMITTEE PRESENTATION – OXLEY CREEK TRANSFORMATION PROJECT UPDATE

**238/2021-22**

1. The Principal Program Officer, Oxley Creek Transformation, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an update on the Warril Parkland and Archerfield Wetlands precincts of the Oxley Creek Transformation Project. He provided the information below.

2. The Oxley Creek Transformation Vision is to transform the 20-kilometre Oxley Creek corridor into a world-class green lifestyle and leisure destination, from the Brisbane River at Tennyson to Larapinta. One hundred million dollars will be invested over 20 years to deliver the vision, including a series of connected precincts along the corridor.

3. Images including the location of the Warril Parkland and the anticipated facilities and amenities to be delivered were shown to the Committee. The Warril Parkland is being designed as a nature-based adventure parkland and is designed to encourage children to explore the outdoors, with features such as a nature play playground, multiple picnic areas and a lakeside boardwalk.

4. Activities for children, including colouring sheets, work sheets and quizzes will be made available online and aim to encourage environmental education, helping to shape the environmental stewards of tomorrow. In addition to a number of programmed and unprogrammed spaces, activation of the Warril Parklands includes 11 discovery stops for children to explore, additional installed signage, parkland trails, junior ranger school holidays activities and the Peaks to Point Festival Spotlighting Night.

5. The Oxley Creek Transformation project and Warril Parkland precinct has been nominated for, and received, multiple awards, including:

- the 2021 AILA (Australian Institute of Landscape Architects) Queensland Landscape Architecture Award for Parks and Open Space (winner)

- the Outdoors Queensland Awards 2020 Queensland Government Award for Outdoor Places and Spaces (winner)

- the Outdoors Queensland Awards 2020 Queensland Government Nature Play Community Award (finalist).

6. The Warril Parkland precinct has received positive online reviews and media coverage, including a feature article in the Spring 2021 edition of *Brisbane Kids Magazine* promoting the nature play playground.

7. The Archerfield Wetlands precinct is located between the Ipswich Motorway at Oxley, and Bowhill Road, Durack, and is the heart of the 20 kilometre corridor. It features 150 hectares of open space, with a new 2.7 kilometre shared path through the wetlands, connecting Bowhill Road with Gleneagles Crescent, Oxley, currently under construction.

8. A new district park is proposed for the Archerfield Wetlands, which will incorporate a water‑play area as a key attraction of the parkland, as well as a basketball court, community hub and catchment centre. An image of the proposed district recreation park, including amenities such as a wetlands boardwalk loop, event lawn, adventure play area and youth hub, was shown to the Committee. The event lawn and youth hub will be designed to accommodate a range of community events and activities. There is an over-arching focus on embedding practical, sustainable outcomes within the parkland, including water sustainability, reuse and repurposing of existing infrastructure, battery-readiness and promotion of active travel.

9. Development approval for the Archerfield Wetlands parkland was received in September 2021, and the detail design and documentation is currently in progress, with construction scheduled to occur in the 2022-23 and 2023-24 financial years.

10. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Principal Program Officer for his informative presentation.

11. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL INSTALL LIGHTING AT THE SKATE PARK IN MURARRIE RECREATION RESERVE, MURARRIE

**CA20/1365193**

**239/2021-22**

12. A petition from residents, requesting Council install lighting at the skate park in Murarrie Recreation Reserve, Murarrie, was presented to the meeting of Council held on 1 December 2020, by Councillor Lisa Atwood, Councillor for Doboy Ward, and received.

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

14. The petition contains 123 signatures.

15. Current lighting within Murarrie Recreation Reserve is limited to pathway lighting along the western side of the reserve (approximately 400 metres from the skate park) to facilitate safe movement from Wynnum Road to Rawlinson Street, and adjacent Vicki Wilson playground. The skate park is currently unlit and there is no lighting within Murarrie Recreation Reserve’s toilet block, car park, picnic shelter or nearby bikeway. Council notes that the car park adjacent to the skate park is locked each day between 6pm and 8pm and reopened between 5am and 7am. Nighttime activity within Murarrie Recreation Reserve is therefore not currently facilitated or encouraged.

16. Considerations for the provision of lighting include (but are not limited to) proximity of the skate park to neighbouring residents, noise, likelihood of promoting anti-social behaviour, casual surveillance and relevant site constraints.

17. Council is committed to developing a master plan for Murarrie Recreation Reserve, to guide future investment and facility upgrades. The overall aim of the Murarrie Recreation Reserve’s master plan is to establish the reserve as a dedicated wheeled sport and recreation park.

18. Council conducted preliminary community engagement on the Murarrie Recreation Reserve master plan in 2019. This engagement presented a draft plan for feedback and gathered insights into how the Murarrie Recreation Reserve is valued and currently used by the community.

19. This petition for skate park lighting will be included as stakeholder feedback to assist with the development of the final master plan.

20. Council is continuing to undertake technical investigations to determine the reserve’s recreation upgrade options, having particular regard for the site’s location next to Bulimba Creek and former use as a landfill facility, and the associated flooding and land contamination constraints. The final master plan will then be released to the community along with information about future delivery staging and timing.

Consultation

21. Councillor Lisa Atwood, Councillor for Doboy Ward, has been consulted and supports the recommendation.

Customer impact

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

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

24. **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:** CA20/1365193

Thank you for your petition requesting Council install lighting at the skate park in Murarrie Recreation Reserve, Murarrie.

Current lighting within Murarrie Recreation Reserve is limited to pathway lighting along the western side of the reserve (approximately 400 metres from the skate park) to facilitate safe movement from Wynnum Road to Rawlinson Street, and adjacent Vicki Wilson playground. The skate park is currently unlit and there is no lighting within the Murarrie Recreation Reserve’s toilet block, car park, picnic shelter or nearby bikeway. Council notes that the car park adjacent to the skate park is locked each day between 6pm and 8pm and reopened between 5am and 7am. Nighttime activity within the reserve is therefore not currently facilitated or encouraged.

Considerations for the provision of lighting include (but are not limited to) proximity of the skate park to neighbouring residents, noise, likelihood of promoting anti-social behaviour, casual surveillance and relevant site constraints.

Council is committed to developing a master plan for Murarrie Recreation Reserve, to guide future investment and facility upgrades. The overall aim of the Murarrie Recreation Reserve’s master plan is to establish the reserve as a dedicated wheeled sport and recreation park.

Council conducted preliminary community engagement on the Murarrie Recreation Reserve master plan in 2019. This engagement presented a draft plan for feedback and gathered insights into how the precinct is valued and currently used by the community.

Your petition for skate park lighting will be included as stakeholder feedback to assist with the development of the final master plan.

Council is continuing to undertake technical investigations to determine the reserve’s recreation upgrade options, having particular regard for the site’s location next to Bulimba Creek and former use as a landfill facility, and the associated flooding and land contamination constraints. The final master plan will be released to the community along with information about future delivery staging and timing.

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

Should you wish to discuss this matter further, please contact Ms Helenah Mac, Senior Portfolio and Program Officer, from Council’s Natural Environment, Water and Sustainability, City Planning and Sustainability, on (07) 3178 5672.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL WITHDRAW THE DRAFT OFF‑ROAD CYCLING STRATEGY FOR REVISION, INCLUDING CONSIDERATION OF WIDER STAKEHOLDER INVOLVEMENT, AND IMPROVE AND ADEQUATELY RESOURCE THE ENFORCEMENT OF ILLEGAL OFF-ROAD TRACKS

**CA21/774604**

**240/2021-22**

25. A petition from residents, requesting Council withdraw the Draft Off-Road Cycling Strategy for revision, including consideration of wider stakeholder involvement, and improve and adequately resource the enforcement of illegal off-road tracks, was received during the Winter Recess 2021.

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

27. The petition contains 2,053 signatures.

28. Council has commenced the Brisbane Off-Road Cycling project (the project) to plan for off‑road cycling opportunities and facilities within parks and natural areas.

29. The protection of the natural environment is a key priority for the project. Council has comprehensive information on the biodiversity values of parks and natural areas, and this continues to inform the project. Proposed new off-road cycling infrastructure will be informed by further environmental assessments and a review of any risks to safety and existing park users. The management of erosion and sedimentation risks will be addressed through best practice design and ongoing maintenance of new infrastructure.

30. A key component of the project is compliance to address unauthorised track construction. Council has recently implemented a comprehensive compliance program in Whites Hill Reserve and Toohey Forest and it is proposed that this will be rolled out to other natural areas to address unlawful behaviours. It is also expected that the establishment of low-impact, authorised off-road facilities will reduce the demand for unauthorised track construction.

31. Council has undertaken comprehensive community engagement on the project. In 2019, Council engaged with key stakeholder groups and the broader community about their ideas for future off road cycling opportunities across the city. This information was used to develop possible locations for off-road cycling infrastructure in parks and natural areas, which was released to the community for feedback between December 2020 and February 2021. On both occasions, Council received a large amount of information and feedback.

32. Community feedback is currently being used by the project team to guide the development of a final report and the next priorities for the project.

Funding

33. Council has allocated $500,000 for the delivery of off-road cycling projects in the 2021-22 budget under Program 3 – Clean, Green and Sustainable City.

Consultation

34. As this is a citywide matter, Councillor Tracy Davis, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee, has been consulted and supports the recommendation.

Customer impact

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

36. The Divisional Manager recommended as follows and the Committee agreed.

37. **RECOMMENDATION:**

**THAT THE DRAFT RESPONSE, AS SET OUT IN ATTACHMENT A,** hereunder, **BE SENT TO THE HEAD PETITIONER.**

**Attachment A**

**Draft Response**

**Petition Reference:** CA21/774604

Thank you for your petition requesting Council withdraw the Draft Off-Road Cycling Strategy for revision, including consideration of wider stakeholder involvement, and improve and adequately resource the enforcement of illegal off-road tracks.

Council has commenced the Brisbane Off-Road Cycling project (the project) to plan for off‑road cycling opportunities and facilities within parks and natural areas.

The protection of the natural environment is a key priority for the project. Council has comprehensive information on the biodiversity values of parks and natural areas, and this continues to inform the project. Proposed new off-road cycling infrastructure will be informed by further environmental assessments and a review of any risks to safety and existing park users. The management of erosion and sedimentation risks will be addressed through best‑practice design and ongoing maintenance of new infrastructure.

A key component of the project is compliance to address unauthorised track construction. Council has recently implemented a comprehensive compliance program in Whites Hill Reserve and Toohey Forest and it is proposed that this will be rolled out to other natural areas to address unlawful behaviours. It is also expected that the establishment of low-impact, authorised off-road facilities will reduce the demand for unauthorised track construction.

Please note that Council does not intend to withdraw the draft Brisbane Off-Road Cycling Strategy.

Council has undertaken comprehensive community engagement on the project. In 2019, Council engaged with key stakeholder groups and the broader community about their ideas for future off-road cycling opportunities across the city. This information was used to develop possible locations for off-road cycling infrastructure in parks and natural areas, which was released to the community for feedback between December 2020 and February 2021. On both occasions, Council received a large amount of information and feedback.

Community feedback is currently being used by the project team to guide the development of a final report and find a balance with competing interests. Further information will be shared with the community later in the year.

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

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

Thank you for raising this matter.

**ADOPTED**

#### D PETITION – REQUESTING COUNCIL RECOGNISE THE MOUNTAIN BIKING COMMUNITY AS STEWARDS OF THE ENVIRONMENT AND EXPEDITE THE DEVELOPMENT OF ADDITIONAL ENVIRONMENTALLY SUSTAINABLE SINGLE TRACKS WITHIN THE BRISBANE AREA

**CA21/774709**

**241/2021-22**

38. A petition from residents, requesting Council recognise the mountain biking community as stewards of the environment and expedite the development of additional environmentally sustainable single tracks within the Brisbane area, was received during the Winter Recess 2021.

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

40. The petition contains 1,739 signatures.

41. There is a growing demand for off-road cycling facilities in parks and natural areas across Brisbane and South East Queensland. Mountain bike riding on single trails is one of the most popular types of off-road cycling.

42. Council has commenced the Brisbane Off-Road Cycling project (the project) to plan for off‑road cycling opportunities and facilities within parks and natural areas. The project proposes a variety of safe, recreational off-road cycling opportunities to meet the needs of a rapidly growing off-road cycling community and offer better protection for bushland reserves and parks. The project is exploring opportunities for facilities that will cater to children, adults, families and people of varying abilities and skill levels.

43. It is acknowledged that many off-road cyclists are keen to contribute to the conservation of the natural environment. Volunteer trailcare builds community stewardship and creates more environmentally sustainable trails through regular care and maintenance. As part of the project, it is proposed to establish a broader trailcare program that will provide the opportunity for the community to contribute to the sustainable management of tracks and trails and the protection of the natural environment.

44. Council has undertaken comprehensive community engagement on the project. In 2019, Council engaged with key stakeholder groups and the broader community about their ideas for future off-road cycling opportunities across the city. This information was used to develop possible locations for off-road cycling infrastructure in parks and natural areas, which was released to the community for feedback between December 2020 and February 2021. On both occasions, Council received a large amount of information and feedback.

45. The petitioners’ feedback regarding the environmental conscientiousness of the mountain biking community and the need for environmentally sustainable single tracks within Brisbane has been noted. Community feedback is currently being used by the project team to guide the development of a final report and the next priorities for the project.

Funding

46. Council has allocated $500,000 for the delivery of off-road cycling projects in the 2021-22 budget under Program 3 – Clean, Green and Sustainable City.

Consultation

47. As this is a citywide matter, Councillor Tracy Davis, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee, has been consulted and supports the recommendation.

Customer impact

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

49. The Divisional Manager recommended as follows and the Committee agreed.

50. **RECOMMENDATION:**

**THAT THE DRAFT RESPONSE, AS SET OUT IN ATTACHMENT A,** hereunder, **BE SENT TO THE HEAD PETITIONER.**

**Attachment A**

**Draft Response**

**Petition Reference:** CA21/774709

Thank you for your petition requesting Council recognise the mountain biking community as stewards of the environment and expedite the development of additional environmentally sustainable single tracks within the Brisbane area.

Council acknowledges that there is a growing demand for off-road cycling facilities in parks and natural areas across Brisbane and South East Queensland.

Therefore, Council has commenced the Brisbane Off-Road Cycling project (the project) to plan for off‑road cycling opportunities and facilities within parks and natural areas. The project proposes a variety of safe, recreational off-road cycling opportunities to meet the needs of a rapidly growing off-road cycling community and offer better protection for bushland reserves and parks. The project is exploring opportunities for facilities that will cater to children, adults, families and people of varying abilities and skill levels.

It is acknowledged that many off-road cyclists are keen to contribute to the conservation of the natural environment. As noted, volunteer trailcare builds community stewardship and creates more environmentally sustainable trails through regular care and maintenance. As part of the project, it is proposed to establish a broader trailcare program that will provide the opportunity for the community to contribute to the sustainable management of tracks and trails and the protection of the natural environment.

Council has undertaken comprehensive community engagement on the project. In 2019, Council engaged with key stakeholder groups and the broader community about their ideas for future off-road cycling opportunities across the city. This information was used to develop possible locations for off-road cycling infrastructure in parks and natural areas, which was released to the community for feedback between December 2020 and February 2021. On both occasions, Council received a large amount of information and feedback.

The petitioners’ feedback regarding the environmental conscientiousness of the mountain biking community and the need for environmentally sustainable single tracks within Brisbane has been noted. Community feedback is currently being used by the project team to guide the development of a final report and the next priorities for the project. Further information will be shared with the community later in the year.

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

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

Thank you for raising this matter.

**ADOPTED**

Chair: Councillor MARX, the City Standards Committee report.

CITY STANDARDS COMMITTEE

Councillor Kim MARX, Civic Cabinet Chair of the City Standards Committee, moved, seconded by Councillor Steven TOOMEY, that the report of the meeting of that Committee held on 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor MARX: Yes, thank you, Mr Chair. Briefly, before I get to the report, I want to address two items. One, Councillor HUTTON asked the question in the Committee this morning about the number of yellow top bins. The year to date there has been 2,543 households that have ordered the larger yellow top bin—one of them being my household—and I can tell you I pretty much fill it every week so I’m glad I got the larger one.

The other item—

*Councillor interjecting.*

Councillor MARX: —I want to—sorry was that an interjection Councillor CUMMING by some—

*Councillor interjecting.*

Chair: Councillor CUMMING, if you want to participate in the debate please do so, don’t shout out across the Chamber.

*Councillor interjecting.*

Councillor MARX: I only became the Chair a year ago, at which point I got the yellow top bin, so you know, I walk the walk.

*Councillor interjecting.*

Chair: Councillor CUMMING.

*Councillor interjecting.*

Councillor MARX: I don’t know why I bothered taking that mumbling. Anyway.

*Councillors interjecting.*

Councillor MARX: The other question—the other item I want to address is a—can I call it a furphy, Mr Chair, about a question in the budget or as Councillor STRUNK—through you, Mr Chair—called it, the estimates. The question was asked of Councillor MURPHY at the time how many Safer School Travel footpaths did he have in his budget, which the answer is 18. It is 18, was 18, will always be 18 in this year’s budget. What people need to understand is that as the Chair of Transport, he has the budget for those 18 footpaths to do with the Travel School program, I have the remaining budget of over $40 million to deliver the new and the renewed footpaths.

So, to anybody’s estimate that we would spend $45 million—or $40 million—on 18 footpaths is just not living on this planet. So, I just want to reiterate, again, Councillor—the LORD MAYOR, sorry, mentioned that again in his speech this morning about how many footpaths have been done as far as what my—the budget that I have is spending it on, and as I want reiterate again, so the financial year 2020-21 is 1,653 and a total of 213 brand new footpaths that weren’t there before.

So, when we talk about a reconstruction, we talk about, yes, there was a footpath there, yes, it was damaged, yes, we removed it and, yes, we replaced it for a new one, so I really don’t want to hear anymore nonsense about only being 18 footpaths funded in the budget.

The Committee report last week was about the Cultural Centre Boardwalk Rehabilitation project. It was a very interesting project, basically in a nutshell the old timber was removed, and new stuff was put down, much longer-lasting. Men’s Sheds benefitted from the use of some of that old timber which was great to see it going to a good home.

*Councillors interjecting.*

Councillor MARX: There was a question asked about why we didn’t replace the railing—the handrailing—at the same time as the boardwalk and I have to admit that I did ask the same—did have that as my question as well. So, through you, Mr Chair, I have to admit Councillor JOHNSTON, you and I both are ignorant on how engineering works, because the idea is about optimising our assets. So, as it was explained to me, what needed replacing was replaced at the time, but if it didn’t need replacing, we just left it *status quo*, so I would suggest that’s probably what we call good financial management, leave well enough alone. If and when it does deteriorate then we will be putting into the budget for fixing of that point of renewal.

There’s also some petitions here that I’m happy to leave debate to the Chamber.

Chair: Thank you, Councillor.

Is there any further debate?

Oh, Councillor CUMMING.

Councillor CUMMING: Thank you, Chair. I’ve decided I’ll speak now rather than just throwing out those good interjections I’ve been doing all day.

**Seriatim - Clause B**

|  |
| --- |
| Councillor Peter CUMMING requested that Clause B, REQUESTING COUNCIL INSTALL RUBBISH BINS BETWEEN LOTA PARK AND CAMBRIDGE PARADE, MANLY, be taken seriatim for voting purposes. |

Councillor CUMMING: Now, item B is a petition requesting Council install rubbish bins between Lota Park and Cambridge Parade in Manly, it was received during the Summer Recess 2020-21. Now, my estimation says this recess finished on 1 February 2021, some nine months ago, so this is the time—the response time is a disgrace and it’s a reflection of the arrogance and the lack of standards of Councillor MARX.

*Councillors interjecting.*

Councillor CUMMING: Anyhow, to set the scene, the Esplanade walking path goes from the main street of Manly at Cambridge Parade, right through to Lota Park—more correctly described as Lota Camping Reserve—and it’s a considerable distance. On this occasion, the department has agreed to put in one bin at the intersection of Falcon Street and the Esplanade, but there is still a considerable distance from that bin to the first bin you find in Lota and which I took out my trusty measuring—I’ve got a measuring wheel, they’re a good little device, and I measured and it’s actually one kilometre. One kilometre with no bins at all.

So, that is not a satisfactory responsibility as far as I’m concerned, it’s a very busy area the Esplanade, very high level of pedestrian usage, local residents and visitors on the weekend. I believe that another bin, or two bins, a plain rubbish bin and a recycling bin, would be a great idea for that area and I believe there’s an area it could be fitted in on the corner of Davenport Drive and the Esplanade, outside of Royal Queensland Yacht Squadron. So, I’m not satisfied with the response that has been given by the Administration and I would like to see more bins along that area.

I call upon the Administration to consider that matter and to do it, otherwise local residents will be continuing to protest and continuing to call for more bins along that section of the Esplanade. Thank you.

Chair: Thank you, Councillor CUMMING.

Further debate?

Councillor MARX?

Councillor MARX: Thank you, Mr Chair. Just on that note, through you, Mr Chair, Councillor CUMMING. So, the officers took a great deal of time to do their research on the request—

*Councillor interjecting.*

Chair: Councillor CUMMING.

Councillor MARX: —about—seriously.

Chair: Yes, Councillor CUMMING, please.

Councillor MARX: What is wrong with that man, I don’t know—while discovering—working out where they could put an installation of a rubbish bin in that suggested location. After their research, there was a couple of things that they wanted to point out, which I have pointed out in the Committee and I’m quite happy to do that here. It was noted that the stretch of walkway between Davenport Drive and Ernest Street poses many safety risks for Council’s contractors as there is no space for rubbish bins to be installed without imposing on the footpath. Installation of a rubbish bin in this location would then render that part of the footpath inaccessible for any persons in a wheelchair or mobility scooter—

*Councillor interjecting.*

Councillor MARX: —as a result, you would be—put Council in breach of the *Disability Discrimination Act 1992*. Also, inspections of the site identified that that stretch of road is built on a one-way traffic only with nowhere for Council’s collection—

*Councillor interjecting.*

Councillor MARX: —vehicles to pull over—

Chair: Councillor.

Councillor MARX: —to the side of the road. So, again, through you, Mr Chair, I would suggest that the Council officers who do this research are far more qualified to make these kind of decisions—

*Councillor interjecting.*

Councillor MARX: —than you, I or anyone else in the Chamber. Thank you.

Chair: Thank you, Councillor MARX.

We’ll now move to the vote on items A, C, D and E. A, C, D and E.

**Clauses A, C, D and E put**

Upon being submitted to the Chamber, Clauses A, C. D and E of the report of the City Standards Committee were declared **carried** on the voices.

Chair: Now, move to the vote on item B.

**Clause B put**

Upon being submitted to the Chamber, Clause B of the report of the City Standards Committee was declared **carried** on the voices.

Thereupon, Councillors Peter CUMMING and Charles STRUNK immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 17 - Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 5 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Charles STRUNK and Nicole JOHNSTON.

ABSTENTIONS: 1 - Councillor Jonathan SRI.

The report read as follows⎯

#### A COMMITTEE PRESENTATION – CULTURAL CENTRE BOARDWALK REHABILITATION PROJECT

**242/2021-22**

1. The Manager, Construction, City Standards, Brisbane Infrastructure, attended the meeting to provide an update on the Cultural Centre boardwalk rehabilitation project (the project). He provided the information below.

2. The project was a cross-Council delivery project involving Project, Planning and Infrastructure. The previous boardwalk was a 4.6 m wide and 430 m long timber structure originally built in 1944. The boardwalk was subjected to 30,000 trips per day from pedestrians and was linked to a cycle way. The poor condition of the boardwalk was upgraded to provide enhanced safety, functionality as well as an aesthetically improved structure.

3. The scope and design incorporated fibre composite decking materials, which will provide a longer life span. A number of suppliers were engaged to meet Council’s specifications, and a longer than usual procurement period was undertaken to ensure an optimal outcome was achieved.

4. Structural issues identified with the boardwalk included the flat structure causing water aggregation which led to degradation. The new structure was designed to prevent water accumulation to allow for improved safety for users, as well as improved longevity. Engineering treatment included installation of 175 steel bolts in the girders which strengthened the land bridges and enhanced the integrity of the structure.

5. Although the project budget was up to $2.1 million, the project was delivered at $1.83 million. Project construction was undertaken during COVID-19 restrictions, and COVIDSafe measures were implemented during that time. Accelerated works enabled the boardwalk to be open for the 3 June 2021 Brisbane Marathon.

6. The team members considered innovative methods and options in relation to disposal of old materials, which included donation of decking material to various ‘Men’s Sheds’ across the Brisbane City region. In addition to the environmental and social benefit of reusing the old materials, Council saved on the disposal fee of $50,000.

7. Although the initial closure was a challenge due to inconvenience caused to cyclists, this disruption was quickly addressed with communication to users including additional signage regarding detours and the duration of the closure.

8. The project was supported by various work units across Council, and the successful result was attributed to a well-organised team. The outcome of the rehabilitation project is that the boardwalk will have a 100‑year lifespan, with planned maintenance scheduled for 50 years. The project’s Senior Engineer was selected as a finalist for the 2021 Women in Engineering award, and the project’s Junior Engineer was selected as a finalist for the 2021 Young Engineer of the Year award.

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**

#### B PETITION – REQUESTING COUNCIL INSTALL RUBBISH BINS BETWEEN LOTA PARK AND CAMBRIDGE PARADE, MANLY

**CA21/17759**

**243/2021-22**

11. A petition requesting Council install rubbish bins between Lota Park and Cambridge Parade, Manly, was received during the Summer Recess 2020-21.

12. The Executive Manager, City Standards, Brisbane Infrastructure, provided the following information.

13. The petition contains 45 signatures.

14. Council’s Waste and Resource Recovery Services branch have received a number of requests for the installation of rubbish bins along the Manly foreshore over the preceding 12 months. As part of these requests, residents noted a lack of rubbish bins to dispose of any litter along the Manly foreshore. They have indicated this has led to an increased amount of littering and illegal dumping within the mangroves.

15. In each past instance, the request was investigated in full by Council officers and it was determined that there was no suitable location for the installation of bin infrastructure. In each of the responses, information was provided indicating where the existing bin infrastructure is located, and this feedback was passed back onto the relevant ward offices.

16. While installation of a rubbish bin in the suggested location cannot be accommodated, Council can confirm that an alternative and more suitable location was identified for the installation of a rubbish bin between Cambridge Parade and Lota Park, and provides an option for residents to dispose of their waste prior to accessing the walkway. Installation of the new rubbish bin near the bench seat, opposite Falcon Street was completed on 26 May 2021.

Consultation

17. Councillor Peter Cumming, Councillor for Wynnum Manly Ward, has been consulted and does not support the recommendation.

Customer impact

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

19. The Executive Manager recommended as follows and the Committee agreed, with Councillor Peter Cumming dissenting.

20. **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:** CA21/17759

Thank you for your petition requesting Council install rubbish bins along the Manly foreshore, between Lota Park and Cambridge Parade.

Council acknowledges your concerns and has conducted onsite inspections of this area to gain a better understanding of resident behaviours and infrastructure needs.

Council notes your concerns regarding illegal dumping, however, during inspections there was no evidence of illegal dumping along the Manly foreshore or within the mangroves between Lota Park and Cambridge Parade.

However, it was noted that the stretch of walkway between Davenport Drive and Ernest Street poses many safety risks for Council’s contractors as there is no space for rubbish bins to be installed without imposing on the footpath. Installation of a rubbish bin in this location would then render that part of the footpath inaccessible for any persons in wheelchairs or mobility scooters. As a result, this would put Council in breach of the *Disability Discrimination Act 1992*.

Additionally, inspections of this site have identified that the stretch of roadway between Davenport Drive and Earnest Street is built for one-way traffic only, with nowhere for Council’s collection vehicles to pull over to the side of the road and safely service the rubbish bins. In addition, it was also identified that the existing pedestrian guard rail along this stretch of walkway would prevent access to any proposed rubbish bin.

While installation of a rubbish bin in the suggested location cannot be accommodated, Council can confirm that an alternative and more suitable location was identified for the installation of a rubbish bin. The new rubbish bin has been installed between Cambridge Parade and Lota Park, and provides an option for residents to dispose of their waste prior to accessing the walkway. Installation of the new rubbish bin near the bench seat, opposite Falcon Street was completed on 26 May 2021.

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

Should you wish to discuss this matter further, please contact Ms Caitlin Norrie, A/Collections Contract Manager, Collections Management, Waste and Resource Recovery Services, City Standards, Brisbane Infrastructure, on (07) 3178 0703.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL REINSTATE KERBSIDE COLLECTION FOR ALL RESIDENTS OF PADDINGTON WARD

**CA21/92217**

**244/2021-22**

21. A petition requesting Council reinstate kerbside collection for all residents of Paddington Ward, was presented to the meeting of Council held on 2 February 2021, by Councillor Peter Matic, and was received.

22. The Executive Manager, City Standards, Brisbane Infrastructure, provided the following information.

23. The petition contains seven signatures.

24. The large item kerbside collection service has been offered as an annual program to all Brisbane residents since 2011. Prior to this, the service was run less formally, either annually or bi‑annually, as a large items and hard waste or green waste collection service.

25. Large item kerbside collection service allows residents to place prescribed unwanted goods on their kerb during a designated week in the year. Council’s kerbside collection contractors then collect and remove the presented items.

26. The service was introduced to assist residents unable to transport their large items to one of Council’s Resource Recovery Centres. The program also encourages residents to consider if the items they are placing out on the kerb could be recycled or donated to local charities.

27. The service was temporarily postponed in May 2020 due to the impacts of the COVID-19 pandemic, but has since been reinstated. Savings from the postponement were put into urgent economic recovery initiatives.

Consultation

28. Councillor Peter Matic, Councillor for Paddington Ward, has been consulted supports the recommendation.

Customer impact

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

30. The Executive Manager recommended as follows and the Committee agreed, with Councillor Peter Cumming abstaining.

31. **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:** CA21/92217

Thank you for your petition requesting Council reinstate the kerbside collection service to all residents of Paddington Ward.

Keeping Brisbane clean, green and sustainable is very extremely important to Council and providing a cost‑effective and efficient waste service forms a key part of this goal. Therefore, Council is pleased to confirm this service returned from 12 July 2021, to help residents dispose of large household items. The kerbside collection service was temporarily postponed in May 2020 due to the impacts of the COVID‑19 pandemic. Savings from the postponement were put into urgent economic recovery initiatives.

As part of the service returning, collections will be carried out during a specific week for each suburb. Residents will be notified of their collection timing at least two weeks prior via a flyer delivered to properties. Please note some suburbs in the Paddington Ward will have already had their collection service completed.

The schedule for each suburb is also available for residents to view via Council’s website at www.brisbane.qld.gov.au by searching ‘kerbside collection’. Further information about what items will be accepted as part of this service is also provided on this webpage.

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

Should you wish to discuss this matter further, please contact Ms Caitlin Norrie, A/Collections Contract Manager, Collections Management, Waste and Resource Recovery Services, City Standards, Brisbane Infrastructure, on (07) 3178 0703.

Thank you for raising this matter.

**ADOPTED**

#### D PETITION – REQUESTING COUNCIL TO REINSTATE KERBSIDE COLLECTION TO CALAMVALE WARD

**CA21/92439**

**245/2021-22**

32. A petition from residents, requesting Council to reinstate kerbside collection to Calamvale Ward, was presented to the meeting of Council held on 2 February 2021, by Councillor Greg Adermann, on behalf of Councillor Angela Owen and was received.

33. The Executive Manager, City Standards, Brisbane Infrastructure, provided the following information.

34. The petition contained 63 signatures.

35. The large item kerbside collection service has been offered as an annual program to all Brisbane residents since 2011. Prior to this, the service was run less formally, either annually or bi‑annually, as a large items and hard waste or green waste collection service.

36. Large item kerbside collection service allows residents to place prescribed unwanted goods on their kerb during a designated week in the year. Council’s kerbside collection contractors then collect and remove the presented items.

37. The service was introduced to assist residents unable to transport their large items to one of Council’s Resource Recovery Centres. The program also encourages residents to consider if the items they are placing out on the kerb could be recycled or donated to local charities.

38. The service was temporarily postponed in May 2020 due to the impacts of the COVID-19 pandemic, but has since been reinstated. Savings from the postponement were put into urgent economic recovery initiatives.

Consultation

39. Councillor Angela Owen, Councillor for Calamvale Ward, has been consulted and supports the recommendation.

Customer impact

40. The response will address the petitioners’ concerns.

41. The Executive Manager recommended as follows and the Committee agreed, with Councillor Peter Cumming abstaining.

42. **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:** CA21/92439

Thank you for your petition requesting Council reinstate the kerbside collection service to all residents of Calamvale Ward.

Keeping Brisbane clean, green and sustainable is extremely important to Council and providing a cost‑effective and efficient waste service forms a key part of this goal. Therefore, Council is pleased to confirm this service returned from July 2021 to help residents dispose of large household items. The kerbside collection service was temporarily postponed in May 2020 due to the impacts of the COVID‑19 pandemic. Savings from the postponement were put into urgent economic recovery initiatives.

As part of the service returning, collections will be carried out during a specific week for each suburb. Residents will be notified of their collection timing at least two weeks prior via a flyer delivered to properties. Please note some suburbs in the Calamvale Ward have already had their collection service completed.

The schedule for each suburb is also available for residents to view via Council’s website at www.brisbane.qld.gov.au by searching ‘kerbside collection’. Further information about what items will be accepted as part of this service is also provided on this webpage.

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

Should you wish to discuss this matter further, please contact Ms Caitlin Norrie, A/Collections Contract Manager, Collections Management, Waste and Resource Recovery Services, City Standards, Brisbane Infrastructure, on (07) 3178 0703.

Thank you for raising this matter.

**ADOPTED**

#### E PETITION – REQUESTING THAT COUNCIL NOT REMOVE THE TREES ALONG THE NATURE STRIP BETWEEN 5-19 MILLICENT STREET, MOOROOKA

**CA21/562768**

**246/2021-22**

43. A petition from residents, requesting that Council not remove the trees along the nature strip between 5‑19 Millicent Street, Moorooka, was presented to the meeting of Council held on 25 May 2021, by Councillor Jared Cassidy on behalf of Councillor Steve Griffiths and received.

44. The Executive Manager, City Standards, Brisbane Infrastructure, provided the following information.

45. The petition contains 44 signatures.

46. On 30 July 2020, Council received a tree trimming request for two ivory curl trees which were overhanging the property boundary at 15 Millicent Street, Moorooka. The request was referred to Energex, as canopy reduction under power lines is the responsibility of Energex. Works were scheduled by Energex to be completed by 30 October 2020. On completion, the Moorooka Ward Office requested tree works be audited as a resident reported brittle branches in the tree and that there were still branches overhanging private property. A Council officer audited the works conducted by an Energex Contractor and observed a heavy V-shape cutting profile below powerlines on eight of the ivory curl trees (as shown in Attachment B, submitted on file).

47. The Regional Coordinator Arboriculture, South Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, met with the Energex Vegetation Contracts officer to ascertain why the canopy had been heavily cut to a V-shape. Council was advised the powerlines were quite low at this location and the ivory curl trees have been repeatedly cut back due to sunburn scarring and decayed scaffold branches (as shown in Attachment B, submitted on file). As a result, Council approved the removal of six ivory curl trees that exhibited extensive decay in the trunk, scaffold branches and unbalanced canopy habit.

48. Energex has committed to installing taller power poles on Millicent Street and Council intended to replace the ivory curl trees with bottlebrush trees to ensure the tree canopy remains clear from power lines. Councillor Steve Griffiths, Councillor for Moorooka Ward, met with the Council officer and Energex Vegetation Contracts officer and was in support of the tree removal and replacement program, dependant on resident feedback.

49. Council subsequently received two tree removal objections in February and March 2021. Additionally, Councillor Griffiths and the Regional Coordinator Arboriculture, met with the resident at 9 Millicent Street on 24 February 2021. At this meeting, it was agreed to retain two ivory curl trees on the property frontage to maintain canopy cover and property screening. Any compromised scaffold branches would receive remedial pruning.

50. Another meeting was held on 6 May 2021 and Councillor Griffiths advised that the local community requested that all six ivory curl trees be retained to keep the streetscape character. As such, it has been determined that Council will retain and monitor the ivory curl trees in the interim, until such time that the trees require removal due to major structural compromise.

Consultation

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

Customer impact

52. The submission will respond to the petitioner’s concerns.

53. The Executive Manager recommended as follows and the Committee agreed.

54. **RECOMMENDATION:**

**that the draft response, as set out in Attachment A,** hereunder, **be sent to the head petitioner**

**Attachment A**

**Draft Response**

**Petition Reference:** CA21/562768

Thank you for your petition requesting Council not remove the trees along the nature strip between 5‑19 Millicent Street, Moorooka.

Council has completed an onsite investigation and considered your request.

Council values the trees in our city as they contribute significantly to the environment both ecologically and aesthetically. These values are supported by Council’s tree policy which ensures the preservation of Council trees, therefore tree removal is considered an important issue.

The powerlines are low at this location and the ivory curl trees have been repeatedly cut back by Energex Contractors due to sunburn scarring and decayed scaffold branches. Therefore, Council approved the removal of six ivory curl trees that exhibited extensive decay in the trunk, scaffold branches and unbalanced canopy habit.

It was originally determined that Energex will install taller power poles in the street and Council would replace the ivory curl trees with bottlebrush trees to ensure tree canopy would remain in the street and would be clear from power lines. At the time of this approach being formulated, Councillor Steve Griffiths, Councillor for Moorooka Ward, was in support of the tree removal and replacement program, dependant on resident feedback.

Councillor Griffiths subsequently received several requests from the local community to retain all six ivory curl trees to keep the streetscape character. As a result, Council will retain and monitor the ivory curl trees in the interim until the trees require removal due to major structural compromise. At that time, the trees will be replaced with trees which are more appropriate for planting under powerlines.

Please let the other petitioners know of this information.

Should you wish to discuss this matter further, please contact Ms Anastasia Browne, Regional Coordinator Arboriculture, South Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, on (07) 3407 0639.

Thank you for raising this matter.

**ADOPTED**

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

COMMUNITY, ARTS AND NIGHTTIME ECONOMY COMMITTEE

Councillor Vicki HOWARD, Civic Cabinet Chair of the Community, Arts and Nighttime Economy Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor HOWARD: Well, thank you for asking, Mr Chair, because of course there has been so much happening in this portfolio over the last couple of weeks, I am actually tired thinking about it. I’ve tried to attend most of the things that I’m about to talk about, but I do want to say it is fantastic to see so many people out and about. I’ll start with the Teneriffe Festival that returned, of course, as a lot of you know our suburban festivals, some of them haven’t been able to be held, but it was just fantastic.

It was the 11th year of the Teneriffe Festival, and it was a huge success and I really want to thank the volunteer organisers and to know that everybody seemed to have a really good time. I also want to thank the Sleswick brothers for the fantastic work that they have done on reopening the Princess Theatre and I recognise that it’s in Councillor SRI’s area, but it’s the most magnificent reconstruction of a beautiful building. So, the Princess Theatre is now open and so there was a huge amount of activity happening over the last weekend, with the opening of the Princess Theatre.

We also had, of course, Brisbane Pride Festival was on this weekend and Trevor Evans and I were able to—saw the barge down the street. I did see Councillor CASSIDY standing on the side of the road. Next year, Councillor CASSIDY, I insist that you walk with our wonderful contingent—

*Councillors interjecting.*

Councillor HOWARD: —because it is fantastic to walk with the community. It was such a hot day, I have to say, it was a very, very hot day, but it is, again, fantastic to see it being held in New Farm Park and it was, again, a great weekend, because not only was Brisbane Pride Festival on, but so was Valley Fiesta. Now, this is the second year that we have held Valley Fiesta in the venues in the Valley, and it’s really important that I mention all of the work that went into organising this because it was over three nights, starting on Thursday 28 October and wrapping up on Saturday, and for more than two decades, Valley Fiesta has been showcasing our emerging talent of Fortitude Valley’s live music, so it really was something that was fantastic this year.

We had 150 artists across 21 different venues, and can I say that, yes, DZ Deathrays was on the thing, it was fantastic. But also, was Hope D, and Hope D and Ian Haug, who is from Powderfinger, who was the ambassador for Valley Fiesta this year, were in the Valley on Friday, actually, with the media to sort of announce some of the acts that were on. It’s great to think that Hope D is one of our QUBE Effect alumni and I think what a great thing it is for this Council to have such emerging talent coming through programs such as The QUBE Effect, but also now to be just an amazing talent that is going from strength to strength.

So, Ian also has been—this is the second year that he was the ambassador, and it was really fantastic to see that that was all happening.

We then move to Saturday night, where we had the Brisbane Fashion Month and I want to say a big thank you to Laura Churchill. Laura has used all local designers and the Fashion Month has held over 15 events, right across Brisbane. It culminated with a big event on Saturday night at the Mercedes-Benz area and really want to thank Mercedes-Benz for their ongoing support of the community and to—just to have so many people enjoying so many talented local designers was truly fantastic.

I finished the weekend by going to the 4MBS 15th anniversary of the Shakespeare Festival and I want to say a big thank you to Gary Thorpe because he does such a great job, and, as I said, this was the 15th year and, of course, fittingly, it was Macbeth. So, I know you might have been having your Halloween in other areas, but we had Macbeth in Roma Street Parklands. The curlews joined in, so it was absolutely fantastic. So, that’s just a small section of some of the things that we’re doing across this portfolio and I’m so proud of the work that everybody does.

I also want to thank all of the Councillors in this Chamber for the support that they give to our local communities and the efforts that they take to make these wonderful things happen. I know like Councillor ATWOOD had an event, I think, on the weekend, and Council OWEN—I’ll stop there because I’m sure that many of you had events over the weekend which were really fantastic.

Mr Chair, just moving to the Committee presentation, I want to begin by thanking each and every Council officer that has ever worked in our Contact Centre. We had a Committee presentation on 25 years of the Contact Centre, and I want to say a big thank you to Shane Hackett. It was obvious to the Committee how passionate and how committed Shane is to the Contact Centre and the pride with which he gave us the presentation and the background was fantastic.

We had Councillor GRIFFITHS asking questions—and I know Councillor GRIFFITHS has previously worked in Council in the past and so it was fantastic to have the stats on the number of calls that are taken, to know that we had people just picking up phones in the past and now the fact that we can have those calls answered in any emergency right across Brisbane. So, it was a fantastic presentation, it was great to understand that we can now see why the Contact Centre is such an award-winning contact centre. We continue to get very, very high recognition from the residents of Brisbane and the Schrinner Council will continue to support that contact centre well into the future.

So, a big, big thank you to each and every one that has been there, and I will commend the report to the Chamber.

Chair: Thank you, Councillor HOWARD.

Any further debate?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, just briefly I’d like to put on the record my support for the call centre at Brisbane City Council, they do a fantastic job. Certainly, I’ve had a very valued staff member who worked in the call centre, she’s back there at the moment actually, and I know it’s quite difficult for them with a lot of calls that come in. So, they do a great job, it is fantastic that we have such a service in Brisbane, and I certainly hope it continues for a long time. So, well done to all the call centre staff, congratulations on your 25th anniversary.

Chair: Thank you.

Any further debate?

*Councillor interjecting.*

Chair: Councillor CUMMING.

Councillor CUMMING: Yes, thanks very much. I’d also like to say what a great job the call centre does. Of course, it was a great Labor initiative and Labor started it up in Brisbane, as they did with CityCats, and of course often we don’t get acknowledged for that, but anyhow that’s how the other mob play their politics. I’d also like to—speaking to the Council officer who came along who is the late night person that you get at the Contact Centre. I must ring up out of hours because I’m on regular speaking terms with this lady and it was very good to speak with her face to face. It’s a fine organisation that’s done very well over the years and may it continue for many years to come. Thank you.

Chair: Thank you Councillor.

Any further debate?

Councillor HOWARD, summing up?

We’ll now move the report.

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

The report read as follows⎯

#### A COMMITTEE PRESENTATION – 25 YEARS OF COUNCIL’S CONTACT CENTRE

**247/2021-22**

1. The Manager, Customer Services, Lifestyle and Community Services, attended the meeting to provide a presentation on 25 years of Council’s Contact Centre. He provided the information below.

2. The Contact Centre received its first call on 14 October 1996. Between 1996 and 1999, the Contact Centre:

- won the Australian Customer Service Association (ACSA) Queensland State Awards for Large Business and Medium-size Call Centre (1996)

- commenced 24-hour service, which received around 4,500 calls/day (1997)

- received its two millionth call (1998)

- won the Australian Telemarketing Association (ATA) Queensland State Awards for Call Centre of the Year (more than 50 staff), Consultant of the Year, Team Leader of the Year, and Champion of the Year (1999).

3. By 2000, the Contact Centre was providing a variety of contact channels to the public including face‑to‑face and phone interactions, and the ability to submit service requests via email and ‘Fix-o-gram’ form. Between 1999 and 2000, the Contact Centre:

- received more than 1.5 million calls

- served more than 735,000 customers and averaged a 93% customer satisfaction rating at Council’s Customer Service Centres.

4. From 2000 to 2009, the Contact Centre:

- introduced after-hours support for a number of regional Queensland councils (2000)

- continued to be recognised and awarded many State and National awards for its operations

- experienced a significant storm season (2008-09).

5. By 2010, the Contact Centre had added postal mail, ‘Pix-o-gram’ via SMS/MMS, and an online reporting form to the range of contact channels. Between 2009 and 2010, the Contact Centre:

- received 1.37 million calls

- had 187,000 face-to-face interactions.

6. From 2010 to 2019, the Contact Centre:

- implemented accelerated emergency response (2010)

- separated water billing to Queensland Urban Utilities (2010)

- started supporting social media contact channels (2010)

- experienced the 2011 Brisbane floods

- introduced Council’s 24-hour Business Hotline (133BNE) (2012)

- implemented the customer relationship management system, OPTIMISE (2014)

- won the Auscontact Queensland State Awards for Contact Centre of the Year <30 FTE (full‑time equivalent), 81-150 FTE, and 150-499 FTE (2015)

- won the Auscontact Queensland State and National Awards for Contact Centre of the Year <20 FTE, and 15-499 FTE (2016)

- won the Australian Business Award for Service Excellence (Business Hotline) (2016)

- won the IQPC Contact Centre Excellence Award for Contact Centre with more than 30 employees (2016)

- piloted a work from home team (2018)

- won the Auscontact Queensland State and National Awards for People Champion and Customer categories (2019).

7. By 2020, the Contact Centre had added social media interaction and the Business Hotline to the range of contact channels. Between 2019 and 2020, the Contact Centre:

- had 12.5 million interactions, including:

- 831,324 calls (a decrease from previous decades due to the increased support and monitoring of online forms and social media)

- 259,441 online forms

- 81,749 social media interactions

- 44,620 face-to-face visits

- 10,342 SMS/MMS.

8. In 2020, the Contact Centre:

- provided uninterrupted community support through the COVID-19 pandemic

- transformed the way it worked with training, recruiting and meeting

- won the Auscontact Queensland State Award for Customer Contact Professional

- added value to Council through outbound campaigns

- undertook a telephony and OPTIMISE upgrade.

9. In 2021, the Contact Centre:

- won the Auscontact Queensland State Awards for Customer Contact Professional, Team Leader, and Customer categories

- moderated and supported the new Brisbane App

- won the Australian Business Awards for Service Excellence and Process Improvement.

10. Based on feedback received through the Contact Centre, customers:

- want interacting with Council to be easy, simple and available 24 hours a day, seven days a week, through the contact channel they choose

- understand that things take time, but want to be kept up-to-date and informed about what’s happening

- want to know Council genuinely understands their needs and the needs of their community, and that Council delivers based on this understanding.

11. The Committee was shown examples of positive customer feedback and the outcomes of the 2020-21 customer satisfaction survey for the Contact Centre and Council.

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

13. **RECOMMENDATION:**

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

**ADOPTED**

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

FINANCE AND CITY GOVERNANCE COMMITTEE

Councillor Fiona CUNNINGHAM, Civic Cabinet Chair of the Finance and City Governance Committee, moved, seconded by Councillor Steven HUANG, that the report of the meeting of that Committee held on 26 October 2021, be adopted.

Chair: Is there any debate?

Councillor CUNNINGHAM: Thank you, Mr Chair. Can I just say it’s great to be back on deck and to provide my first report as Chair of the Finance—

*Councillors interjecting.*

Councillor CUNNINGHAM: —and City Governance Committee. With your indulgence, Mr Chair, could I also just take this opportunity to thank Councillor DAVIS for her work in my former portfolio while I was on maternity leave—

*Councillors interjecting.*

Councillor CUNNINGHAM: —and also to my Deputy, Councillor HUANG, for acting in the role during the last session—

*Councillors interjecting.*

Councillor CUNNINGHAM: —my sincere thanks to both of you.

*Councillor interjecting.*

Councillor CUNNINGHAM: It takes a village, as they say, and my Schrinner Council colleagues have been nothing, but supportive after having my second son, Frankie, so thank you all for that.

Mr Chair, to the report now. Clause A is the Net Borrowings Report which was also our Committee presentation. The Corporate Treasurer and Chief Financial Officer took questions from the Committee and provided regular quarterly update on the market conditions. COVID-19 lockdowns and, of course, the vaccine rollouts, continue to be a key factor in local, national and global economic indicators. We were also updated on a number of other matters such as global supply chain challenges, the housing market, commodity prices and the labour market.

Clause B is the regular monthly Bank and Investment Report, and the August report shows considerable increase in cash which is due to rates receipts, and that’s in line with our quarterly billing cycles. Mr Chair, I’ll leave it at that.

Chair: Thank you very much, Councillor CUNNINGHAM.

Is there any debate? There being no debate, I’ll move the motion.

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

The report read as follows⎯

#### A COMMITTEE PRESENTATION AND REPORT – NET BORROWINGS – CASH INVESTMENTS AND FUNDING – SEPTEMBER 2021 QUARTER

**248/2021-22**

1. The Corporate Treasurer, Financial Analysis and Treasury Management, Corporate Finance, Organisational Services, attended the meeting to present a report to the Committee on Council’s net borrowings for the September 2021 quarter. The report details the corporate cash holdings invested and the status of Council’s funding activities.

2. The report provided a market and economic review, and a summary of the following issues in

relation to Council’s investments, including:

- cash position

- review of cash activity

- earnings on investments

- funding capability

- borrowings

- facility performance

- leases.

3. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Corporate Treasurer for her informative presentation.

4. **RECOMMENDATION:**

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

**ADOPTED**

#### B COMMITTEE REPORT – BANK AND INVESTMENT REPORT – AUGUST 2021

**249/2021-22**

5. The Chief Financial Officer, Corporate Finance, Organisational Services, provided a monthly summary of Council’s petty cash, bank account and cash investment positions as at 27 August 2021.

6. During the August 2021 period, total Council funds per the general ledger in Australian Dollars held by bank and investment institutions (excluding trust and petty cash funds), increased $120.8 million to $303.8 million (Ref: 1.5 in the Bank and Investment Report, submitted on file). The net increase is predominantly due to higher rates receipts in the month consistent with the usual quarterly rate billing cycle. These funds were transferred to cash investments. Movements in the Queensland Investment Corporation (QIC) investment were due to market movements in the value of the investment.

7. As at 27 August 2021, Council held a cash deposit of CHF 113,568.73 valued at AUD 170,960 calculated at the spot rate of 0.6643 as published by Reserve Bank of Australia (Ref 1.2 and 2.2 in the Bank and Investment Report, submitted on file). Movements in this account are due to hedge settlements and payments during the period.

8. Council funds per statements in Australian Dollars held by bank and investment institutions (including QIC and excluding trust and petty cash funds) totalled $306.7 million (Ref: 2.5 in the Bank and Investment Report, submitted on file). The investment variance (between general ledger and statements) relates to the timing of bank statement transactions and those recorded in the general ledger (Ref: 2.7 in the Bank and Investment Report, submitted on file).

9. The majority of unreconciled bank transactions at the end of the period have since been reconciled.

10. All relevant general ledger accounts were reconciled and analysed.

11. **RECOMMENDATION:**

**THAT THE INFORMATION CONTAINED IN THE REPORT**, as submitted on file, **BE NOTED.**

**ADOPTED**

## PRESENTATION OF PETITIONS:

Chair: Councillors, are there any petitions?

Councillor MATIC.

Councillor MATIC: Thank you, Mr Chair. I have one petition on behalf of residents in Bardon regarding the Bardon Latrobe Football Club at Bowman Park.

Chair: Thank you.

Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair. I have two petitions, both for the same thing, requesting that the Council park formerly known as Gager Street Park, be renamed in honour of Richard Martin Place, otherwise known as Dick. He was a well-loved member of the RSL (Returned and Services League), known to all. Thank you.

Chair: Thank you.

Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair. I have a petition regarding the operating hours and noise pollution from the Dirty Sultan Bar in Constance Street at Fortitude Valley.

Chair: Thank you.

Councillor SRI.

Councillor SRI: Mr Chair, I’ve got a petition with several hundred signatures calling for separated bike lanes along Dornoch Terrace and Gladstone Road in Highgate Hill.

Chair: Thank you.

Any further petitions?

Councillor LANDERS, may I have a motion for receipt of the petitions, please—

*Councillor interjecting.*

Chair: I’m sorry, is Councillor STRUNK on his feet—

Sorry, my apologies, I couldn’t see back there. Hello, sorry.

*Councillor interjecting.*

Chair: Thank you. My apologies, Councillor COOK.

Councillor COOK: I think there is a petition in the Chamber on my desk that I received an email about for traffic calming measures in Norman Park that someone will just need to hand up. Thank you.

Chair: Is that there? Thank you.

Thank you, Councillor COOK. My apologies for not recognising you.

Councillor LANDERS, may I have a motion for receipt of the petitions, please?

**250/2021-22**

It was resolved on the motion of Councillor Sandy LANDERS, 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** |
| --- | --- | --- |
| 137/220/594/38 | Peter Matic | Requesting Council limit the activities of Bardon Latrobe Football Club at Bowman Park, Bardon, and preserve access for all park users. |
| 137/220/594/37 | Kim Marx | Requesting Council formally rename Gager Street Park, 121 Lister Street, Sunnybank, to Richard "Dick" Martin Place. |
| 137/220/594/39 | Kim Marx | Requesting Council formally rename Gager Street Park, 121 Lister Street, Sunnybank, to Richard "Dick" Martin Place. |
| 137/220/594/36 | Vicki Howard | Requesting Council enforce a reduction in operating hours and noise pollution from the Dirty Sultan bar, 14 Constance Street, Fortitude Valley. |
| 137/220/594/40 | Jonathan Sri | Requesting Council replace car parks along the west side of Dornoch Terrace and Gladstone Road, Highgate Hill, with a two‑way bikeway including concrete separation from the roadway. |
| 137/220/594/35 | Kara Cook | Requesting Council undertake an urgent review and investigation into traffic calming measures in the Norman Park School Precinct at Hipwood Street, Norman Park. |

## GENERAL BUSINESS:

Chair: General Business (GB).

Councillor ADERMANN.

Councillor ADERMANN: Thank you, Chair. As we approach the 80th anniversary of the bombing of Pearl Harbor, I would like to bring to the attention of the Chamber work that has and is being undertaken in my ward to honour those who have served in the defence of our country. Councillors will be aware that Mt Coot-tha is the home to our national memorial at the end of World War II called the National Australia Remembers Freedom Wall.

Chair, I’m pleased to report that since the National Australia Remembers Freedom Wall was unveiled in 1996, it has just received its first significant facelift via new signage and logos.

*At that time, 4.40pm, the Deputy Chair, Councillor Steven TOOMEY, assumed the Chair.*

Councillor ADERMANN: This is a credit to the Schrinner Council which recognises that our city landmarks need to be regularly maintained and kept relevant as we countdown towards July 2032.

By way of a background, the National Memorial was designed by legendary Queenslander, Robin Gibson, and was the brainchild of the Veterans Affairs Minister of the day, the late Con Sciacca. Sadly, his passion was not shared by the Soorley administration, which shamefully short-changed this project during the years it occupied City Hall. This has been rectified under successive Liberal administrations and the memorial is now starting to realise its true potential.

Acting Chair, next year, we will see the opening of the redeveloped Bonsai House, which is the product of a life’s work of inspiring World War II veteran, Len Webber. Bonsai House will join the World Expo 88 legacy asset, the Japanese Gardens, the children’s playground, and the more botanic-themed sculptures and enhanced garden experiences.

It’s important, being an Olympic City, that we have international class assets to show the world and the Schrinner Council is to be commended for its significant investment in the Botanic Gardens at Mt Coot-tha to ensure it will be in full bloom come 2032. Thank you.

Deputy Chair: Thanks, Councillor ADERMANN.

Just before I move on, Councillors, are there any statements required as a result of the Office of the Independent Assessor or Council Ethics Committee Order? No? Thank you.

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I rise to speak on intersection upgrades in Brisbane and, specifically, Tennyson Ward. It’s become quite a concern to me that Brisbane City Council’s failing to undertake important intersection upgrades in Tennyson Ward, so I’m trying to get to the bottom of why. I believe there is a political problem in that the Chairs and the LORD MAYOR of Brisbane just refuse to fund projects in my ward, but I also am increasingly—that’s based on feedback from very senior former Council officers, so I know that to be true.

I also, however, am concerned about the structural problems that that advice that I got some time ago actually raised. If officers are being told to take projects out of lists for funding, how is that a fair, honest, and reasonable process? So, over the last few months I’ve been asking questions. I’m very sorry to say that I am not getting answers to those questions.

On 28 September, I made a file request asking for all intersection upgrades listed in Brisbane that were on a long list, basically. So, this is the list of all the intersection upgrades that we have all asked for—that the Council officers think should be on the agenda. That list was not provided to me in response to my request under the City of Brisbane Act.

Instead, I got a list which said here is a list of the intersection upgrades that are being considered for the 2022-2023 budget. No, I’m not allowed to tell you what’s in it because I’m told by the Acting CEO that it’s secret, so we can’t even tell people what we’re considering, but I can tell you now that that list does not include all the intersections that either have been passed by this Council as requiring an upgrade or listed on our LGIP.

So, where’s the long list? How do you get onto the list to actually get budget funding? It’s very clear to me that this Council is not engaging in the selection of infrastructure projects fairly or honestly. My question today was very clear, very clear indeed, and it was not answered by the LORD MAYOR, who had no idea, and then there was some dissembling from the Infrastructure Chairperson who wanted to talk about the LGIP.

My question is, why is the Graceville Fiveways intersection upgrade not appearing on any Council intersection list? I wasn’t even asking for funding a couple of months ago, I was asking where’s the long list? If there’s no long list, how are projects being chosen to be funded in next year’s budget? Is Council just going, oh, we’ll just do that one, we’ll do that one, we’ll do that one?

There must be a long list, there must be a master list, there must be one. Now, that’s the question that I asked today. Neither the LORD MAYOR knows and the Infrastructure Chairman doesn’t know. That does not reflect well on Council and I can tell you now that the CEO of Council has a formal complaint from me asking where this list is, because there must be an open and accountable process for infrastructure upgrades in this city.

It’s clearly not happening. Now, I can see from the list of projects that I was sent, which are the ones being considered for next year’s budget, that there are projects on there that Council are actually telling me they’re not doing. So, not only are they telling me one thing and then doing something else, the projects that are listed under public documents like the LGIP aren’t being considered at all.

So, if we’ve got projects that are supposed to be funded in a certain timeframe that don’t appear on a list for consideration, how is it they get funded? What’s the point of having an LGIP list or a long list of intersection upgrades if Council’s not using proper, fair processes to identify the priorities? Now, we’re told in letters time and time again, that these upgrade projects are chosen on a priority basis for where they’re needed most.

Well, that must mean that there’s a long list, that it’s categorised, that there’s some independent criteria that say, yes, there’s been 150 accidents at this intersection, it’s the top priority. There’s nothing like that that’s been provided to me, there is nothing like that that has been provided in the response to the file request for information. So, every time this Council tells us that there is a process for funding intersections, it’s clearly and fundamentally untrue.

It’s been compounded by Councillor WINES’ flippant and uninformed answer today. I will not be stopping until I find out why there is no list of projects which—remember, this is all I’ve asked for, a list of intersection upgrades around Brisbane. You would think that’s not a difficult thing. I just want the list of all the intersections that are due to be upgraded in Brisbane. The CEO of Council couldn’t provide it. The LORD MAYOR of Brisbane couldn’t provide it. The Infrastructure Chairman of Brisbane couldn’t provide it.

I think it’s now time for the Ombudsman to investigate why this Council can’t provide basic information about infrastructure upgrades and what intersections are listed for upgrade in Brisbane. It was a very simple question. Look, the DEPUTY MAYOR’s over there, having a little chat. It’d be great if she knew. Next time, I’ll try and ask her the question.

*Councillor interjecting.*

Deputy Chair: DEPUTY MAYOR, please.

Councillor JOHNSTON, please continue.

Councillor JOHNSTON.

Councillor JOHNSTON: Do you know what? I asked the CEO first, then I asked the LORD MAYOR and then the Infrastructure Chairman didn’t give me an answer. Guess who’s next, Councillor ADAMS? The Ombudsman. That is the formal process for when government refuses to follow its own processes. That’s how it works.

Deputy Chair: Councillor JOHNSTON, can I remind you to direct through the Chair, please?

Councillor JOHNSTON: I would have certainly, Mr Chairman, asked—certainly preferred that the CEO provide me with a list of intersections. He’s got an obligation to do so under the City of Brisbane Act and did not do so. So, I have made a formal administrative action complaint about that because that’s the only way in which I can follow up with him. If there’s some other way, please let me know, because all I asked for—and let me be very clear to everyone listening up at George Street and everyone watching at home, my request to the CEO in September, was for a list of intersections in Brisbane that are listed with Council for upgrading.

I was not provided with that list. My repeated questions have gone answered since. I don’t think that’s reasonable. This Council needs to be accountable for what projects are awaiting funding. They need to be transparent about how those projects are selected and they need to be able to answer questions when they’re asked about why important and vital projects in my ward aren’t getting funded. They’re not on a long list, they’re not on a short list, they’re not on any list, so where are they?

I represent 31,000 residents in Brisbane and I will never stop asking questions for them, and because of the answers or the non-answers by the Infrastructure Chairman and the LORD MAYOR today, I’m left with no other option, but to take this matter further. If this Council can’t provide a simple list of intersection upgrades for the City of Brisbane, then there is something very wrong with them.

There’s $4.3 million for a Brisbane App, but they can’t answer a question about which intersections are listed for upgrade. That is not good enough and it identifies that projects in my ward aren’t being considered at all. I will find out why and I will pursue this.

Deputy Chair: Any further General Business?

Councillor WINES.

Councillor WINES: Thank you, Mr Deputy Chair. I rise to speak on the recent 70th birthday of our Lady of Dolours School at Mitchelton. I would like to congratulate both the school and the church for their ongoing commitment to the Mitchelton community. I am wearing a wonderful pin that was given to me by the school that represents their symbol, which is a head, heart and hand, and it’s about caring for all of those who are our community.

They had a recent fantastic fete to celebrate their 70th birthday and while it’s only a school with only a single class per cohort, it is a school that has a huge effect in our local community who does so much good work. They would tell us stories about their first year where they had 69 students appear on their first day for two Good Samaritan Sisters to teach all of their children, and then by the end of the year, there was 125 students who’d come from the local area, and that number grew and grew, and I’m informed that the number of Sisters teaching them actually didn’t grow.

So, I know some of our colleagues here grew up educated in the Good Samaritan system and I know they’re always spoken of fondly. I found an interesting note about the formation of the school. A telegram to the Reverend Mother General from Archbishop Duhig reads, ‘200 children are waiting opening school Mitchelton. Stop. Decided to accept two sisters and seek teaching help for them. School opens Tuesday 30, regards’.

That was the direction of the Archbishop to start this wonderful school. There was a lady at a recent building opening who was there on the first day and still lives next door to the school 70 years later. It speaks testament to the important community place that this school represents for our area. Can I congratulate them on 70 wonderful years and wish them all the best for the future?

Deputy Chair: I was very curious about the pin, Councillor WINES. I was admiring it from afar. Yes, it is. Thank you very much.

Any further General Business?

Councillor SRI.

Councillor SRI: Thanks, Chair. I rise to speak primarily about Mater Hospital proposed redevelopment, but also just wanted to provide some positive feedback for Councillor WINES. There was a specific road project in my ward that I had been seeking information from Council about for probably close to two years and had written repeated questions through to the Mayor and to the former Chair and not really getting anywhere, but recently wrote to Councillor WINES and I assume he instructed his officers to follow up with me and I was able to get direct answers.

The concerns I’d raised were addressed and I was really pleased. It felt like a more efficient process and I don’t know what had changed, but it was really easy to get the answers that I’d been seeking for a long time, so credit to Councillor WINES for being a bit more transparent than perhaps some people who’ve previously occupied the role. I wanted to speak about the Mater Hospital Ministerial Infrastructure Designation (MID) and this is something that perhaps Councillor ALLAN and Councillor WINES will also have to be alert to going forward.

I’m sure most Councillors in this Chamber are familiar with the concerns about the MID process. Mater Hospital is now seeking a Ministerial Infrastructure Designation for its site at South Brisbane. This is a very strategically significant site that has ramifications for the entire southern side of Brisbane. The Mater Hospital sits along Stanley Street and Annerley Road, so any Councillors who’ve driven along Stanley Street or come up along Annerley Road will know how bad the traffic is in that precinct, particularly in morning and evening peak periods.

The Mater Hospital MID is proposing a significant intensification of the site. On the Stanley Street side, they’ve got buildings proposed up to 20 storeys; on the southern side of the site along Clarence Street, they’re proposing buildings of 10 and 15 storeys, but above and beyond the usual concerns about building height and bulk, *et cetera*, really my fundamental concern is about the fact that the intensification of use is going to lead to significantly more traffic congestion for that area.

We know that hospitals can generate a lot of traffic, but what Mater seems to be proposing as part of the MID is really something much bigger than even a large hospital. This is multiple 20-storey and 15-storey towers, really intensive land uses in terms of hospital. Councillors would know, even a hospital with a couple of five-storey buildings, it leads to a lot of traffic.

We’re talking about a scale of hospital use that’s—we haven’t really seen previously in Brisbane on any site in a location that is plagued by traffic congestion issues. Stanley Street doesn’t have a lot of capacity left and with other major developments in the area such as the Gabba Stadium and the Cross River Rail station, I’m really concerned about the long-term impacts of intensification of use on this site, particularly if the Mater is delivering significantly more off‑street car parking capacity as part of its redevelopment.

I anticipate based on my conversations with representatives from the Mater that they will want to deliver a lot more off-street parking to accommodate the significant intensification of use and I would suggest that that’s not a good thing for the city as a whole, and particularly for that part of the transport network. So, I hope that Councillor ALLAN and Councillor WINES and, I don’t know, perhaps Councillor MURPHY, are paying some attention to the Mater Hospital MID process and that Council officers are objecting strongly.

I know the Council officers have met with representatives of the Mater, but I worry that those officers are perhaps not being strong enough in terms of resisting or objecting to the project. Among other things, the MID would likely require the widening of Clarence Street, which is a residential street. On one side of the street, it has low-rise one and two-storey character buildings and Mater is proposing 15‑storey towers directly across the road from those one and two-storey character buildings, but would also need to widen that intersection.

Not just the intersection, sorry, widen that whole street. So, Councillor ALLAN, through you, Chair, I really hope your officers will be looking closely at this and expressing in the strongest possible terms concerns to the State Government and objecting to this MID. It’s not enough to negotiate and try and get some partial concessions on this, Council needs to fight this one really strongly because if the State Government approves this, the flow-on impacts to the southside are going to be quite dramatic.

They’re impacts that—we won’t notice them for another five to 10 years, because this MID is for a large, long-term development, but the simple fact of the matter is that the site is already maxed out in terms of land use intensity and the more intensive hospital usage we cram onto that site, the more those traffic impacts and other associated impacts are going to be felt by the surrounding community.

I have other concerns about the proposed master plan that Mater Hospital has put forward. That includes the lack of any significant public greenspace. So, we’re talking about a private hospital that’s bringing in a lot more workers and patients and visitors, *et cetera*, into a site where the southern side of—I heard that, Councillor STRUNK, yes, there’s apparently a little garden on the roof of one of the buildings, but it’s hardly public space.

I think the principle stands that if a hospital which is land zoned for community facilities and which Council probably never anticipated would be developed to this scale, if that hospital is seeking to put in 15 and 20-storey towers, they should be required at a bare minimum to include a little bit of public parkland. So, I hope Council will be pushing back very, very strongly.

I’ll be raising this again repeatedly if I don’t have a clear response at some point from the relevant Chairs, because I think this one in particular is a lot more significant than some of the other MIDs we’ve seen, and I know some of those other MIDs have had their own problems. But when you look closely at this proposed master plan, the sheer scale of development that Mater Hospital is seeking to impose on that area of South Brisbane and Woolloongabba, is a quantum leap higher in terms of land use intensity.

So, if any of the Council officers are listening, those who are involved in the traffic assessments and the land use impact assessments and transport planning, please don’t roll over on this one. We need to fight this one quite strongly because the transport impacts, particularly, to Stanley Street, Annerley Road, also to Stephens Road, Clarence Street and Vulture Street, are really going to be off the chain long‑term. Thanks.

Deputy Chair: Thank you, Councillor SRI.

Any further—

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Deputy Chair. I rise to speak about the 25th anniversary of CityCats and Council’s call centre. These are two special anniversaries, of course. This month marks 25 years since CityCats were introduced to the River City, and last month marked 25 years since Council’s call centre was opened. The Lord Mayor responsible for these now critical services was none other than Labor great Jim Soorley.

He was a Mayor with a vision, a Mayor that knew his job was about serving the people and not himself. The Council call centre isn’t particularly flashy or speccy—

*Councillors interjecting.*

Deputy Chair: Councillors. Councillors, please.

When you’re ready, Councillor CASSIDY.

Councillor CASSIDY: Thanks, Deputy Chair. The Council call centre isn’t particularly flashy or speccy, but it’s important to the people of Brisbane. It was needed back in 1996 and residents still depend on it every day. The CityCats themselves have become part of thousands of residents’ daily lives too. Brisbane was a river city that had its back to the river, but Jim changed that.

He gave the river life and purpose. He opened the city’s icon up to everyone, not just those that could afford a boat or who had an expensive view. Now, tourists come to Brisbane just to ride a CityCat. His vision has become iconic here in Brisbane. So, I’d like to congratulate that Labor administration under Lord Mayor Jim Soorley. Unlike this LNP Administration, they made the city a better place and left a legacy that benefits residents for decades to come.

**251/2021-22**

At that juncture, Councillor Jared CASSIDY moved, seconded by Councillor Charles STRUNK, that the Standing Rules be suspended to allow the moving of the following motion⎯

*That Brisbane City Council commits to better bus services for Pallara Residents in the Calamvale Ward.*

Councillor CASSIDY: Thanks very much, Deputy Chair. It’s urgent because the suburb of Pallara is growing by the day. It’s a developing area with hundreds of new residents and new housing developments. Residents are being ignored by this LNP Council and have been forced to petition just to be heard. It’s urgent today because despite nearly 800 signatures, all we have seen is complete inaction from the LNP LORD MAYOR and the local LNP Councillor Angela OWEN.

Chair, Pallara residents have no safe pedestrian access in or out of their suburb. The only way across seven kilometres of unpathed terrain is amongst construction and heavy machinery. This is urgent, Deputy Chair, because Council opened this suburb up for housing developments without building the necessary infrastructure first. The people of Pallara deserve much better than what this out-of-touch LNP Council is serving up to them.

Deputy Chair: Thank you, Councillor CASSIDY.

We will now put the—is there any debate? No?

We’ll now put the motion.

The Chair submitted the motion for the suspension of the Standing Rules to the Chamber and it was declared **lost** on the voices.

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

The voting was as follows:

AYES: 5 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Charles STRUNK and Jonathan SRI.

NOES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY and Steven TOOMEY.

Deputy Chair: Councillor CASSIDY, would you like to finish your GB? You have? Thank you.

Any further General Business? I see no one rising to their feet.

I declare the meeting closed. Thank you.

## 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 Nicole Johnston (received on 25 October 2021)**

**Q1.** How many development applications for sub-divisions were approved by Brisbane City Council in:

i. 2021 (to date)

ii. 2020

iii. 2019

iv. 2018

v. 2017

**Q2.** How many development applications for sub-divisions were approved, without a footpath being conditioned for construction, by Brisbane City Council in:

i. 2021 (to date)

ii. 2020

iii. 2019

iv. 2018

v. 2017

**Submitted by Councillor Steve Griffiths (received on 27 October 2021)**

**Q1.** Please provide the total number of people who provided feedback/ submissions on the draft concept plan for Mowbray Park, broken down by how the feedback was provided:-

|  |  |
| --- | --- |
| **FEEDBACK METHOD** | **NUMBER** |
| Online Feedback Forms |  |
| Pop-Up Kiosks |  |
| Emails to the project team |  |
| Local Councillor (or via their office) |  |
| Committee Chair (or via their office) |  |
| Council’s Contact Centre |  |
| Other (please advise) |  |

**Q2.** Please provide the total number of people who provided feedback/ submissions on the draft concept plan for Mowbray Park:-

|  |  |
| --- | --- |
| **FEEDBACK RESPONSE** | **NUMBER** |
| Supported more use of the former East Brisbane Bowls Club building |  |
| Supported more use of the former East Brisbane Bowls Club greens |  |
| Support for upgrades to the former East Brisbane Bowls Club Building |  |
| Support for the demolition of the former East Brisbane Bowls Club Building |  |

## 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 26 October 2021)**

**Q1.** Please advise the name of the company contracted to produce the Brisbane App.

***A1.*** *We Make Apps.*

**Q2.** Please provide a breakdown of the costs associated with producing and managing the Brisbane App this financial year and the next two financial years.

|  |  |  |  |
| --- | --- | --- | --- |
| **BREAKDOWN OF BRISBANE APP COSTS** | **2021-2022**  **FINANCIAL YEAR** | **2022-2023**  **FINANCIAL YEAR** | **2023-2024**  **FINANCIAL YEAR** |
|  |  |  |  |

***A2.***

|  |  |  |  |
| --- | --- | --- | --- |
| ***BREAKDOWN OF BRISBANE APP COSTS*** | ***2021-2022***  ***FINANCIAL YEAR*** | ***2022-2023***  ***FINANCIAL YEAR*** | ***2023-2024***  ***FINANCIAL YEAR*** |
| *Maintenance / support / hosting* | *$69,000* | *$69,000* | *$69,000* |
| *CRM license and license management* | *$74,040* | *$74,040* | *$74,040* |
| *Domain names* | *$210* | *$210* | *$210* |
| *Testing device - iPad* | *$700* | *NIL* | *NIL* |
| *Project management tool* | *$5,280* | *TBC* | *TBC* |
| *App Store fees* | *$800* | *NIL* | *NIL* |
| *Australian Tourism Data Warehouse data input* | *$1,980* | *$1,980* | *$1,980* |
| *Penetration testing* | *$18,000* | *$18,000* | *$18,000* |
| *Additional functionality development* | *$230,000* | *TBC* | *TBC* |

**Q3.** Please advise whether Council or the contracted company is responsible to managing the content on the Brisbane App.

***A3.*** *Council is responsible for content.*

**Q4.** Please advise whether Council has an iMap process for approving content on the Brisbane App.

***A4.*** *Content on the Brisbane App is not required to go through an IMAP process. Content goes through a strict moderation process before it appears on the Brisbane App.*

**Q5.** Please advise Council’s policies and procedures in relation to becoming an approved Content Creator for the Brisbane App.

***A5.*** *Anyone with a profile on the Brisbane App can create guides, list their business or add an event. This content is moderated by Council.*

**Q6.** Please advise if there are plans to pay Content Creators on the Brisbane App.

***A6.*** *There are currently no plans to pay Brisbane App content creators.*

**Q7.** Please a breakdown of the amount spent to date to promote the Brisbane App.

|  |  |
| --- | --- |
| **BREAKDOWN OF BRISBANE APP PROMOTIONS** | **TOTAL AMOUNT** |
| Talent for photos and video content |  |
| Radio Advertising |  |
| Television Advertising |  |
| Print Advertising |  |
| Billboard Advertising |  |
| Bus Advertising |  |
| Bush Shelter Advertising |  |
| Digital Advertising |  |
| Social Media Advertising |  |
| Social Media Influencers |  |
| Printed collateral – design and print |  |
| Printed collateral - distribution |  |
| Other (please advise) |  |

***A7.*** *As requested, this is the amount spent to date, which includes 2020-21 and 2021‑22.*

|  |  |
| --- | --- |
| ***BREAKDOWN OF BRISBANE APP PROMOTIONS*** | ***TOTAL AMOUNT*** |
| *Talent for photos and video content* | *$206,363.60* |
| *Radio Advertising* | *$49,312.97* |
| *Television Advertising* | *$369,856.15* |
| *Print Advertising* | *$0* |
| *Billboard Advertising* | *$65,903.15* |
| *Bus Advertising* |
| *Bus Shelter Advertising* |
| *Digital Advertising* | *$20,416.83* |
| *Social Media Advertising* | *$61,408.12* |
| *Social Media Influencers* | *$38,260* |
| *Printed collateral – design and print* | *$145,082.11* |
| *Printed collateral – distribution* | *$76,092.28* |
| *Other (please advise)* | *N/A* |

**Q8.** Please provide a list of all locations of billboards advertising the Brisbane App.

|  |  |
| --- | --- |
| **BRISBANE APP BILLBOARD LOCATIONS** | **ADVERTISING COMPANY** |
|  |  |

***A8.***

| ***BRISBANE APP BILLBOARD LOCATIONS*** | ***ADVERTISING COMPANY*** |
| --- | --- |
| * *Deagon Deviation, Brighton* * *165 Toombul Rd, Northgate* * *485 Kingsford Smith Drive, Hamilton* * *Enoggera Rd (Cnr Ashgrove Ave), Newmarket* * *Algester Rd, Calamvale* * *Tennyson Memorial Ave (Brisbane Golf Club), Yeerongpilly* * *Wynnum Rd, Murarrie* * *860 Wynnum Rd, Cannon Hill* * *Ipswich Rd, Woolloongabba* * *39 Lytton Road, East Brisbane* * *Capalaba Rd (Mt Gravatt), Mackenzie* * *1978 Gympie Rd, Bald Hills* * *Beams Rd, Taigum* * *Webster Rd, Chermside* * *Samford Road (Keperra Country Golf Club), Keperra* * *Gateway Motorway, Eagle Farm* * *272 Petrie Terrace, Normanby* * *500 Queen St, Brisbane* * *Stanley St, Woolloongabba* * *Mt Ommaney, Centenary Mwy, Mt Ommaney* * *North Lakes, Bruce Highway, North Lakes* * *Elimbah, Bruce Hwy (MM/001S), Elimbah* * *Elimbah, Bruce Hwy (MM/002S), Elimbah* * *Brisbane Airport, Airport Drive* * *Brisbane Airport, Airport*   + *Multi Airline & Qantas, Collect and Connect*   + *Multi Airline & Qantas, Touchdown* | *oOh!* |
| * *King George Square, Brisbane* * *Bradfield Hwy - Story Bridge, Kangaroo Point* * *580 Queen Street, Brisbane* * *551 Wickham Terrace, Spring Hill* * *College Road, Brisbane* * *276 Edward Street, Brisbane* * *71 Brunswick Street, Fortitude Valley* * *Inner City Bypass, Brisbane* * *83 Boundary Street, West End* * *730 Old Cleveland Rd – Outbound, Camp Hill* * *730 Old Cleveland Rd – Inbound, Camp Hill* * *1505 Creek Road, Carina* * *Kingsford Smith Drive, Hamilton* * *588 Gympie Road, Kedron* * *Kedron Park Hotel, Lutwyche* * *1300 Samford Road, Ferny Grove* * *55 Old Cleveland Rd – Outbound, Greenslopes* * *168 Musgrave Road, Red Hill* * *4 Moggill Road, Taringa* * *1514 Old Cleveland Road, Belmont* * *1300 Samford Road, Ferny Grove* * *Annerley Road, South Brisbane* * *Logan Road, Woolloongabba* * *Western Freeway, Indooroopilly* * *Cnr Moggill Road & Marshall Lane, Kenmore* * *Gateway Mwy North, Nudgee* * *Pacific Mwy - Tora St Overpass – Inbound, Macgregor* * *1717 Ipswich Mwy, Rocklea* | *JCDecaux* |
| * *248 Ipswich Road, Woolloongabba* * *231 North Quay, North Point* * *Inner City Bypass (105 Mayne Road), Bowen Hills* * *Milton Road (Corner Baroona Rd), Milton* * *Grey Street (William Jolly Bridge), South Brisbane* * *Cnr Adelaide & Creek Street, Brisbane CBD* * *Ipswich Road, Woolloongabba* * *Cnr Ann & James Street, Fortitude Valley* * *610 Kingsford Smith Drive, Hamilton* * *Main Street, Kangaroo Point* * *Musgrave Road, Red Hill* * *52 Petrie Terrace, Paddington* * *1115 Stanley Street, Coorparoo* | *QMS* |

**Q9.** Please provide a list of all locations of Brisbane App advertising on bus shelters.

|  |  |
| --- | --- |
| **BRISBANE APP ADS - BUS SHELTER LOCATIONS** | **ADVERTISING COMPANY** |
|  |  |

***A9.***

| ***BRISBANE APP ADS - BUS SHELTER LOCATIONS*** | ***ADVERTISING COMPANY*** |
| --- | --- |
| * *Ann St south of (S/O) Creek St east side (E/S) at Anzac Square, Brisbane City* * *Beaudesert Rd opposite (OPP) Highlands Dr north side (N/S), Calamvale* * *Birdwood Tce west of (W/O) Walter St N/S, Bardon* * *Blunder Rd S/O Factory Rd E/S, Durack* * *Boundary Rd W/O Augustein St N/S, Coopers Plains* * *Brunswick St W/O Harcourt St N/S, Fortitude Valley* * *Cavendish Rd S/O Noela St west of (W/S), Coorparoo* * *Cavendish Rd W/O Nursery Rd N/S, Holland Park* * *Clewley St east of (E/O) Oxley Rd south side (S/S), Corinda* * *Colleridge St S/O Sir Fred Schonell Dr W/S, St Lucia* * *Commercial Rd W/O Leopold St S/S, Fortitude Valley* * *Coonan St north of (N/O) Belgrave Rd W/S, Indooroopilly* * *Coronation Dr E/O Cribb St N/S, Milton* * *Coronation Dr E/O Lang Pde S/S, Milton* * *Coronation Dr E/O Park Rd N/S, Milton* * *Coronation Dr W/O Cribb St S/S, Milton* * *Coronation Dr W/O Sylvan St S/S, Toowong* * *Creek Rd N/O Winstanley St E/S, Carindale* * *Creek Rd S/O Meadowlands Rd E/S, Carina* * *Crosby Rd E/O Sandgate Rd S/S, Albion* * *Dandenong Rd N/O Loffs Rd W/S, Mount Ommaney* * *Gladstone Rd W/O Pope St S/S, Dutton Park* * *Gladstone Rd W/O TJ Doyle Memorial Dr S/S, Dutton Park* * *Gladstone Rd W/O TJ Doyle Memorial Dr S/S, Dutton Park* * *Gowan Rd N/O Honeysuckle Way W/S, Calamvale* * *Graceville Ave E/O Oxley Rd S/S O/S No 48, Graceville* * *Hamilton Rd E/O Maundrell Tce N/S, Chermside West* * *Hamilton Rd E/O Pfingst Rd S/S, Wavell Heights* * *Ipswich Rd N/O Gainsborough St E/S, Moorooka* * *Ipswich Rd N/O South St W/S, Moorooka* * *Ipswich Rd N/O Tottenham St E/S, Woolloongabba* * *Ipswich Rd S/O Norman St W/S, Annerley* * *Ipswich Rd S/O School Rd W/S, Yeronga* * *Junction Rd N/O Wynnum Rd E/S, Morningside* * *Kedron Brook Rd N/O Hewitt St W/S, Wilston* * *Kelvin Grove Rd S/O School St E/S, Kelvin Grove* * *Kessels Rd E/O Grout St N/S, Macgregor* * *Kingsford Smith Dr E/O Crescent Rd N/S, Hamilton* * *Kingsford Smith Dr OPP Oxford St S/S, Hamilton* * *Latrobe Tce W/O Warrington St N/S, Paddington* * *Logan Rd N/O Springwood St E/S, Mount Gravatt* * *Logan Rd S/O Broadwater St E/S, Mount Gravatt* * *Logan Rd S/O Cornwall St W/S, Greenslopes* * *Logan Rd S/O Toohey Ave W/S, Greenslopes* * *Logan Rd S/O Walker St W/S, Woolloongabba* * *Main St N/O Vulture St W/S, Kangaroo Point* * *Main St S/O Bell St W/S, Kangaroo Point* * *Main St S/O River Tce W/S, Kangaroo Point* * *Mains Rd N/O Elva St E/S, Sunnybank* * *Melbourne St E/O Edmonstone St N/S, South Brisbane* * *Milton Rd E/O Hobbs St S/S, Auchenflower* * *Milton Rd W/O Bangalla St N/S, Auchenflower* * *Milton Rd W/O Paten St N/S, Milton* * *Moggill Rd S/O Brookfeild Rd E/S, Kenmore* * *Moggill Rd S/O Taringa Pde W/S, Indooroopilly* * *Mortimer Rd W/O Watson Rd N/S, Acacia Ridge* * *Murphy Rd S/O Butt St E/S, Geebung* * *Musgrave Rd E/O Scott St N/S, Red Hill* * *Nudgee Rd N/O Armada St W/S, Banyo* * *Nursery Rd W/O Logan Rd S/S, Mount Gravatt* * *Old Cleveland Rd E/O Burn St S/S, Camp Hill* * *Old Cleveland Rd W/O Wellington St S/S, Coorparoo* * *Payne Rd E/O Paten Rd N/S, The Gap* * *Petrie Tce S/O Wellington St W/S, Brisbane City* * *Queen St W/O Creek St N/S, Brisbane City* * *Samford Rd W/O Cambourne St N/S, Alderley* * *Sandgate Rd N/O Beaumont St W/S, Albion* * *Sandgate Rd N/O Beaumonth St E/S, Albion* * *Sandgate Rd N/O Beaumonth St E/S, Albion* * *Sandgate Rd S/O Roscommon Rd E/S, Boondall* * *Sinnamon Rd E/O Yallambee Rd S/S, Jindalee* * *Sir Fred Schonell Dr W/O Ryans Rd N/S, St Lucia* * *St Flannans Beams Rd W/O Handford Rd N/S, Zillmere* * *Toohey Rd S/O Prior St W/S, Tarragindi* * *Upper Roma St W/O Countess St S/S, Brisbane City* * *Warner St W/O Ann St N/S, Fortitude Valley* * *Warner St W/O Ann St N/S, Fortitude Valley* * *Waterworks Rd E/O Dorset St N/S, Ashgrove* * *Waterworks Rd W/O Ashgrove Ave S/S, Ashgrove* * *Webster Rd N/O Kitchener Rd W/S, Chermside* * *Wecker Rd E/O Newnham Rd N/S, Mansfield* * *Wickham Tce N/O Lilley St E/S, Spring Hill* * *Wynnum Rd E/O Junction Rd N/S, Morningside* * *Wynnum Rd E/O Northcliffe St S/S, Cannon Hill* * *Wynnum Rd E/O Southgate Ave N/S, Cannon Hill* * *Wynnum Rd S/O Riding Rd E/S, Morningside* * *Wynnum Rd W/O Norman Ave S/S, Norman Park* * *Wynnum Rd W/O Tenbar St N/S, Tingalpa* * *Ann St S/O Creek St E/S at Anzac Square, Brisbane City* * *Brunswick St E/O Balfour St S/S, New Farm* * *Brunswick St W/O Harcourt St N/S, Fortitude Valley* * *Cavendish Rd W/O Nursery Rd N/S, Holland Park* * *Colleridge St S/O Sir Fred Schonell Dr W/S, St Lucia* * *Commercial Rd W/O Leopold St S/S, Fortitude Valley* * *Coonan St N/O Belgrave Rd W/S, Indooroopilly* * *Coronation Dr E/O Cribb St N/S, Milton* * *Coronation Dr E/O Park Rd N/S, Milton* * *Coronation Dr W/O Cribb St S/S, Milton* * *Crosby Rd E/O Sandgate Rd S/S, Albion* * *Gladstone Rd W/O TJ Doyle Memorial Dr S/S, Dutton Park* * *Ipswich Rd S/O Norman St W/S, Annerley* * *Ipswich Rd S/O School Rd W/S, Yeronga* * *Kingsford Smith Dr OPP Oxford St S/S, Hamilton* * *Latrobe Tce W/O Warrington St N/S, Paddington* * *Logan Rd S/O Toohey Ave W/S, Greenslopes* * *Logan Rd S/O Walker St W/S, Woolloongabba* * *Main St N/O Vulture St W/S, Kangaroo Point* * *Melbourne St E/O Edmonstone St N/S, South Brisbane* * *Milton Rd E/O Hobbs St S/S, Auchenflower* * *Milton Rd E/O Torwood St N/S, Milton* * *Milton Rd W/O Bangalla St N/S, Auchenflower* * *Milton Rd W/O Paten St N/S, Milton* * *Musgrave Rd E/O Scott St N/S, Red Hill* * *Old Cleveland Rd W/O Wellington St S/S, Coorparoo* * *Petrie Tce S/O Wellington St W/S, Brisbane City* * *Queen St W/O Creek St N/S, Brisbane City* * *Roma St W/O Makerston St S/S, Brisbane City* * *Sandgate Rd N/O Beaumont St W/S, Albion* * *Sir Fred Schonell Dr W/O Ryans Rd N/S, St Lucia* * *Upper Roma St W/O Countess St S/S, Brisbane City* * *Warner St W/O Ann St N/S, Fortitude Valley* * *Warner St W/O Ann St N/S, Fortitude Valley* * *Wynnum Rd E/O Junction Rd N/S, Morningside* * *Wynnum Rd E/O Northcliffe St S/S, Cannon Hill* * *Wynnum Rd E/O Southgate Ave N/S, Cannon Hill* * *Wynnum Rd S/O Riding Rd E/S, Morningside* * *Annerley Rd S/O Park Rd E/S, Dutton Park* * *Ashgrove Ave N/O Crawford St E/S, Ashgrove* * *Beaudesert Rd N/O Kerry Rd E/S, Acacia Ridge* * *Beaudesert Rd S/O Kameruka St E/S, Calamvale* * *Board St E/O Braun St N/S, Deagon* * *Coronation Dr E/O Lang Pde S/S, Milton* * *Coronation Dr W/O Land St N/S, Auchenflower* * *Creek Rd N/O Stanley Rd W/S, Carina* * *Depot Rd E/O Braun St N/S, Deagon* * *Fairfield Rd S/O Ashby Rd E/S, Fairfield* * *Gowan Rd N/O Kameruka St W/S, Calamvale* * *Hamilton Rd E/O Maundrell Tce N/S, Chermside West* * *Horizon Dr E/O Permain St S/S, Middle Park* * *Ipswich Rd N/O South St W/S, Moorooka* * *Junction Rd N/O Wynnum Rd E/S, Morningside* * *Kedron Brook Rd N/O Fifth Ave E/S, Wilston* * *Kessels Rd W/O Troughton Rd S/S, Nathan* * *Logan Rd N/O Douglas St E/S, Greenslopes* * *Logan Rd N/O O’Keefe St E/S, Stones Corner* * *Logan Rd N/O Perkins St E/S, Mount Gravatt* * *Logan Rd N/O Plimsoll St E/S, Greenslopes* * *Logan Rd N/O Springwood St E/S, Mount Gravatt* * *Logan Rd N/O Toohey St W/S, Woolloongabba* * *Main St S/O Bell St W/S, Kangaroo Point* * *Mains Rd S/O Turton St E/S, Sunnybank* * *Moggill Rd W/O Phillipa St N/S, Kenmore* * *Musgrave Rd W/O Scott St S/S, Red Hill* * *Newnham Rd S/O Tolston St W/S, Wishart* * *Nursery Rd W/O Bapaume St N/S, Mount Gravatt* * *Oateson Skyline Dr N/O Trajan Ave W/S, Morningside* * *Old Cleveland Rd E/O Anzac Rd S/S, Carina* * *Oxley Rd N/O Allardyce St E/S, Graceville* * *Oxley Rd N/O Chelmer St W/S, Chelmer* * *Richmond Rd W/O Bonar St S/S, Seven Hills* * *Samford Rd W/O Wardell St N/S, Enoggera* * *Sandgate Rd N/O Beaumonth St E/S, Albion* * *Sandgate Rd S/O Bayview Tce W/S, Albion* * *Sandgate Rd S/O London Rd E/S, Clayfield* * *Scenic Dr E/O Sir Samuel Griffith Dr N/S, Mount Coot-Tha* * *Scenic Dr E/O Sir Samuel Griffith Dr N/S, Mount Coot-Tha* * *Serviceton St N/O Hyacinth St W/S, Inala* * *Sinnamon Rd E/O Yallambee Rd S/S, Jindalee* * *Skyring Tce E/O Breakfast Creek Rd S/S, Newstead* * *Stanley Rd E/O Mayfield Rd S/S, Carina* * *Tufnell Rd N/O Earnshaw Rd W/S, Banyo* * *Tufnell Rd N/O Earnshaw Rd W/S, Banyo* * *Webster Rd N/O Taggan St E/S, Chermside* * *Wharf St E/O Leichardt St S/S, Spring Hill* * *Wynnum Rd W/O Tenbar St N/S, Tingalpa* * *Wynnum Rd W/O Tenbar St N/S, Tingalpa* * *Adelaide St E/O George St N/S, Brisbane City* * *Adelaide St E/O George St N/S, Brisbane City* * *Alice St N/O George St E/S, Brisbane City* * *Ann St N/O Creek St E/S, Brisbane City* * *Ann St S/O Creek St E/S at Anzac Square, Brisbane City* * *Annerley Rd N/O Gladstone Rd W/S, Dutton Park* * *Bradfield Hwy S/O Ferry St E/S, Kangaroo Point* * *Brunswick St W/O Harcourt St N/S, Fortitude Valley* * *Coronation Dr E/O Cribb St N/S, Milton* * *Coronation Dr E/O Lang Pde N/S, Milton* * *Coronation Dr E/O Park Rd N/S, Milton* * *Coronation Dr W/O Cribb St S/S, Milton* * *Coronation Dr W/O Graham St N/S, Milton* * *Creek Rd S/O Meadowlands Rd E/S, Carina* * *Enoggera Rd S/O Ashgrove Ave W/S, Newmarket* * *Ipswich Rd N/O Herbert St W/S, Annerley* * *Ipswich Rd N/O Wateron St E/S, Annerley* * *Ipswich Rd S/O Norman St W/S, Annerley* * *Ipswich Rd S/O School Rd W/S, Yeronga* * *Ipswich Rd S/O Taunton St W/S, Annerley* * *Kingsford Smith Dr W/O Racecourse Rd S/S, Hamilton* * *Logan Rd S/O Plimsoll St E/S, New Farm* * *Lytton Rd OPP Northcote St N/S, East Brisbane* * *Melbourne St E/O Cordelia St S/S, South Brisbane* * *Milton Rd W/O Paten St N/S, Milton* * *Moggill Rd S/O Jephson St W/S, Toowong* * *Moggill Rd W/O Coonan St S/S, Indooroopilly* * *Musgrave Rd E/O Scott St N/S, Red Hill* * *Old Cleveland Rd W/O Macauley St N/S, Coorparoo* * *Shafston Ave E/O Connor St S/S, Kangaroo Point* * *Stanley St W/O Wellington Rd N/S, Woolloongabba* * *Upper Roma St W/O Countess St S/S, Brisbane City* * *Vulture St W/O Graham St S/S, South Brisbane* * *Wynnum Rd E/O Creek Rd S/S, Cannon Hill* * *Wynnum Rd E/O Thynne Rd N/S, Morningside* * *Wynnum Rd N/O Kulpurum St W/S, East Brisbane* * *Wynnum Rd S/O Riding Rd E/S, Morningside* * *Wynnum Rd W/O Norman Ave S/S, Norman Park* | *oOh!* |

**Q10.** Please provide the total number of Brisbane Transport buses currently displaying advertising for the Brisbane App.

***A10.*** *25.*

**Q11.** Please provide details of any other bus companies which have advertising for the Brisbane App.

***A11.*** *Nil.*

**Q12.** Please advise any other ways the Brisbane App has been advertised.

***A12.***

*- Additional social media video assets: $0*

*- Adshel posters: $1770 (planned this financial year, $590 spent to date)*

*- Trifold corflutes: $1370.52*

*- Cinema advertising: Not yet invoiced.*

**Q13.** Please provide the budget allocation to promote the Brisbane App this financial year and future years as per below:-

|  |  |  |  |
| --- | --- | --- | --- |
| **BREAKDOWN OF BRISBANE APP PROMOTIONS** | **2021-2022**  **FINANCIAL YEAR** | **2022-2023**  **FINANCIAL YEAR** | **2023-2024**  **FINANCIAL YEAR** |
| Talent for photos and video content |  |  |  |
| Radio Advertising |  |  |  |
| Television Advertising |  |  |  |
| Print Advertising |  |  |  |
| Billboard Advertising |  |  |  |
| Bus Advertising |  |  |  |
| Bush Shelter Advertising |  |  |  |
| Digital Advertising |  |  |  |
| Social Media Advertising |  |  |  |
| Social Media Influencers |  |  |  |
| Printed collateral – design and print |  |  |  |
| Printed collateral - distribution |  |  |  |
| Other (please advise) |  |  |  |

***A13.***

|  |  |  |  |
| --- | --- | --- | --- |
| **BREAKDOWN OF BRISBANE APP PROMOTIONS** | **2021-2022**  **FINANCIAL YEAR** | **2022-2023**  **FINANCIAL YEAR** | **2023-2024**  **FINANCIAL YEAR** |
| *Talent for photos and video content* | *$23,033.60* | *TBC* | *TBC* |
| *Radio Advertising* | *$267,056.90* | *TBC* | *TBC* |
| *Television Advertising* | *$797,559.22* | *TBC* | *TBC* |
| *Print Advertising* | *$26,198.63* | *TBC* | *TBC* |
| *Billboard Advertising* | *$565,391.34* | *TBC* | *TBC* |
| *Bus Advertising* | *$46,976.03* | *TBC* | *TBC* |
| *Bus Shelter Advertising* | *$75,299.42* | *TBC* | *TBC* |
| *Digital Advertising* | *$339,979.08* | *TBC* | *TBC* |
| *Social Media Advertising* | *$205,000* | *TBC* | *TBC* |
| *Social Media Influencers* | *$95,000* | *TBC* | *TBC* |
| *Printed collateral – design and print* | *$76,699.75* | *TBC* | *TBC* |
| *Printed collateral - distribution* | *$76,092.28* | *TBC* | *TBC* |
| *Other (please advise)*  *• Cinema* | *$88,182.60* | *TBC* | *TBC* |

*Note this is a non-exhaustive list. Only budgeted figures for the breakdown in 2021-22 have been provided.*

**Q14.** Please advise which company produced the “B in the Know” Brisbane App brochures.

***A14.*** *The design for the “B in the Know” Brisbane App brochures was completed by Khemistry and the print was completed by Printcraft.*

**Q15.** Please advise the total costs relating to the “B in the Know” Brisbane App brochures:

|  |  |
| --- | --- |
| **B IN THE KNOW** | **TOTAL COST** |
| Design |  |
| Print |  |
| Distribution |  |

***A15.***

|  |  |
| --- | --- |
| ***B IN THE KNOW*** | ***TOTAL COST*** |
| *Design* | *$3312.50* |
| *Print* | *$127,901.36* |
| *Distribution* | *$68,298.67* |

**Q16.** Please advise the total number of “B in the Know” Brisbane App brochures delivered to households and businesses.

|  |  |
| --- | --- |
| **B IN THE KNOW DELIVERIES** | **TOTAL NUMBER** |
| Household |  |
| Business |  |
| Other |  |

***A16.***

| ***B IN THE KNOW DELIVERIES*** | ***TOTAL NUMBER*** |
| --- | --- |
| *Household* | *620,897* |
| *Business* | *-* |
| *Other* | *5000 distributed to ward offices, libraries and Council business centres* |

**Q17.** Please advise which company produced the “Sign Up to the Brisbane App” brochures.

***A17.*** *The ‘Sign Up to the Brisbane App’ was designed by Brisbane City Council and printed by PrintCraft.*

**Q18.** Please advise which company produced the “Sign Up to the Brisbane App” brochures.

|  |  |
| --- | --- |
| **Sign Up to the Brisbane App** | **TOTAL COST** |
| Design |  |
| Print |  |
| Distribution |  |

***A18.*** *The same question has been asked in question 17. Please see response above.*

**Q19.** Please advise which company produced the “Sign Up to the Brisbane App” brochures.

|  |  |
| --- | --- |
| **Sign Up to the Brisbane App** | **TOTAL NUMBER** |
| Household |  |
| Business |  |
| Other |  |

***A19.*** *The same question has been asked in question 17. Please see response above.*

**Q20.** Please advise which company produced the Brisbane App stickers.

***A20.*** *Design and distribution of the stickers were completed by Brisbane City Council, and printed by PrintCraft.*

**Q21.** Please advise the costs of producing and distributing the Brisbane App stickers.

|  |  |
| --- | --- |
| **Brisbane App STICKERS** | **TOTAL COST** |
| Design |  |
| Print |  |
| Distribution |  |

***A21.***

|  |  |
| --- | --- |
| ***Brisbane App STICKERS*** | ***TOTAL COST*** |
| *Design* | *$0* |
| *Print* | *$2,840* |
| *Distribution* | *$0* |

**Q22.** Please advise the number Brisbane App stickers distributed to each of the following:

|  |  |
| --- | --- |
| **Brisbane App STICKERS** | **TOTAL NUMBER** |
| Household |  |
| Business |  |
| Other |  |

***A22.***

|  |  |
| --- | --- |
| ***Brisbane App STICKERS*** | ***TOTAL NUMBER*** |
| *Household* | *-* |
| *Business* | *500* |
| *Other* | *500 to ward offices and Council business centres* |

**Q23.** Please advise the amount spent in the 2020-2021 and 2021-2022 (to date) on community consultation on the following projects:-

|  |  |  |
| --- | --- | --- |
| **PROJECT** | **2020-2021** | **2021-2022** |
| Enoggera Creek Sports and Recreation Draft Precinct Plan |  |  |
| Mowbray Park Vision – Draft Concept Plan |  |  |
| Ferry Services Network Review |  |  |
| Cutting kerbside collection during 2020‑2021 |  |  |
| Shutting the Norman Park Ferry Terminal |  |  |
| Converting SAM signs to Speed Cameras |  |  |
| City Plan Amendments |  |  |
| Sandgate District Neighbourhood Plan |  |  |
| Nathan, Salisbury, Moorooka Neighbourhood Plan Draft Strategy |  |  |

***A23.***

|  |  |  |
| --- | --- | --- |
| ***PROJECT*** | ***2020-2021*** | ***2021-2022*** |
| *Enoggera Creek Sports and Recreation Draft Precinct Plan* | *$40,981.68* | *$120,087.30* |
| *Mowbray Park Vision – Draft Concept Plan* | *$2,800* | *$1,040* |
| *Ferry Services Network Review* | *$101,854.17* | *$48,179.96* |
| *Cutting kerbside collection during 2020‑2021* | *Nil* | *Nil* |
| *Shutting the Norman Park Ferry Terminal* | *Nil* | *Nil* |
| *Converting SAM signs to Speed Cameras* | *Nil* | *Nil* |
| *City Plan Amendments* | *$15,230* | *$11,802* |
| *Sandgate District Neighbourhood Plan* | *$11,442.23* | *$66.47* |
| *Nathan, Salisbury, Moorooka Neighbourhood Plan Draft Strategy* | *$7,370.95* | *$10,156.77* |

**Q24.** Please advise the total number of footpaths which had temporary repairs, were reconstructed or were new for the following financial years:-

|  |  |  |  |
| --- | --- | --- | --- |
| **YEAR** | **TEMPORARY FOOTPATH REPAIRS** | **RECONSTRUCTED FOOTPATHS** | **NEW FOOTPATHS** |
| 2016-17 |  |  |  |
| 2017-18 |  |  |  |
| 2018-19 |  |  |  |
| 2019-20 |  |  |  |
| 2020-21 |  |  |  |

***A24.***

| ***YEAR*** | ***TEMPORARY FOOTPATH REPAIRS*** | ***RECONSTRUCTED FOOTPATHS*** | ***NEW FOOTPATHS*** |
| --- | --- | --- | --- |
| *2016-17* | *25485* | *1669* | *82* |
| *2017-18* | *47331* | *1408* | *123* |
| *2018-19* | *60851* | *1626* | *114* |
| *2019-20* | *55133* | *1357* | *87* |
| *2020-21* | *53119* | *1653* | *213* |

**Q25.** Please advise the total number of complaints received by Council for each of the following financial years:

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **YEAR** | **Lighting fires and backyard burning** | **Community newspapers and unsolicited material** | **Obstruction of footpath** | **Graffiti on private property** | **Odour in relation to waste containers to residential premises** | **Camping on council controlled roads** | **Abadoned shopping trolleys** | **Unsightly objects, materials and vegetation** | **Hazardous fencing material and electric fencing** | **Swimming pools, portable wading pools and ponds** |
| 2016-17 |  |  |  |  |  |  |  |  |  |  |
| 2017-18 |  |  |  |  |  |  |  |  |  |  |
| 2018-19 |  |  |  |  |  |  |  |  |  |  |
| 2019-20 |  |  |  |  |  |  |  |  |  |  |
| 2020-21 |  |  |  |  |  |  |  |  |  |  |

***A25.*** *Please note, Council’s contact centre does not record ‘complaints’, but rather ‘contacts’.*

*Council does not have record of specific regulations relating to odour from residential bins.*

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***YEAR*** | ***Lighting fires and backyard burning*** | ***Community newspapers and unsolicited material*** | ***Obstruction of footpath*** | ***Graffiti on private property*** | ***Odour in relation to waste containers to residential premises*** | ***Camping on council controlled roads*** | ***Abadoned shopping trolleys*** | ***Unsightly objects, materials and vegetation*** | ***Hazardous fencing material and electric fencing*** | ***Swimming pools, portable wading pools and ponds*** |
| *2016-17* | *728* | *122* | *5924* | *311* | *Unavailable* | *237* | *37* | *969* | *18* | *491* |
| *2017-18* | *677* | *109* | *5724* | *499* | *Unavailable* | *300* | *59* | *1333* | *32* | *383* |
| *2018-19* | *726* | *117* | *5307* | *396* | *Unavailable* | *305* | *436* | *851* | *23* | *298* |
| *2019-20* | *936* | *125* | *5633* | *383* | *Unavailable* | *325* | *947* | *706* | *14* | *282* |
| *2020-21* | *762* | *85* | *5564* | *334* | *Unavailable* | *307* | *993* | *727* | *29* | *324* |

**Q26.** Please advise the approximate cost per square meter to build a new concrete footpath.

***A26.*** *$250 per m2*

**Q27.** *Please provide a breakdown of the number of Brisbane City Council bus operators by employment status (Full Time, Part Time, Casual) for each financial year from 2002-2003 to 2020-2021.*

***A27.***

|  |  |  |  |
| --- | --- | --- | --- |
| ***Employee SubGroup*** | ***Casual*** | ***Full Time*** | ***Part Time*** |
| *2006* | *284* | *1152* | *20* |
| *2007* | *297* | *1247* | *26* |
| *2008* | *334* | *1327* | *37* |
| *2009* | *352* | *1546* | *50* |
| *2010* | *388* | *1587* | *65* |
| *2011* | *380* | *1727* | *76* |
| *2012* | *367* | *1856* | *72* |
| *2013* | *459* | *1796* | *73* |
| *2014* | *382* | *1722* | *80* |
| *2015* | *435* | *1664* | *94* |
| *2016* | *513* | *1589* | *100* |
| *2017* | *524* | *1711* | *105* |
| *2018* | *571* | *1693* | *122* |
| *2019* | *589* | *1707* | *121* |
| *2020* | *562* | *1687* | *147* |
| *2021* | *580* | *1737* | *146* |

**Q28.** Please advise how many bus operators successfully in converting from a casual position to a full time position each financial year from 2002-2003 to 2020‑2021.

***A28.***

|  |  |
| --- | --- |
| *2006* | *70* |
| *2007* | *48* |
| *2008* | *50* |
| *2009* | *70* |
| *2010* | *29* |
| *2011* | *106* |
| *2012* | *80* |
| *2013* | *14* |
| *2014* | *48* |
| *2015* | *75* |
| *2016* | *67* |
| *2017* | *208* |
| *2018* | *92* |
| *2019* | *135* |
| *2020* | *112* |
| *2021* | *158* |

**Submitted by Councillor Nicole Johnston (from meeting on 26 October 2021)**

**Q1.** What was the total cost of all marketing and advertising for the Brisbane App campaign?

***A1.*** *2020-21 spend: $925,562.11.*

*2021-22 spend to date: $415,840.87.*

**Q2.** What is the total amount budgeted in the 2021-22 Council Budget for the Brisbane App Campaign?

***A2.*** *$3,220,574.*

**Q3.** What was the total amount budgeted in the 2020-21 Council Budget for the Brisbane App Campaign?

***A3.*** *$1,000,000.*

**Q4.** Who developed and what was the actual cost of development for the Brisbane App?

***A4.*** *The Brisbane App was developed by We Make Apps. The cost of development was $285,610.*

**Q5.** Who manages the content for the Brisbane App (business name) and what, if any, costs are associated with ongoing management of the Brisbane App?

***A5.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q6.** What is the total cost of the following marketing and advertising components for the Brisbane App campaign?

a. Television ads

b. Radio ads

c. Print media ads

d. Social media ads and influencers

e. Billboards/outdoor advertising

f. Talent/personality costs

***A6.*** *Please see answer provided to Question 1. A breakdown of the total cost is not available at this time.*

**Q7.** How many “B in the Know” Brisbane App 4-fold brochures were produced and distributed by Brisbane City Council

***A7.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q8.** Where were the “B in the Know” Brisbane 4-fold App brochures distributed? Please provide a list of locations and suburbs if not the whole City.

***A8.***

*- Australia Post mailbox distribution*

*- Council’s 33 libraries*

*- Council’s 26 ward offices*

*- Brisbane Visitor and Information Centre (Brisbane CBD)*

*- Council’s regional business centres*

* *North (Chermside)*
* *South (Yeerongpilly)*
* *East (Carindale)*
* *West (Indooroopilly)*
* *Central (Brisbane CBD).*

**Q9.** What was the cost of the “B in the Know” 4-fold Brisbane App brochures?

a. Design and production

b. Postage

c. Distribution

***A9.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q10.** Which company produced the “B in the Know” 4-fold Brisbane App brochures?

***A10.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q11.** How many “Sign Up to the Brisbane App” DL flyers were produced and distributed by Brisbane City Council

***A11.*** *5,000.*

**Q12.** Where were the “Sign Up to the Brisbane App” DL flyers distributed? Please provide a list of locations and suburbs if not the whole City.

***A12.***

*- Brisbane Business Hub (Brisbane City) and Suburban Business Hub (Nundah)*

*- Council business events in Brisbane City and Fortitude Valley.*

*- Council’s 26 ward offices.*

**Q13.** What was the cost of the “Sign Up to the Brisbane App” DL flyers?

a. Design and production

b. Postage

c. Distribution

***A13.*** *$466.75.*

**Q14.** Which company produced the ““Sign Up to the Brisbane App” DL flyers?

***A14.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q15.** How many “B in the Know” Brisbane App stickers were produced and distributed by Brisbane City Council?

***A15.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q16.** Where were the “B in the Know” Brisbane App stickers distributed? Please provide a list of locations and suburbs if not the whole City.

***A16.***

*- Brisbane Business Hub (Brisbane City) and Suburban Business Hub (Nundah)*

*- Regional business centres*

*- Council’s 26 ward offices.*

**Q17**. What was the cost of the “B in the Know” Brisbane App stickers?

a. Design and production

b. Postage

c. Distribution

***A17.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q18.** Which company produced the “B in the Know” Brisbane App stickers?

***A18.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q19.** What if any other Brisbane App marketing and advertising materials were created? Please provide a list and cost for each item.

***A19.*** *This is already a question on notice on today’s notice paper. Please see the response provided.*

**Q20.** What is the total value of backflow values budgeted for installation in the 2021‑22 Council Budget?

***A20.***

*- Backflow maintenance - $822,000*

*- Cyclic desilting of waterways and drains - $173,000*

*In addition to the above, some drainage improvement works will be carried out at the existing backflow device at Oxlade Drive, New Farm.*

**Submitted by Councillor** **Nicole Johnston (from meeting on 26 October 2021)**

**Q1.** Please provide a list of projects by name, location and cost Brisbane City Council has successfully received funding for from the Australian Government’s Community Development Grants Programme by year of approval?

***A1.***

| ***Year of Approval*** | ***Council Project Name*** | ***Location*** | ***Grant Funding received ($)*** |
| --- | --- | --- | --- |
| *FY 2018-19* | *Pedestrian Safety Enhancements for Moggill Road and Taringa Parade, Taringa* | *Road infrastructure works on Moggill Road and Taringa Parade, Indooroopilly* | *2,366,188.00* |
| *FY 2018-19* | *Enoggera Creek Sports Precinct Plan* | *Enoggera* | *100,000.00* |
| *FY 2019-20* | *Urban Renewal Local Shopping Strips Precinct - Racecourse Road, Hamilton* | *Racecourse Road, Hamilton* | *150,000.00* |
| *Urban Renewal Local Shopping Strip Precinct – Wilston Shops* | *70-102 Kedron Brook Road, Wilston* | *150,000.00* |
| *Urban Renewal Local Shopping Strip Precinct – Paddington Terraces* | *156-297 Given Terrace and 1 -175 Latrobe terrace, Paddington* | *250,000.00* |

**Q2.** Please provide a list of projects by name, location and cost Brisbane City Council has failed to receive funding for from the Australian Government’s Community Development Grants Programme by year of rejection?

***A2.*** *Nil.*

**Q3.** Please provide a list of projects by name, location and cost currently pending with the Australian Government’s Community Development Grants Programme?

***A3.***

|  |  |  |
| --- | --- | --- |
| ***Council Project Name*** | ***Location*** | ***Grant Funding ($)*** |
| *Kenmore Community Centre Upgrade* | *98 Brookfield Road, Kenmore Hills* | *1,500,000.00* |

**RISING OF COUNCIL: 5.05pm.**

**PRESENTED: and CONFIRMED**

**CHAIR**

**Council officers in attendance:**

Victor Tan (Council and Committee Coordinator)

Ashleigh O’Brien (Senior Council and Committee Officer)

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