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# MINUTES OF PROCEEDINGS

**The 4701 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 21 February 2023**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

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## PRESENT:

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

The Chair of Council, Councillor 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) (Deputy Chair of Council)  Ryan MURPHY (Chandler)  Angela OWEN (Calamvale)  Steven TOOMEY (The Gap)  Andrew WINES (Enoggera) | Jared CASSIDY (Deagon) (The Leader of the Opposition)  Peter CUMMING (Wynnum Manly)  Steve GRIFFITHS (Moorooka)  Charles STRUNK (Forest Lake) |
| **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: I declare the meeting open.

Apologies? Are there any apologies?

## APOLOGY:

**395/2022-23**

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.

An apology was submitted on behalf of Councillors Kara COOK and Jonathan SRIRANGANATHAN, and they were granted a leave of absence from the meeting on the motion of Councillor Jared CASSIDY, seconded by Councillor Charles STRUNK.

Chair: LORD MAYOR, motion of condolence, please.

## MOTION OF CONDOLENCE – NEW ZEALAND

**396/2022-23**

The Right Honourable, the LORD MAYOR (Councillor Adrian SCHRINNER) moved, seconded by Councillor Jared CASSIDY that⎯

*“The City of Brisbane marks with sadness the extreme damage and loss of life caused to communities in New Zealand, particularly our Sister City, Auckland, by Cyclone Gabrielle. We support the recent move by the Federal Government to deploy a team of helpers to aid in the recovery.*

*We mourn with those who have lost loved ones, and we wish them every success in their rebuilding efforts.”*

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. It’s heartbreaking that two meetings in a row have started with condolence motions about disasters that are happening all around the world. Last week about the earthquake in Türkiye and Syria and this week about the devastation that’s been caused in New Zealand and, particularly, our Sister City, Auckland. New Zealand, as one of our closest—well, our closest neighbour⎯and a country that we feel such great affinity towards and also the home of our Sister City, Auckland, has been hit by a double whammy. In recent weeks, they were hit with devastating flooding and, in fact, some of the worst flooding that they have seen in 200 years, followed up now by the impacts of Cyclone Gabrielle.

With Cyclone Gabrielle starting off the coast of Queensland, obviously it was something we were all concerned about, but I don’t think we expected that it would head towards New Zealand. In New Zealand, one of their top priorities for, I guess, disaster preparedness is the response to an earthquake, not necessarily the response to cyclones or flooding. It is quite unusual for this to happen, but it is something that, particularly, us here in Brisbane and in Queensland feel a particular affinity to because of what we have, as a State, been through over many years. Right now, Auckland remains in a state of emergency and their emergency services are in overdrive, working to recover from one of their biggest combinations of natural disasters in history.

There have been 11 known deaths from this cyclone, but there is a serious risk that this number will increase significantly. There are many people⎯and in fact even thousands of people⎯who are still unaccounted for and have not been able to be contacted at this point in time. This number has dropped from 6,500, so there is some minor good news in that. In addition to these figures, there are 28,000 homes still without power and many people, as I said, uncontactable because telecommunications towers are out of action. So this⎯you can just imagine the disaster striking, but then loved ones not being able to get in touch with each other, many of them in Brisbane or in Queensland, who don’t know what has happened to their relatives or friends, family, because they are not contactable.

One of the biggest struggles at the moment is access in terms of some of the communities. Roads in and out are blocked and that makes it very difficult to carry out recovery efforts, including simple things like getting clean drinking water and food through to some of those impacted communities. We saw it here in Brisbane a year ago where supplies had to be delivered by a chopper to certain parts of the city and lack of access is a big challenge in New Zealand at the moment. It’s one of the reasons why the Federal Government has stepped up and deployed a team of Australians to help with efforts on the ground, including looking for those people who are missing. Some of these teams are also deployed in the Control Centre so the information can be relayed and resources can be appropriately directed.

Earlier this month, I wrote to Mayor Brown to convey that Auckland is in Brisbane’s thoughts and that was following the flooding that happened. So this was the earlier disaster they had and that we stand ready to help them should they need it and we look forward to advice on the type of help that they need from us. Now, obviously, the situation has worsened, not only with floods but then with the cyclone and the damage that that’s caused. Our CEO has also reached out to the Auckland Council’s CEO to restate our offer of assistance and so we do stand ready to help.

Now, we don’t know what that help might entail, but we certainly stand ready in whatever way is required of us to step up on behalf of our brothers and sisters in New Zealand and our Sister City of Auckland. We do have the people of Auckland and New Zealand on our thoughts. We wish them every success in recovering from this tragedy and we do stand ready to help in whatever way is necessary.

Chair: Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. I rise today to second this motion and, on behalf of my team and the communities we represent, extend our deepest condolences to those who have been affected by Cyclone Gabrielle and the ongoing severe weather, which has caused significant damage across New Zealand, in particular the north and east coasts of the North Island. As we know, Brisbane is home to a large population of New Zealanders⎯over 100,000 in fact⎯and I’d like to extend our thoughts to those in our city who would no doubt be worried about their *whānau* back home.

Eleven people have tragically lost their lives so far. Thousands remain unaccounted for and hundreds of thousands left without power. People have lost their homes and businesses. Many communities have been completely cut off, both virtually and physically, as phone networks and road access have been disrupted. The cyclone comes on the heels of that devastating flooding that our Sister City, Auckland, experienced and across the North Island more broadly, recently. I’d like to acknowledge the fast action of the Australian Government in sending our emergency responders to assist in the disaster.

As I said in reference to those unfolding events in Türkiye and Syria last week, as the largest local government in Australia, we can and should lead the way in terms of offering support and do appreciate what the LORD MAYOR has said in terms of that offer that has been extended to New Zealand. We would like to see everything done that possibly can be in terms of physical support and financial support, if that’s appropriate. Once again, I’d like to send our deepest condolences to those who have been affected by this terrible tragedy across the ditch.

Chair: Thank you.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, I rise just briefly to speak on the condolence motion and pass on my condolences to the families of those who have lost loved ones in New Zealand. We know only too well in Brisbane the impacts of natural disasters and how devastating they are for communities. New Zealand is such a beautiful country. It’s suffered a lot. Those terrible earthquakes in Christchurch, quite a few years ago now, but what we’ve seen with the flooding and the cyclone impacts has been horrific. I’m very pleased to hear that we have offered practical support to New Zealand.

I would have thought perhaps some financial support would be worthwhile there, but perhaps that will come in due course. I hope that we will offer whatever support we can, whether that’s with clean-up crews or just extra bodies to help relieve those who are cleaning up. I’d like to add my support to the motion of condolence and let everybody here in our community in Brisbane know that we’re thinking of those who have lost loved ones or are missing loves ones or a long way away from them.

Chair: Thank you.

Further speakers?

Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair. I rise to speak to the condolence motion. Last week, I was in New Zealand and I witnessed first-hand the devastation caused by Cyclone Gabrielle. For those who are unaware, my father passed away unexpectedly last—on 7 February, and I was able to get a flight out with my family the next day to see him. Anyway, I had planned to be back for the following Chambers on the 14th, because I actually looked forward to spending Valentine’s Day with you all. Unfortunately, Cyclone Gabrielle hit and all flights out were cancelled, so I was still in New Zealand when it was all happening. There was lots of rain. There was lots of wind. It did hit the North Island uppermost region on the 12th and it tracked down the east coast.

So this natural disaster has affected widespread devastation like nothing ever seen in New Zealand in living memory. The LORD MAYOR has mentioned earthquakes and, as a child growing up in New Zealand, I experienced many earthquakes. I don’t know if any of you in here have been in one. It’s kind of freaky, actually. I remember looking out of the window and the land literally does undulate as an earthquake is coming through. Obviously, flash flooding and landslides have resulted from this major event, but we will not know the true impact on our friends across the ditch and my fellow countrymen for many weeks, if not months. I note with great sadness that police are reporting that thousands of people remain uncontactable with great concerns for their safety. Hundreds of people have been rescued, many by helicopters, including some who’ve taken refuge on the roofs of buildings.

Eleven people have been confirmed dead. The first death reported was a volunteer, what we could consider our equivalent of the SES (State Emergency Services). While in New Zealand, we actually⎯obviously, the news was covering a lot of this and we heard the heartbreaking story of a young couple who were housesitting for friends. The house was built on higher ground than normal, but the waters continued to rise. The young couple moved to the top of the kitchen benches. The water still continued to rise, so the boyfriend made the decision to punch through the kitchen ceiling to get to the roof crawlspace. As he was reaching for his girlfriend’s hand to assist her into the roof, a fast-moving shipping container smashed into the house and the girlfriend was lost. The owners of the house spoke of their complete devastation at this tragedy.

In Brisbane, across the State and country, we’re no stranger to natural disasters, but this does not make it easier to bear. This loss of lives, homes and property is devastating and will take a generation to recover from. I would like to commend the Federal Government for their quick action to send aid to help in the rescue and recovery of our neighbours in need and I’m very aware that the LORD MAYOR is also on standby to send whatever is also required. We are encouraging—there has been a Red Cross New Zealand Disaster Fund set up, so if people do want to give any financial support of any kind, they can do that through the Red Cross which, as we know, is a reputable organisation to support people. They are now supporting people across the country who have been affected by Cyclone Gabrielle, as well as the Tāmaki Makaurau, Auckland and North Island flooding.

Our hearts go out for the tragic loss of life, the unthinkable tragedy that’s happened and, of course, I’m not sure if you’re aware but there was another earthquake a couple of days later, which is where a lot of my family live and our thoughts and prayers are with the people of New Zealand. Can I finish by saying *kia kaha whānau*. Thank you.

Chair: LORD MAYOR?

No further speakers?

I now put the motion of condolence.

As there were no further speakers, the Chair submitted the motion to the Chamber and it was declared **carried** unanimously.

Chair: May I have confirmation of minutes, please?

## MINUTES:

**397/2022-23**

The Minutes of the 4700 (post recess) meeting of Council held on 14 February 2023, 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.

## PUBLIC PARTICIPATION:

Chair: Councillors, we have a public participant this afternoon. I call on Mr Sean Walsh, who would like to address the Chamber on the community benefits of delivering Stages 1 and 2 of the Murarrie Recreation Reserve International Cycle Park project. Mr Walsh, Billy is showing you to your chair and microphone. You can stand or sit, depending on your preference.

You have five minutes when the mic is turned on. Thank you very much. Thank you for coming in.

**Mr Sean Walsh – International Cycle Park Project**

Mr Sean Walsh: Mr Chair, LORD MAYOR and Councillors, thank you for the opportunity to address the Council on the Brisbane International Cycle Park project at the Murarrie Recreation Reserve. While I’m the current Secretary of Balmoral Cycling Club, I’m really here because I love cycling and I love Brisbane. I grew up in Brisbane. I’m a lifelong cyclist and sports club volunteer and I’m the father of two competitive cyclists, who learnt to ride their bikes at Murarrie.

I applaud the Council on the exceptional vision of providing a single precinct for all levels of wheel sport, with children learning to ride, skate and scooter at the learn-to-ride course in safety; tweens and teens developing skills at the BMX pump track, skateboard park and mountain bike skills park; roller speed skating enthusiasts using a world class speed track; recreational and competitive cyclists and triathletes on the Criterium track; and the ability to host local, State, national and international events for skating and cycling. What’s truly unique here is the catering for all the levels from beginners through to professional riders and having so many wheel sports disciplines and purposes co-located, allowing ordinary residents to ride at the location that can host international events.

The opportunity to introduce more Brisbane kids to different types of sport and develop them from beginners through to competitive athletes will be revolutionary. There’ll be a bigger pipeline of athletes and they’re more likely to find the right discipline. We already see cross-discipline crossover three kilometres away at Chandler, where BMX and track cycling sit side by side. I’m reminded that you can’t be what you don’t see. All of the other infrastructure, like the out of circulation track and the gardens and picnic areas, support the cross-fertilisation of activity and minimise conflict between users.

There’s nothing else like this in Brisbane or nationally. It’s a generational legacy project. We thank the LORD MAYOR and Council for the significant investment and commitment required to deliver such a transformational project, but on behalf of the Brisbane cycling community, I urge Council to bring forward funding for the complete vision. In my opinion, the site lighting will be the best single investment at the site. It brings economic returns by allowing competitions to be held during the prime time of early evening, maximising opportunities for an audience at the site and on television.

This site will host showcase competitions during major events, such as the Brisbane Cycling Festival, attracting investment, visitors and profile for the facility and for the city. A reliable, all-year, day-night training facility strengthens the case for individual athletes and teams to implement training bases and camps in Brisbane. Why is the old cycling road and track high performance unit still in Adelaide, with the Olympics to be hosted in Brisbane? Lighting increases the available hours the track can be used for individuals and groups. It improves access and safety. It’s particularly useful for the heat of summer and the early morning and evening darkness of winter.

Like learning to swim, everyone should learn to ride a bike. It’s an important safety skill. Getting people comfortable and safe on bikes is key for the city’s transport policy. The learn-to-ride course, BMX pump track and mountain bike skills course will immediately improve the attractiveness of the park for families and young people. The recently opened Council facilities at Darra and MacGregor have already proven to be very popular. Having all these facilities co-located means there’s a breadth of activity to suit more people and you’re more likely to try something new.

Parents will be comfortable with the environment and will be able to see and supervise a natural progression for their child. During the 12 to 18 months that it will take to redevelop Murarrie, Brisbane will lose half of its capacity for weekly racing, junior training and major closed road cycle races, making it geographically impractical for some Brisbane residents to race regularly. The park closure will impact on us and the many other users of Murarrie, so we’d like to minimise this displacement from the site. The possibility of a second closure at the park for Stage 2 works would actually be counterproductive.

There is no doubt the completed project will provide the people of Greater Brisbane with a significant legacy as we prepare for the Olympic and Paralympic Games and will contribute to Council’s *Brisbane Vision 2031* for an active, healthy city; a friendly, safe city; and a New World City. I urge Council to bring forward funding to concurrently deliver the complete vision, especially the lighting, to limit the time of displacement from the site—

Chair: Thank you, Mr Walsh. Your time has expired. Thank you.

Is there a Civic Cabinet Chair responding?

Councillor DAVIS.

**Response by Councillor Tracy DAVIS, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee**

Councillor DAVIS: Well, thank you, Mr Chair and thank you very much, Mr Walsh, for coming in today. Your passion for this project is palpable and it’s only matched, I think, by our Administration and, in particular, Councillor Lisa ATWOOD, who I understand you’ve had a number of conversations with⎯in the lead-up to the final concept plan that was delivered last year. I did have the opportunity to visit the site, probably about eight or 10 months ago, with Councillor ATWOOD and it’s going to be a wonderful, wonderful addition to the offering for those that do enjoy cycle sports.

I completely understand your enthusiasm to have both Stages 1 and 2 brought through early, but we made it quite clear from the beginning that the important element that needed to be done first was around the Criterium track and making that of an international standard⎯and that is certainly going ahead. The change rooms and the clubhouse and also having that proper entrance coming in. What I would say is that Phase 2—although it wasn’t explicit in the Phase 2 outline, we could consider lighting as part of that, but like most things, we have to be aware of budget across all areas of Council.

This is an exciting project in the lead-up to 2032 and we look forward to continuing this wonderful dialogue that we’ve got with your club as we move forward and deliver this great project. Thank you, Mr Walsh.

Chair: Thanks, Councillor DAVIS.

Thank you, Mr Walsh, for coming in. Billy will show you out. Thank you very much for coming in.

## QUESTION TIME:

Chair: Councillors, Question Time.

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

Councillor MACKAY.

**Question 1**

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

LORD MAYOR, it is nearing one year to the anniversary of the 2022 February floods. Last year, the Council you lead executed the biggest clean-up this city has ever seen. Can you please update the Chamber on the extent of this clean-up, including how the Schrinner Council has worked hard to rebuild and recover our city from the 2022 floods.

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair and thank you, Councillor MACKAY, for the question. I know that your ward, Councillor MACKAY, was one of the many wards right across the city that was impacted heavily. As I stand here today and we look back and it’s 12 months from the flood, I also reflect on the fact that there are a number of us in this Chamber who were here for the 2011 flood, as well and little did we think that there would be two floods in such a relatively short period of time.

In reflecting on the past 12 months, the main thing that I want to say is to express my gratitude and that of all of us in the Chamber for the work that the Council officers have done in the past 12 months to help our city, first in the clean-up, but then in the recovery, the rebuilding, the repair and recovery process. This is an event that has impacted Brisbane on a scale never seen before and in 2011, we knew that less than 100 suburbs were impacted by flood, whereas this time in 2022, 170 suburbs out of 190 suburbs in Brisbane were impacted. So, virtually every suburb in the city in some way was impacted and with the damage and debris and the clean-up effort spread out over such a wide area, it required, first of all, Brisbane’s biggest ever clean‑up.

We saw a massive effort put in straight away, as soon as the floodwaters resided, to do that clean-up. All up, more than 75,000 tonnes of flood waste was collected and 3,357 streets were cleared. Also, straight away and very early, we stepped in to provide financial support, both to ratepayers and to clubs. It was around $20 million of support injected very quickly, whether it was $15 million to the community groups through their initial clean-up payment or almost $5 million in rates relief for impacted properties, as well. I stand in awe of the work that those officers have done.

Now, that clean-up obviously progressed at an incredible scale, as fast as possible, but then⎯since then, there’s been a lot of other work that’s had to be done, as well, through the repair and then the rebuilding process. Now, some of those assets across the city could be repaired relatively quickly and put back into action again, but others took much more significant work. Some of them required complete redesign of assets and facilities. One of those such cases is the Kedron Brook Bikeway, where it was actually not possible to build back the bikeway as it was, because the creek had moved entirely.

There was no land there, where there was land before. So it required not only a slab of concrete to be put in, it required the creation of massive embankment works, land stabilisation works and also design and planning work to make sure that what is built back is built back more resiliently. I can report that, after the flood, we did an independent review by former Governor Paul de Jersey. We have 87% of those actions now complete from the recommendations and five actions that are still in progress out of the actions. So, 33 complete, five in progress.

In terms of our own Flood Response Action Plan, which was not the de Jersey review, but went over and above that. We also have 37 action items complete and there are 19 in progress, as well. Significant work has been done, that progress continues. That progress, to just focus on the scale of it, we had 367 kilometres of flood-impacted drains that needed to be inspected and then, where necessary, cleaned. We had 124 sets of traffic lights that were impacted and put out of action and needed to be put back as quickly as possible. We have filled a record number of potholes in the past 12 months, in fact, 117,332 potholes filled since the flood.

There were 293 flood-impacted playgrounds that have reopened; 44 barbecues were impacted by flooding and all of them have been brought back into service; 863 flood-impacted parks were cleaned and reopened, including 44 dog off-leash areas; 21 community facilities have been restored, including seven field renovations; 170 kilometres of bikeways were cleaned and reopened and restored—

Chair: LORD MAYOR, your time has expired.

Further questions?

Councillor CASSIDY.

**Question 2**

Councillor CASSIDY: Thanks very much, Chair. My question is to the LORD MAYOR on behalf of Stafford resident, Joe Woolly, and this is the question, ‘last week in Council, the LORD MAYOR called a genuine community campaign fake, which insulted not only me, but the 900 local residents who signed our petition, hoping for a positive outcome at this publicly-owned facility. The motion aside, the ratepayers and residents of Stafford want to know some facts. The opacity of this closed-door deal is the opposite of transparent and accountable governance. In April 2022, the Brisbane Racing Club registered the business name Club Stafford seven months before the changing of the lease.

There are also serious concerns that your Council may have breached the City of Brisbane Act in disposing of a valuable asset without tender to a for-profit corporation, which is undeniably not a community organisation. LORD MAYOR, when did your Council advise the Brisbane Racing Club they were being considered for the lease transfer and who made the call?’

Chair: LORD MAYOR.

LORD MAYOR: Thank you. Councillor CASSIDY unfortunately has misled the Chamber. He claimed that there were 900 local residents that have signed a petition, and in fact, 10% of the signatures were from the suburb of Stafford, 10% of the signatures are from the suburb of Stafford, so Councillor CASSIDY—

*Councillors interjecting.*

LORD MAYOR: —is quite clearly misleading—

*Councillors interjecting.*

LORD MAYOR: —misleading—Mr Chair, will you please intervene.

Chair: Councillor JOHNSTON, please.

LORD MAYOR: Councillor CASSIDY is quite clearly misleading the community about the number of local residents who are concerned about this issue. There are certainly a lot of Labor Party branch members that have signed the petition—

*Councillors interjecting.*

LORD MAYOR: —and we know that. They‘ve come from near and far and, in fact, from outside of Brisbane, as well—

*Councillors interjecting.*

LORD MAYOR: —and suddenly taking an interest in an issue that is quite clearly being pushed as a political issue by the Australian Labor Party and the Labor Councillors. What I can say is this, it’s time to come clean, Councillor CASSIDY, on what it is you are against here because you voted for the same lease when it was awarded to Crushers Leagues Club, the same lease. He voted for it and his colleagues voted for it, so is he against that lease now, even though it’s the same lease? Secondly, is he against poker machines? Because we know, year‑in, year-out, they have supported clubs that have poker machines. They have supported leases for clubs that have had poker machines. They have spoken in favour of giving leases to clubs with poker machines.

So, what is it that they are against? They have simply manufactured this issue and they have tried to claim that there is something wrong here, and there is nothing wrong with this. It is a good outcome for the ratepayers of Brisbane.

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order to you—

LORD MAYOR: It is a good outcome for the people of Stafford.

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: The question, which came from a Stafford resident, was very specific, when was the Brisbane Racing Club advised they were being considered for the lease and who made the call on that lease?

Chair: That question was pre-empted by a long preamble, and the LORD MAYOR is relevant to the totality of the question.

LORD MAYOR.

LORD MAYOR: What this is is a great deal for not only the residents of Brisbane, but for the people of Stafford, because it will see $7.5 million injected into activating and bringing to life a community facility which will be open to them, which will be able to be a community venue, and which will inject $200,000 a year back into community sport. Now, I would simply say, Councillor CASSIDY, it’s time to put up or shut up. If you think there is actually—

Councillor CASSIDY: Point of order.

LORD MAYOR: —something wrong that is being done here—

Chair: Point of order to you, Councillor CASSIDY.

LORD MAYOR: —then you know what to do.

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: We’ve heard the LORD MAYOR’s spin week-in and week-out. The question was very specific, Chair, when was the Brisbane Racing Club advised that they were going to get the lease, given they registered—

Chair: Councillor CASSIDY, you’re now debating—

Councillor CASSIDY: —the name Club Stafford seven months before the transfer?

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

Councillor CASSIDY: Seven months before.

Chair: You’re now debating the point of order. The question was long and the LORD MAYOR has five minutes to respond.

*Councillor interjecting.*

LORD MAYOR: So, as I said, Mr Chair, if Councillor CASSIDY believes that there is something wrong with the process here lawfully, then he knows what to do. He knows what to do and, in fact, he should do it because he is legally obliged to do it—

*Councillor interjecting.*

LORD MAYOR: —but the fact that he hasn’t done it and the fact that he won’t do it—

*Councillors interjecting.*

LORD MAYOR: —shows that this is a fake campaign, it is a political campaign, and it is purely political. It is purely a concoction because they have no policies, they have no plan for our city. They have all smear and no idea, Mr Chair.

Chair: Thank you.

Further questions?

Councillor HUTTON.

**Question 3**

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

Councillor WINES, the Schrinner Council has a strong track record of making our suburban roads and intersections safer. Can you please update the Chamber on the Schrinner Council’s recent delivery of safety upgrades and explain how Council secured support for our commitments to get residents home sooner and safer.

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair, and can I thank Councillor HUTTON for her question and reflect upon her keen interest in ensuring road upgrades occur in her ward to make her road system more safe and more efficient, and make sure that residents get home sooner and safer? In the recent period, I’ve been privileged to attend two separate light switch turn-ons with Councillor HUTTON, Monier-Bellwood and then one at Ellen Grove, right at the very edge of the city, right at the—

*Councillor interjecting.*

Councillor WINES: Excuse me?

*Councillor interjecting.*

Councillor WINES: That’s right, Skepper Street, right on the—which is literally 10 metres from the edge of the city, but necessary for the people of Ellen Grove. The reason that this question is so timely is a lot of the times I come here and I reflect upon our great work out at North Brisbane or our work in South East Brisbane, but I wanted this Council to know that we’re dedicated to all parts of the city. I want to take some time to reflect upon the south-west in particular. Now, the question talked about how do we—

*Councillor interjecting.*

Councillor WINES: How do we—

Chair: Councillor JOHNSTON, please.

Councillor WINES: —fund some of these projects? Well, some of these projects are Federally‑funded, whether they’re Roads to Recovery or Black Spot, which are both Federal allocations of funds. Now, the reason the Councillor—I think one of the things that she was curious about was, how do you identify and how is Black Spot allocated? Well, the Council makes the application through the State to the Federal Government for consideration on particular intersections. The project has to be less than $2 million and be deliverable within 12 months.

That is one of the fundamental elements of the Black Spot program which means that, if there are no resumptions because they push out the time, they can also affect the price, but the sort of projects we’re talking about, I know that Councillor STRUNK is, I guess, the big winner for this financial year with two Black Spot programs—Black Spot intersections being delivered in his area. Can I also reflect on the last few years, the diversity of locations where we do Black Spot and Roads to Recovery work? So, in the financial years 2020-2021, Wakefield Street, Brighton Road, Sandgate; Ipswich Road, Ponsonby Street, Junction Avenue, Annerley; Birdwood Street, Esher Street, Holland Park West—

*Councillor interjecting.*

Councillor WINES: —Sir Fred Schonell Drive—and I accept the interjection from the Councillor for Tennyson saying that we did that one really well. I just want to thank the officers for their work in delivering—

*Councillor interjecting.*

Councillor WINES: —that work and reflect upon their keen enthusiasm for delivering projects all across the city, that one in particular, the inner south. Can I also reflect on one in Councillor MACKAY’s ward, Sir Fred Schonell Drive, Coldridge Street, which is right at the entrance to the university in St Lucia; London Road, Stanbrough Road in Belmont; and Industrial Avenue and Campbell Avenue, Wacol? At 2021-22, we saw works in Adelaide Street and Wharf Street in the city; Boundary Road and Formation Street, Wacol; Boundary Road and Skepper, excuse me, Skepper Street, Ellen Grove; Edinburgh Castle Road and Colac Street roundabout at Kedron; and Jefferson Street and Sherwood Road, Toowong. Still to come will be Adelaide and Creek Streets in the city this year, as well as Rosemary and Biota Street in Inala.

The point that I am saying here is, you’ll often hear comments or reflections upon the majority that we only care for certain places, whether that be the inner city or our own communities, but the objective of that list is to show that we care for all parts of the city. I would say a cursory glance there would show a majority of those would occur in minority held wards. It’s just part of—

*Councillor interjecting.*

Councillor WINES: They laugh, I hear some laughs, but it’s true. Sandgate, Annerley, Wacol—Wacol—

*Councillor interjecting.*

Chair: Councillors, please.

Councillor WINES: I hear some unfair criticisms of our Council officers’ work to make motorists safer in our city. Now, while I—

*Councillors interjecting.*

Chair: Councillors. Councillors CASSIDY and GRIFFITHS, please.

Councillor WINES: Now, the reflections upon that work are unfair and unnecessary. If the Labor figures here don’t believe that our roads should be safer and more efficient, which I know that they believe in their hearts, they should say so publicly and they should call on the Federal Government to withdraw this. They should also go and explain to people like Anika Wells that her money was wasted and she shouldn’t have delivered that money for the people of Sandgate. I think that’s really what Councillor CASSIDY was getting at, that he thought that Anika Wells’ efforts were stupid and pointless, which was kind of what he was getting at. Not something I believe, not something I believe, but certainly something that, through his comments now, is his clear view. I would strongly encourage him to raise those concerns with Minister Wells and ask if the Federal Government would like to remove that work—

Chair: Councillor WINES, your time has expired.

Further questions?

Councillor CASSIDY.

**Question 4**

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

LORD MAYOR, last year you decided to charge Airbnbs and other short‑term rentals higher rates, apparently to address rental supply in our city. Can you tell us how many of those properties have now, today, been returned to the private rental market?

Chair: Thank you.

LORD MAYOR.

LORD MAYOR: I do note, Mr Chair, that Labor Councillors continue to oppose any initiatives aimed at responding to housing supply, the housing shortage and housing crises. We know that when the neighbourhood plan for Bridgeman Downs came through with 4,000 new homes available in it, they voted against it. We know that time-in and time-out, they have voted against new housing supply for Brisbane. Now, they are trying to play politics with what is now accepted as an Australian-leading response when it comes to the use of short-term accommodation providers such as Airbnb and Stayz.

We do know now, because we’ve started collecting the data since the announcement on the number of properties that we’re identifying, we also know it’s a process that takes time because not every property is available at all times on those websites. They come on, they hop off, they come back on again, and also we require that they be available for more than 60 days in a particular year. So, at any given time, there’s properties coming in and out of that system. What we did make clear at the beginning is that we didn’t have the data and we needed to find the data. So, in terms of the question that Councillor CASSIDY asked, the reality is, at this point in time, we’re not aware of that figure because we didn’t know how many Airbnb properties there were.

*Councillor interjecting.*

LORD MAYOR: We didn’t have that data.

Chair: Councillor CASSIDY, please, you’ve asked the question, allow it to be heard in silence.

LORD MAYOR: We didn’t have that data, but what our intent was always was to give extra incentive for those properties to be returned to the longer-term rental market.

*Councillor interjecting.*

Chair: Councillor CASSIDY.

LORD MAYOR: Our approach is clear. We made it very clear last year, what we intended to do, and we intend to keep on rolling out these changes, identifying further properties, so that we can make sure that there is an incentive for owners to put it back into the long-term market, but if Councillor CASSIDY genuinely is concerned about housing, about housing availability, then he would stop opposing every neighbourhood plan that comes through. He would stop opposing developments. He would take a different approach when it comes to the supply of housing in our State and in our city, and he would also put some serious pressure on his colleagues up in George Street who have dismally failed to provide enough social housing and government housing to meet the needs of Queenslanders—

*Councillor interjecting.*

LORD MAYOR: —so much so that we see that there are 50,000 people on the public housing waiting list or the social housing waiting list, yet there’s only plans to build a few thousand new social or public homes, and so—

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: I think the LORD MAYOR is rapidly running out of time. It was a very simple question, over 400 properties have been added to this new rates category and the view was that they should come off if they’re returned to the private rental market. He has those figures, so the question is simple, how many of those properties that have been reclassified as short-term rentals have now, today, been returned to the private rental market?

Chair: LORD MAYOR, I draw you back to the question.

LORD MAYOR: Councillor CASSIDY quite clearly wasn’t listening to the answer because I made it very clear that, in the lead-up to this initiative, we did not have a list of Airbnb properties or Stayz properties.

*Councillor interjecting.*

LORD MAYOR: We did not have that list and, in fact, we’ve had to work many, many months to identify a portion of those properties, which we’ve done. In terms of the question and his answer, we do not have that data. We do not have the data and—

*Councillor interjecting.*

Chair: Councillor CASSIDY, please stop interjecting.

*Councillor interjecting.*

Chair: Councillor CASSIDY, please stop interjecting.

LORD MAYOR: Councillor CASSIDY clearly wasn’t listening to the answer. We know that we have identified at least 400 properties that are currently meeting our criteria in terms of transitory accommodation, and they have been incentivised with higher rates, but in terms of the—

*Councillor interjecting.*

Chair: Councillor CASSIDY, the LORD MAYOR is answering the question. Please stop interjecting.

LORD MAYOR: In terms of the number of properties that went back into the private market between last year’s announcement and now, we do not know because we did not ever have a list of Airbnb properties. Mr Chair—

*Councillors interjecting.*

LORD MAYOR: —Councillor CASSIDY—

*Councillors interjecting.*

Chair: Councillors, please.

LORD MAYOR.

LORD MAYOR: Councillor CASSIDY—

*Councillor interjecting.*

Chair: Councillor GRIFFITHS.

LORD MAYOR: Councillor CASSIDY continues to try and play politics with an issue when it’s quite clear he doesn’t care about housing in this State and in this city—

*Councillor interjecting.*

LORD MAYOR: —when he only opposes development, he opposes the supply of new housing, he doesn’t hold his colleagues in George Street accountable for not stepping up and providing social or public housing, but he wants to play politics with the Airbnb arrangements that we’ve put in place. I would simply ask, what is your alternative proposal, Councillor CASSIDY, if you don’t like this one? What is their policy? Their policy is to oppose everything, but never to actually come up with any plans of their own, never to come up with proposals of their own. When we suggested our own proposals to help add to the supply of crisis accommodation—

Chair: LORD MAYOR, your time has expired.

Further questions?

Councillor ADERMANN.

**Question 5**

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

It has been six months since you first proposed that the now redundant quarantine facility in Pinkenba be used for temporary crisis accommodation. Could you please update the Chamber on why this proposal is still necessary, including how you are advocating for this change?

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. Any Councillor that genuinely cares about the plight of people who don’t have accommodation would have an easy job in supporting the use of the Pinkenba quarantine facility for crisis accommodation. Now, it’s easy for Opposition Councillors to oppose anything the Administration is doing, and that’s what they continue to do, no matter what it is, but when it comes to the issue of Pinkenba, we are now seeing a situation where we started a campaign on 28 July last year, just one day after the State Government said that they didn’t have a use for the quarantine facility that had been built by the Federal Government.

We continue to advocate and push for this to be used today because this is a real solution. This is 500 beds that can be activated right now for people who are sleeping in cars or in tents. Now, we know that across Queensland, across public spaces, there are a number of people sleeping in cars, and we also see from time to time people sleeping in tents, as well. Now, in the past when that’s happened, we’ve worked with the State Government to try and find crisis accommodation for these people. When we identify someone that’s homeless and in need of a roof over their head, we go down there, we engage with them in partnership with the State, and we find crisis accommodation for them.

We did that recently in Kurilpa. People may be aware that there were a number of tents that were erected down near the bridges through there and the Kurilpa precinct. Every one of those people was offered crisis accommodation by Council and the State Government, every one of those people. Many of them were successfully homed. Some declined the offer of crisis accommodation, but those who wanted it were successfully rehomed. Now, what we see at the moment is feedback, and I’m told that there is no more crisis accommodation available in Brisbane. It’s full. No more crisis accommodation available in Brisbane.

So, efforts to get people out of tents and cars jeopardised by the fact that there is no more crisis accommodation available at this point in time. That’s what I’ve been advised. Yet, out at the Brisbane Airport, we have 500 beds that can be activated really quickly, that the taxpayers have already paid for, and that no one else has a use for. Now, I’d be happy to have the debate if someone said, well, there’s another alternative or better use for this facility, but no one has come up with an alternative use. I’ve been out there to see the facility, and while it needs some modifications, such as the introduction or the installation of a laundry facility, this facility has a full-scale kitchen, it has a medical facility, it has a security office designed by the Queensland Police Service, it is fully air conditioned, it is noise attenuated, it has plenty of car parking, it has a number of garden and green spaces available for people to use.

Right now, when we have no crisis accommodation available in the city, there are 500 beds that can be activated urgently and quite quickly. I continue to call for this to happen. I have written to the State Minister, I have written to the Federal Minister, I will continue to push until there is an appropriate use found for this facility. This has been paid for by everyone, it is available now, and it is completely unacceptable. In fact, it is bordering on heartless that this facility is sitting there unused. It needs to be activated, I haven’t been given a good reason why it shouldn’t be activated, I haven’t been given an alternative use for this facility. Let’s get on and let’s house those people who need crisis accommodation.

Chair: Thank you.

Further questions?

Councillor JOHNSTON.

**Question 6**

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

LORD MAYOR, it’s clear from Council records, the de Jersey review and the State Inspector General’s review that there were no flood warnings issued or planned for Oxley Creek in advance of the 2022 flood. No warnings, none. One year on, does Council now have a specific flood warning plan or protocol for Oxley Creek and, if so, what are the criteria for its activation and when will it be made public for the community to review and understand?

Chair: LORD MAYOR.

LORD MAYOR: Mr Chair, this question is based on inaccurate information. It is certainly not clear what Councillor JOHNSTON has suggested, it is certainly not the case. Councillor JOHNSTON knows full well that there are two systems that operate in terms of providing flood warnings and weather advices. One is the Council system known as Weatherzone or the BCC (Brisbane City Council) Alert system—the BCC Severe Weather Alert system. One is—that is the one that is operated automatically, which provides location specific information in the case of weather alerts, in the case of rising water in places like Rocky Waterholes Creek in the precinct that Councillor JOHNSTON refers to.

This all happens automatically. This has been happening automatically for years and years. In fact, this system was implemented following the 2011 flood. It’s continued to work. It’s continued to automatically send out alerts—

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

LORD MAYOR: —and any suggestion otherwise is just false and misleading.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Relevance. My question was, is there a specific flood warning plan or protocol for Oxley Creek and, if so, what is the criteria for its activation and when will it be made public for review?

Chair: Councillor JOHNSTON, the LORD MAYOR is being relevant to the question.

It was a long question and he’s providing an answer—

*Councillor interjecting.*

Chair: —which he’s only a minute or so into. Thank you.

LORD MAYOR: Thank you, Mr Chair.

As I was pointing out, the system that Council operates, the Weatherzone system, which is automated, which responds to Bureau of Meteorology alerts and then sends them out instantaneously to residents, that system continues. Councillor JOHNSTON would be encouraged to continue to ensure that her residents are part of that system and are part of the Weatherzone alert system that we have.

The second system—and once again, Councillor JOHNSTON knows all of this, which is why it’s perplexing to me that she’s asking a question which I believe is based on false information—the second system is the Emergency Alert system, which is operated by state governments on behalf of the Federal Government. That is a system that we had all types of problems with, not only in the 2022 flood, but more recently when we tested it out on a citywide basis just late last year. I do have good news though. I have good news through my engagement with the other levels of government. I have been told that the Federal and State Government systems are being upgraded. So, remember all of the drama where the State Government tried to pretend there was—

*Councillors interjecting.*

LORD MAYOR: —no problem with the system? They tried to blame us.

*Councillors interjecting.*

LORD MAYOR: They said there was nothing to see here. Well, they’re fixing—

Councillor JOHNSTON: Point of order.

LORD MAYOR: —their system.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Again, relevance. My question is about whether there is a flood warning plan or protocol for Oxley Creek. If so, what are the criteria and when will it be made public for the community to review?

Chair: The LORD MAYOR—

Councillor JOHNSTON: That’s what I’m asking.

Chair: Thank you, Councillor JOHNSTON. The LORD MAYOR has five minutes to answer.

Councillor JOHNSTON: The LORD MAYOR is talking about general State systems.

Chair: Sorry, Councillor JOHNSTON, you’re now debating your point of order. The LORD MAYOR has five minutes to answer the question. He is only two minutes or so into the answer.

LORD MAYOR: Thank you, Mr Chair. The good news is that the national Emergency Alert system is being upgraded and it is being upgraded with a system that doesn’t take six hours to send out a message to the whole of Brisbane—

*Councillor interjecting.*

LORD MAYOR: —doesn’t take 14 hours to send out a message to the whole of Brisbane but is instantaneous. Instantaneous. What’s more, we know that the Emergency Alert system, because it was used for COVID-related messages, was blocked by many people on their phone. In fact, when people received—

Councillor JOHNSTON: Again, point of order, Mr Chair.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: This is not about COVID. This is about Oxley Creek and whether there is a specific plan and protocol for warnings on Oxley Creek for floods.

Chair: Thank you, Councillor JOHNSTON. The question relates to the provision of storm warnings and flood information. The LORD MAYOR is being relevant to the question.

LORD MAYOR: So, Mr Chair—

*Councillor interjecting.*

LORD MAYOR: —Councillor JOHNSTON asked very clearly about flood warnings and flood alerts in her question, and now she’s saying—

*Councillor interjecting.*

LORD MAYOR: —it’s about something else. The reality is, Brisbane—

*Councillor interjecting.*

Chair: Councillor JOHNSTON, please.

LORD MAYOR: —Brisbane is a city that we’re fortunate enough to have intersected by a whole lot of creeks, and many of those creeks are subject to flooding and flood planning. We plan on a whole-of-city basis. As I was pointing out, the good news is that it is now going to be possible to get messages out faster to the entire community. Now, our Weatherzone system or the Severe Weather Alert system is as close to instantaneous as we can get, but that reached people who had opted in. The new Federal Government system will send a message to everyone, including even if they have blocked the Federal Government’s number. It will come through to every single device. So, this is great news. This is something that Councillor JOHNSTON should be happy about because it means everyone, whether they’re in Oxley Creek, whether they’re in Kedron Brook, Bulimba Creek—

*Councillor interjecting.*

LORD MAYOR: —along the Brisbane River, can get access to—

Chair: Councillor JOHNSTON, please do not shout out across the Chamber.

*Councillor interjecting.*

LORD MAYOR: —can get access to information—

Chair: Councillor JOHNSTON, please.

LORD MAYOR: —about water levels rising, about requirements or suggestions to evacuate, any information that needs to be received by people urgently, this new system will help us with. So, this is a great outcome. It’s what we’ve been calling for for pretty much the last year, and it is great to hear now that the Federal Government has stepped in and is acting to upgrade the system because, when the next flood does happen, then we’ll be able to get information out there.

Chair: LORD MAYOR, your time has expired.

Further questions?

Councillor ATWOOD.

**Question 7**

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

Councillor ALLAN, the Schrinner Council has a strong focus on creating a city of neighbourhoods by investing in suburban renewal projects. Can you please update the Chamber on the latest initiatives, the projects of the Schrinner Council, to make our suburbs even better?

Chair: Thank you.

Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair, and thank you, Councillor ATWOOD, for the question. Brisbane’s fantastic lifestyle continues to attract interstate migration, and our suburbs have the potential to deliver greater lifestyle service and employment opportunities. However, with this population growth comes some challenges. Without new, greenfield opportunities to turn to, we will need to continue to identify areas that can be unlocked to create vibrant, new residential and mixed-use communities.

Council has a long history of supporting suburban renewal, and during the 1990s, we saw a dramatic turnaround in the former industrial suburbs of Newstead, Teneriffe and Fortitude Valley. This sparked a revival in inner city living and transformed the derelict, inner north-eastern suburbs without damaging the fabric of existing communities or demolishing the industrial heritage of the area. Brisbane needs to leverage its reputation as a lifestyle city that offers both high-value jobs and high-quality places that attract people and investment.

The Schrinner Council continues to support suburban renewal through various opportunities and approaches. One of these approaches is through our Village Precinct Projects. It is through these projects that Council delivers public realm improvements, breathing new life into local shopping precincts with the aim of contributing to commercial vitality whilst creating great spaces for our communities. Since 2018, this side of the Chamber has delivered 18 new Village Precinct Projects, including the Coorparoo Junction and Martha Street, Camp Hill projects in late last year. Mr Chair, just last week, work started on the 19th project at the Sandgate Beams Road and Stanworth Roads intersection in Boondall, in Councillor CASSIDY’s ward.

Works at this location include upgrading the footpath, increasing accessibility and safety by improving pedestrian access, street greening, adding new unique seating and creative elements to improve the appearance of the popular and highly visible precinct. Also this month, we undertook community consultation on the options for the Rosalie Village Precinct Project. This project proposes a new pedestrian crossing, sections of footpath upgrades, a garden bed and street trees installed, as well as the addition of speed signage around the precinct and we will continue to deliver projects in Lumley Street, Upper Mt Gravatt; Park Road, Milton; and Aminya Street, Mansfield, this year.

Another important Council initiative was announced by the LORD MAYOR last year, and that’s suburban renewal precincts. Building on the success of Council’s award-winning neighbourhood planning program, suburban renewal precincts will focus on detailed planning for smaller, underutilised or strategically located suburban areas to deliver plans which will assist in achieving on-the-ground outcomes more quickly. The suburban renewal precincts program aims to unlock opportunities for underutilised land to provide new homes and jobs, while ensuring quick and responsible planning outcomes. We will look to achieve this by expanding the residential footprint of Brisbane into areas that may previously have had a commercial or light industry focus, but do not have an industrial future.

It is through our industrial strategy *Brisbane: Our Productive City*, that more than 70 hectares of industrial land, was identified that can be transitioned to modern, mixed-use residential developments. We will work with owners on transitioning their sites and will continue to work with local communities on identifying new opportunities for urban and suburban renewal. This may be undertaken through proponent or Council-led planning opportunities. Through these suburban renewal precincts, we can create more locations for housing while revitalising light-industrial and commercial areas, making them more attractive to new buyers and existing owners.

Another 120 hectares of land was also identified for new urban enterprise areas, which will be concentrating on employment zones that can accommodate a mix of high-value manufacturing businesses and services, as well as opportunities for residential projects. Also, under the Our Productive City strategy, more than 260 hectares of industrial land has been identified that can be adapted for flexible, high-value, low-impact industrial precincts. This includes land in Bulimba, Moorooka, and Toowong. It is a renewal strategy like these that will continue to substantially add to the growth of the city. It will reinvigorate our suburbs. It’ll facilitate greater employment, leisure and retail opportunities close to where residents live.

Mr Chair, this is further evidence of the Schrinner Council’s commitment to make better suburbs.

Chair: Councillor ALLAN, your time has expired.

Further questions?

Councillor CASSIDY.

**Question 8**

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

LORD MAYOR, this LNP Council spends millions of dollars on carbon offsets in China and India through a company called Verra. It has recently been reported that many offset credits from Verra were likely phantom credits and do not represent genuine carbon reductions. How embarrassing, LORD MAYOR.

A full organic recycling system is the most effective way for a city to reduce emissions and help achieve genuine carbon neutrality. Other councils in Queensland and beyond have accelerated their organic waste transition, so why, LORD MAYOR, has your LNP Brisbane City Council fallen so far behind on organic recycling?

Chair: LORD MAYOR.

LORD MAYOR: Well, a couple of inaccuracies in that question. Councillor CASSIDY clearly wasn’t listening last week when we said, we don’t buy any offsets from Verra.

*Councillor interjecting.*

LORD MAYOR: We made it really clear last week—

*Councillors interjecting.*

LORD MAYOR: —but that’s right, the truth never is of concern to Councillor CASSIDY. He will repeat the big lie and keep going. The reality is, we’re leading the way when it comes to environmental action in Australia and we’re leading the way when it comes to the rollout of food and organic waste recycling in Queensland. We are the leaders—

*Councillor interjecting.*

LORD MAYOR: —in Queensland when it comes to rolling out a program.

*Councillor interjecting.*

LORD MAYOR: Now, I’ll tell you what we won’t be leading in. We won’t be leading in cutting back the weekly red-top bin service like Labor wants us to do.

*Councillor interjecting.*

LORD MAYOR: We won’t be doing that.

Chair: Councillor—

LORD MAYOR: We won’t be cutting waste services like Labor wants us to do.

*Councillor interjecting.*

Chair: Councillor STRUNK. Councillor STRUNK, please.

*Councillor interjecting.*

Chair: Councillor STRUNK.

LORD MAYOR: Councillor STRUNK believes it’s all too hard.

*Councillor interjecting.*

LORD MAYOR: Now, it’s not too hard for us. We’re going to get on and we’re going to make sure we continue to gear up this food and organic waste recycling program. We won’t be doing it by cutting the weekly red-top bin rubbish collection service. Councillor CASSIDY has made it very clear in this Chamber that his policy is to introduce food and organic waste recycling at the expense of the weekly red-top bin collection. That is Labor policy. He confirmed it in this place. He confirmed it in this place.

*Councillor interjecting.*

LORD MAYOR: He is now backing away because he knows he has stuffed up massively.

*Councillor interjecting.*

LORD MAYOR: He has stuffed it up massively.

Councillor CASSIDY: Point of order.

*Councillor interjecting.*

LORD MAYOR: We will not tolerate—

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: The LORD MAYOR is a liar.

Chair: Oh, Councillor CASSIDY, that’s inappropriate language in this place.

*Councillors interjecting.*

Chair: I ask you to withdraw.

Councillor CASSIDY: If the LORD MAYOR can produce the minutes of the meeting where, apparently, this phantom policy was created—

*Councillor interjecting.*

Chair: I ask—

Councillor CASSIDY: —I will accept that, but otherwise, he is a liar.

Chair: I ask you to withdraw—I ask you to withdraw the use of those terms.

Councillor CASSIDY: No, I’m not withdrawing it. He’s a liar.

Chair: You won’t withdraw?

Councillor CASSIDY: He’s lying. He’s lied this entire meeting.

Chair: Councillor—

Councillor CASSIDY: He is a liar.

Chair: Councillor CASSIDY, the use of your language in this place is inappropriate.

Councillor CASSIDY: Yes, fine. Fine.

*Councillor interjecting.*

Chair: Councillor CASSIDY, enough.

LORD MAYOR: This Leader of the Opposition has discredited himself enough, so I won’t add any further to that, but the reality is, we know—

*Councillor interjecting.*

LORD MAYOR: —we know that Labor’s approach has always been to cut—

Councillor CASSIDY: Point of order, Chair.

LORD MAYOR: —the red-top bin collection—

Councillor CASSIDY: Point of order, Chair.

LORD MAYOR: —from weekly to fortnightly.

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: Well, the LORD MAYOR clearly can’t produce anything in lying about what I said—

*Councillor interjecting.*

Councillor CASSIDY: —so I’d ask him to apologise.

Chair: This is not—

Councillor WINES: Point of order.

Chair: Councillor CASSIDY—

Councillor CASSIDY: I’d ask him to apologise, Chair.

Chair: —that is not a point of order.

Councillor CASSIDY: Oh, so you won’t—

Chair: LORD—

Councillor CASSIDY: You won’t ask the LORD MAYOR to withdraw that?

Chair: This is not a point—this is not a point of order.

Councillor CASSIDY: You won’t ask the LORD MAYOR to withdraw that?

Chair: This is not a point of order.

Councillor CASSIDY: I’m asking you—

Chair: Please sit down.

Councillor CASSIDY: Oh, so you won’t ask the LORD MAYOR to withdraw—

Chair: Sit down.

Councillor CASSIDY: —those lies? Okay.

Chair: This is not a point of order.

LORD MAYOR.

LORD MAYOR: Councillor CASSIDY has thrown all the toys out of the cot today.

*Councillor interjecting.*

LORD MAYOR: Let me repeat what happened in this Chamber. When I was asked about food and organic waste recycling previously, I pointed out that Labor’s approach was to cut the red-top bin collection. What was Councillor CASSIDY’s response in this Chamber? Well, what’s your alternative, he said, well, what’s your alternative? Then I confirmed that our alternative is not to cut the red‑top bin collection.

*Councillor interjecting.*

LORD MAYOR: So, in that—

*Councillor interjecting.*

Chair: Councillor CASSIDY.

LORD MAYOR: —simple statement—

Chair: Excuse me, LORD MAYOR.

Councillor CASSIDY, I have asked you to—

*Councillor interjecting.*

Chair: —withdraw your language. I now consider you are displaying unsuitable meeting conduct. In accordance with section 21(4) of the Meetings Local Law, I hereby request that you cease your interjections and the use of inappropriate language in this place.

LORD MAYOR.

LORD MAYOR: I think the reaction from Councillor CASSIDY shows that he knows he messed up massively. When he asks me, well, what’s my alternative other than cutting the red-top bin collection service, in saying that, he confirmed that that was his position.

*Councillor interjecting.*

LORD MAYOR: It’s really clear to everyone in this Chamber what happened—

*Councillor interjecting.*

LORD MAYOR: —but here’s an opportunity, Councillor CASSIDY. How would you fund a citywide rollout of food and organic waste recycling if you weren’t going to cut the red-top bin collection service? Now, we know he keeps pointing to other councils who have done this interstate. What have they done? They’ve cut—

*Councillor interjecting.*

LORD MAYOR: —the red-top bin collection service or they have massively reduced the size of the red-top bin.

*Councillor interjecting.*

LORD MAYOR: That’s Labor’s policy. That is their policy. They keep saying we should follow the lead of those councils that have cut the red-top bin.

*Councillors interjecting.*

LORD MAYOR: We’re not going to do that. We will not cut basic waste collection services like Labor will. We will not do it. We will add additional services, which is why we need to gear this up. We’re not going for a big bang approach like Labor wants, where they want—

*Councillor interjecting.*

LORD MAYOR: —the cutting of the red-top weekly collection service—

*Councillor interjecting.*

LORD MAYOR: —because here’s the thing, we understand—

Chair: Councillor CASSIDY.

*Councillors interjecting.*

Chair: Councillor—Councillors on all sides.

Councillor WINES, please, not across the floor.

LORD MAYOR.

LORD MAYOR: Remember when we temporarily paused the kerbside collection, which happens one time a year, and Labor literally lost the plot about it, yet they’re fine to cut the weekly red-top bin collection service, Mr Chair.

Chair: LORD MAYOR, your time has expired.

That ends Question Time for today.

LORD MAYOR, Establishment and Coordination Committee (E&C) report of 13 February 2023, please.

## CONSIDERATION OF COMMITTEE REPORTS:

### ESTABLISHMENT AND COORDINATION COMMITTEE

The Right Honourable, the LORD MAYOR (Councillor Adrian SCHRINNER), Chair of the Establishment and Coordination Committee, moved, seconded by the DEPUTY MAYOR (Councillor Krista ADAMS), that the report of the meeting of that Committee held on 13 February 2023, be adopted.

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. We’re approaching the 12-month period since the last flood, but we’re also approaching the 12-month period between now and the next Council elections. It is a serious matter that, at this point in time, the Australian Labor Party has not expressed any policies other than to cut the red-top bin collection service in order to roll out food and organic waste recycling. The other policy that I’m aware of is a reduction of speed limits to 30 kilometres an hour. They’re the two policy positions that have been put forward by the Australian Labor Party Councillors with around 12 months, just over 12 months out from the next election.

*At that time, 2.08pm, the Deputy Chair, Councillor Peter MATIC, assumed the Chair.*

LORD MAYOR: So, it is very clear that Labor, in the next 12 months, is not really interested in policy. They are only interested in slinging mud. They are interested in spreading mistruths. They are full of smear, but they literally have no ideas for the future of our city. They have no positive plans for the future of our city. They just want to throw mud. That is quite disappointing because we are always willing to engage in debate on ideas. In fact, I have to say, even though he’s not here, I do want to give Councillor SRI credit for one thing. He might have some extreme ideas, but when he gets up in Question Time and asks a question, often it is a reasonable question to ask. It’s a genuine question. We’ve seen a number of times where Councillor SRI—

*Councillors interjecting.*

LORD MAYOR: —has gotten up—

*Councillors interjecting.*

Deputy Chair: Councillors, please.

*Councillors interjecting.*

Deputy Chair: Councillors, please.

LORD—

*Councillors interjecting.*

Deputy Chair: Councillors, please do not—Councillors.

*Councillors interjecting.*

Deputy Chair: Could I have some order, please, Councillors? Could we just calm down for a moment and allow the LORD MAYOR to continue to speak?

LORD MAYOR.

*Councillors interjecting.*

LORD MAYOR: So, Mr Chair—Mr Deputy—Mr Acting Chair—

*Councillor interjecting.*

LORD MAYOR: We have seen, when there’s a legitimate question asked, we will engage.

*Councillor interjecting.*

LORD MAYOR: We’ll be genuine in our response. We will answer the question. We will say whether we agree with it or we don’t, but you see the contrast today when Labor gets up and—

*Councillor interjecting.*

LORD MAYOR: —literally, their one policy is to throw mud, is to spread mistruths, is to use all types of innuendo to suggest various things that simply aren’t true, yet they’re not prepared to genuinely engage in the future of our city, and so that is a concern. There’s a genuine concern, but the good news for the people of Brisbane is, we are 100%—in fact, 150% focused on the future of Brisbane. We are focused on what transport improvements that we need going forward to meet the needs of a growing city. We are focused on maintaining the higher level of service and standards out in the suburbs that, when you go around Australia, Brisbane does really well in comparison—

*Councillor interjecting.*

LORD MAYOR: —when it comes to the—

Deputy Chair: Councillor STRUNK, please.

LORD MAYOR: —the way that we invest in the suburbs—

*Councillor interjecting.*

LORD MAYOR: —and Labor knows well that 86% of our entire budget is spent in the suburbs of Brisbane—

*Councillor interjecting.*

LORD MAYOR: —but at the same time—

Deputy Chair: Councillor STRUNK, please.

LORD MAYOR: —but at the same time—

*Councillor interjecting.*

LORD MAYOR: —at the same time, we’re also investing in the infrastructure our city needs, and whether it is major investments like Brisbane Metro, Stage 1 of Brisbane Metro and then planning for future stages of Brisbane Metro and where it can go next, or whether it is building new, sustainable infrastructure like our green bridges and cycleways, and connecting in our active travel network, or whether it is investing in parks and greenspace that really are important in the liveability of our city and its suburbs, not just Victoria Park. Obviously, Victoria Park is a huge and exciting project, but it’s actually dwarfed by the park spend that we make every single year. In fact, this year, we’re spending $250 million on parks across the city. That’s just in one year.

So, we will continue to invest in infrastructure, in better transport, in making our city green and supporting the great lifestyle, but also in the sustainability of our city. Now, the Labor Party and the Opposition hates the fact that we have led the way when it comes to our sustainability agenda. They hate the fact that we’re one of only 15 councils in Australia to be carbon neutral when there are 500 councils all around Australia.

*Councillor interjecting.*

LORD MAYOR: They hate the fact that lots of councils went to declare a climate emergency, but only a fraction of those councils became carbon neutral and we are one of them that didn’t virtue signal by declaring a climate emergency. We just got on and did the job that needed to be done, and so they can’t get their head around it. They hate it. They try and undermine it. They try and discredit it, but they are trying to discredit a Federal system. Not our system, a Federal system that is something that not only other councils around the country are looking at joining, but also some of the major corporations in our nation are keen to join and become part of, because they—

*Councillor interjecting.*

LORD MAYOR: Wow, did you hear that, Councillor MURPHY?

*Councillor interjecting.*

LORD MAYOR: Someone said the Federal Labor system was greenwashing, which is a bit of a concern.

*Councillor interjecting.*

LORD MAYOR: If that is in fact the case, then I would simply put the challenge out, get the Federal Government to abolish the Climate Active carbon neutral program if you don’t think it is legitimate. We know that won’t happen because we know it is important that more and more organisations, more and more levels of government, more and more companies join that system. We also see the ostrich-like approach with Labor when it comes to new ideas, when it comes to our city. We know that they are always sceptical when it comes to disruptive technology like introduction of e-scooters. They were never fans of e-mobility. We know that they are sceptical about other disruptive technology, as well, that’s coming.

*Councillor interjecting.*

LORD MAYOR: They are sceptical about wonderful projects like Brisbane Metro that are now supported by all three levels of government, and the last time I checked, the other two levels of government aren’t LNP governments. They are Labor governments, and they are sceptical about game-changing technology that is emerging in other parts of the world. We will keep an open mind because we know that, in a short period of time, this technology can really assist when it comes to giving people options to move around our city. Just have a look at the way that ride sharing has changed the way people move around, not only in Brisbane but around the world.

It is something that, in a short period of time, just a matter of years, companies like Uber have literally changed the game. They’ve disrupted old ways of doing things and, just like that, Brisbane Metro will disrupt the old ways of planning transport networks. There are some people who think it’s not public transport unless it is a train on a very expensive set of tracks or a tram on a very expensive set of tracks.

*Councillor interjecting.*

LORD MAYOR: There are some people who think that it’s only legitimate transport if it’s on tracks. Well, in my recent visit to Vancouver, Vancouver is a city that now has more than 50%—

*Councillor interjecting.*

LORD MAYOR: —of all trips being taken on public and active transport, so they are doing really well. They are leading the way. I asked them what they see is the future of public transport in Vancouver. They provided a slideshow, and in that slideshow, they talked about rolling out bus rapid transit projects right across the city. Nine lines, nine lines, and they said the advantages of bus rapid transit massively outweigh the advantages of rail. It is quicker and more affordable to achieve. You can carry large numbers of people really quickly and efficiently. It doesn’t require the massive disruption that we see with the building of rail lines or the massive cost with the building of rail lines, and guess what? It’s flexible. You can move it out to new corridors quickly and easily.

So, their vision of the future—and they actually had a slide where they literally said the Brisbane Metro pilot vehicle is what we envisage using in Vancouver in the future. That is their future transport plan, to roll out nine metro lines using bus rapid transit technology using the Brisbane trackless tram kind of model for the future of Vancouver. Yet, you have the Opposition here criticising it, bagging it out, when all three levels of government are on board with this.

Now, we know that one of the key reasons that we went after the Olympic Games and Paralympic Games in 2032 is, it was an opportunity—

Deputy Chair: LORD MAYOR, your time has expired.

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

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Acting Chair. Going after the Games was an opportunity to revolutionise public transport and the way people move around the South East Queensland region. It was always one of the top things that we were focused on, right from the beginning. The region is growing quickly. We need better transport. We need better connectivity. Now, how many rail lines do you think we’ll be able to build across South East Queensland by 2032? Like, you know, if you look at the history, Cross River Rail has been talked—it was talked about for 20 years before it was actually started construction. The Redcliffe rail line or the Moreton Bay rail line—

*Councillor interjecting.*

LORD MAYOR: —was talked about for 100 years before it was actually built, so take a guess on how many rail lines we expect to get rolled out between now and 2032. Now, my answer is, I’d like to see a few. I’d like to see better connections between the Gold Coast and the Sunshine Coast and Brisbane, and connections up through to Toowoomba, and connections linking in the councils of the region. I’d love to see that, but the track record of the State Government is not pretty crash hot when it comes to rolling out new transport infrastructure. If we’re going to be honest about the opportunity for game‑changing mass transit, then you have to start thinking that the Brisbane Metro opportunity is the number one opportunity for transport in Greater Brisbane.

It’s that kind of solution. It’s what Vancouver has accepted. It’s what Vancouver is now working towards in a 10-year plan and it’s what I am excited about. It’s what my team is excited about. It’s what Councillor MURPHY is excited about and it’s what serious transport planners are excited about. We have the ability to continue to roll out new Metro lines to different parts of the city and the region between now and 2032. We have the ability to do that, not only from a time perspective but also, it’s more affordable than the alternatives. It’s more affordable than building rail lines, even though we’d like to see rail lines built.

So, to be very clear, I’m not going to lose hope that we’ll get better rail lines or more rail lines in South East Queensland. We need to keep pushing for that, but in terms of the projects that have happened to date, there’d be a healthy level of scepticism about what is achievable between now and 2032, but the reality is we need it for our growing region. It is the fastest growing capital city in Australia, Brisbane is, and we’re at the heart of the fastest growing region. The Brisbane Metro opportunity is a real one for Greater Brisbane, and not just the Brisbane City Council area, but also surrounding councils, as well.

I know that there’s an opportunity to connect in with Logan, with the new extension of the South East Busway to Springwood. I know there’s excitement in Redlands to see the opportunity for some kind of Metro link going out to the eastern suburbs of Brisbane and beyond to Redlands. I know there’s excitement about Metro opportunities to go to Gympie Road, to Chermside and beyond on the Gympie Road corridor. I know there’s excitement about the opportunity to go to Brisbane Airport, and I’m sure there’s even excitement to have Metro opportunities in the western suburbs of Brisbane, as well.

*Councillors interjecting.*

LORD MAYOR: So, this is a type of solution and technology that can be expanded, and it can be expanded more cheaply and cost effectively and efficiently than other forms, like heavy rail or light rail. We need to get serious about this. This is transport technology that will change the game. Vancouver knows it. We know it here in Brisbane. The only people who don’t seem to know it is the Australian Labor Party Councillors sitting in this Chamber, but we’ll keep pushing. We’ll keep working to make sure that Brisbane has better transport, South East Queensland has better transport in the lead up to the 2032 Olympics.

Last night, our assets were lit up in red to support the 2023 Heart Valve Disease Awareness Week. This week runs from 20 to 26 February and helps raise awareness of the serious but treatable disease. The campaign encourages Australians over the age of 65 to start a conversation with their doctors about it.

Tomorrow night, the Victoria Bridge and Tropical Dome will be lit up in red to support World Encephalitis Day. Encephalitis is a largely unknown disease which causes inflammation of the brain. The disease affects 500,000 people globally every single year.

On Saturday night, City Hall will be lit up in white and purple to support the ChaplainWatch and their Gala Ball. ChaplainWatch are a very familiar face in our city’s life, particularly when it comes to nightlife. They perform very important work in supporting the vulnerable people in our nighttime precincts like Fortitude Valley. I know that Councillor HOWARD and other Councillors have been active in supporting ChaplainWatch and working with them.

Item A in the report here is the annual operational plan progress and quarterly financial report for December. This report reflects Council’s financial position for the period ended December 2022. The report gives an overview of the commercial operations and financial wellbeing of Council’s business activities. We can see in the report that, despite the significant challenges we’ve faced in terms of the supply chain, labour availability, inflationary costs on a whole range of things, we have delivered capital works across the city worth over half a billion dollars to the end of December 2022.

We keep saying that this year is a year of building, and by December, half a billion dollars had been injected across the city in building things and gearing up for a better Brisbane. This is significantly higher than it’s been in recent years at the same point in the financial year. So, it is a year of delivery. It’s a year of building this quarterly report shows that. The figures are there in black and white. This Administration will continue to support those major city shaping projects, whether it’s Brisbane Metro, green bridges, Victoria Park or the countless suburban upgrades that are happening right across the city, whether it’s the shade sails for suburban parks, whether it’s suburban park upgrades like Bradbury Park, like Archerfield Wetlands, like countless other park upgrades.

We’re investing in the big things and the small things. I did point out earlier that 86% of our entire budget is invested in the suburbs as part of our suburbs first guarantee. Overall, revenue is currently above budget within the year, but that’s mainly due to the receipt of some grants and subsidies earlier than expected, so we expect it to level out as the year progresses on. Operational expenses are currently below budget due to some rephasing of expenditure, but we’re also accelerating expenditure in Program 3, related to our flood recovery projects. The Finance Chair will provide some further information on this report.

Item B is the Stores Board submission for the supply and delivery of hardware and paint. Any idea that we’re not focused on the basics, you just have to look at this submission, hardware and paint. One of the critical minor but important ingredients that we need to get on with the job right across the city. This particular panel were asking for an exemption so that we can sole source with the Endeavour Foundation. The Endeavour Foundation will be known to, I think virtually all of you, as a wonderful organisation which is Australia’s largest disability service provider.

Their headquarters are here in Brisbane, and the Endeavour Foundation currently supply Council with timber stakes. It is our intention to keep this arrangement as is, and also as part of our intention to award at least $10 million worth of contracts to social enterprises, of which Endeavour Foundation is one. The whole contract is for an initial term of four years, with a four-year option to extend. The tender will be released to the market next week and will be closing mid-April after Easter.

Item C is the Stores Board submission for Microsoft Enterprise licensing agreement. It’s little surprise that the organisation has a large and diverse use of products such as Microsoft Word, Excel, Outlook, PowerPoint, and a whole range of other Microsoft products. Council’s current software licencing spend with Microsoft is approximately $10 million per annum, as Council’s use of Microsoft products expands, it is expected that this expense will increase in coming years. We’ve used the Queensland Government’s standing arrangement for products such as this as the starting point for this agreement.

Council expanded the negotiations to include software assurance services to ensure that the costs did not increase out of context with Council’s increased use of Microsoft products. Pricing will be locked for the duration of the contracts with no price adjustments. Significant benefits have been achieved under this negotiation, including a combined cost avoidance of approximately $13 million over the proposed five-year term. To be clear, as a result of the negotiation, we started with the State Government’s procurement arrangement. We then negotiated. We’ve been able to save an estimated $13 million—

Deputy Chair: LORD MAYOR, your time has expired.

LORD MAYOR: —over the five-year term.

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

Deputy Chair: LORD MAYOR.

LORD MAYOR: I was actually just finished.

Deputy Chair: Further debate?

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. Just before I get into these items, I do just want to raise an extremely important point about something the LORD MAYOR said earlier. He used the term, the Big Lie, in response to a question of mine. That’s an antisemitic Nazi slur.

*Councillor interjecting.*

Councillor CASSIDY: Language matters. Language is important, and I would just say that our city’s leader does need to be very careful about what kind of language—sure, call me a liar, but don’t use certain types of language that has a very specific connotation to people of the Jewish faith, particularly, here in Brisbane.

LORD MAYOR: Point of order.

Deputy Chair: Point of order.

LORD MAYOR: Mr Chair, my wife is Jewish. This is just rubbish.

Deputy Chair: Councillor CASSIDY, if we could return to the debate on the E&C item, please.

Councillor CASSIDY: Thanks very much, Deputy Chair. Yes, thanks very much. I stand by what I said then. That term is extremely offensive.

*Councillor interjecting.*

Councillor CASSIDY: Before us today, there are three items on here. The annual financial and operational report for the December quarter, a Stores Board submission for supply and delivery of hardware, and a Stores Board submission for some IT equipment. There’s a couple of things that are missing, of course. That’s A, B and C, what we should see on here is Clause D, which is a housing strategy. We’re in the midst of a housing crisis at the moment. The LORD MAYOR promised a housing strategy in 2019.

Deputy Chair: Councillor CASSIDY, I appreciate that—

Councillor CASSIDY: This seems to be missing from my E&C. I’m not sure if it’s in anyone else’s.

Deputy Chair: Councillor CASSIDY, if I could just return you back to—

Councillor CASSIDY: No, it’s not there, is it?

Deputy Chair: —these particular items.

Councillor CASSIDY: It’s not there, yes.

Deputy Chair: None of those other items are on the agenda.

Councillor CASSIDY: No, D’s not there.

*Councillor interjecting.*

Councillor CASSIDY: E should be there, too, which is FOGO (food organics garden organics), fast‑tracking organic recycling. Deputy Chair, of course that’s not there. It’s not there. I can’t talk about it. There is an F, a big fat F, failure. That’s the grade that this LNP Administration gets for their efforts this week, particularly on the December quarter of the financial report of the budget. Now, it’s confusing why the LNP don’t bring these really important policies and the levers which Council can pull to address issues facing the residents of Brisbane. It’s confusing to residents why this LORD MAYOR doesn’t do that kind of thing, but what is really clear in the papers before us today, particularly in Clause A, is that Brisbane residents are paying more, but they’re getting less out in the suburbs for it.

He’s trying to keep it a secret, of course, and this is what we have now—the reality we’re in in this Council Chamber, that this threadbare report that’s before us today hides the progress on individual projects that were promised by the LORD MAYOR in June last year. He promised a whole list of projects, and he won’t say how the progress on those is going, whether they’re still going ahead at all, whether they’ve been cut from the budget altogether. We know why he surrounds his Administration in so much secrecy, because he’s really not interested in the suburbs of Brisbane. All of those things that he listed earlier as his key achievements are all inner city, big, flashy things that carry enormous price tags which have seen world-beating cost blowouts here in Brisbane on his watch, and he’s really proud of that.

Now, the LNP, what we do know in headline figures is that the LNP have underspent on projects across Brisbane to date, and this report to the tune of $160 million. $160 million underspend in the suburbs of Brisbane. Now, this just comes months after the highest rates increase in a decade on this LORD MAYOR’s watch. Under Adrian SCHRINNER and the LNP here in Brisbane, you’re paying more than ever and what are you getting in return? A $33 million underspend on environmental projects, a $22 million underspend on sporting and community clubs and publicly-owned facilities, a $35 million underspend on infrastructure across our city and the suburbs, an almost $10 million underspend on community health and safety, on projects like mosquito spraying.

We all know that didn’t get—what didn’t get cut, of course, in the budget in the last six months, and that’s this LNP Administration’s advertising budget. Of course, they’re continuing to spend increasing amounts on advertising of themselves, advertising their inner city projects, but we’re not seeing a return out in the suburbs. There’s no underspends, of course, on the Brisbane Metro, which has now blown out to almost $2 billion. In fact, there’s a $400 million overspend on that project, which we saw the LORD MAYOR throw good money after bad at that at the end of last year.

So, there’s not much you can really say about the budget papers before us today, because it’s threadbare, it’s shrouded in secrecy, and there’s one reason for that, because the LORD MAYOR is running scared from the people of Brisbane.

The other items, the Stores Board submissions, we will support these because, as we’ve been clear on the record, some things need to be contracted out. We need to have a contract for things that can’t be supplied in-house, in Council. Our criticism of continuing contracting out has been about basic, ongoing Council work, and getting supplies for Council to carry out that work is an important contract. We will reserve our judgement on what does come back in terms of the value for money for ratepayers on that when those tenders are delivered to Council, but we will support the contracting plan on item B.

On item C, the Microsoft Enterprise licensing agreement, there is just one point in here that I think needs some clarification, that Council will be sourcing this licence agreement through the State Government’s arrangements, but it also says in here that the current Queensland Government Microsoft SOA (standing offer arrangement) is due to expire on 3 December 2024, and any contracts entered into over the term of the SOA will survive the expiry of the SOA—a lot of acronyms in there—and continue a separate, standalone contract. Earlier, throughout the contract, it says Council shouldn’t enter a standalone contract with Microsoft because it wouldn’t be financially advantageous to the people of Brisbane. So, some clarification around that. We do accept that entering the arrangements through the State Government’s Microsoft licence arrangement is the best deal for ratepayers, so we will support that, but just seeking some clarification.

**Seriatim - Clause A**

|  |
| --- |
| Councillor Jared CASSIDY requested that Clause A, ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDED DECEMBER 2022, be taken seriatim for voting purposes. |

Deputy Chair: Further debate?

Councillor MARX.

Councillor MARX: Yes, thank you, Mr Acting Chair. I rise to speak on item B, the Stores Board submission, significant contracting plan for the supply and delivery of hardware and paint. The significant contracting plan is seeking approval for a public tender to establish a panel of suppliers for the supply and delivery of hardware and paint to support Council’s maintenance activities, which includes things like general hardware, bagged cement, timber paint, tools, as well as retail supply to meet Council’s requirements. As the LORD MAYOR mentioned in his speech, that this is something that—this is basically BAU for Council officers. What we do is, the contract is used to undertake general repairs across the city and it’s used by our Trade Services area, along with all operation areas of Council.

The items sourced under this contract will be used for everything from repairing and painting of a park bench to repairing a door in one of our many buildings. As the LORD MAYOR previously mentioned also, the only thing we weren’t going to panel for is the wooden stakes and pegs, and this exemption has been sought in accordance with section 5 for social enterprises of Council’s Procurement Policy. I am delighted to hear that the Opposition will not be opposing this particular item. We do source all of our wooden stakes from the Endeavour Foundation, which if—everyone will know it’s a fabulous initiative which supports people with intellectual disabilities to help them get and keep a job that they love.

So the current panel of supplies for hardware and paint is due to expire on 30 November and 31 March 2024 respectively. This public tender process will replace these panels and it’s scheduled for release next week.

The reason the panel requires nine suppliers is to ensure the availability of a wide range of use for Council’s maintenance activities. I think everybody in this place knows just how difficult, not only supplies but workers is available, the shortage of it and the expense of it that we’re all going through at the moment.

So based on historical levels of activity, the expected expenditure is $19 million over the potential maximum eight-year term. However, funding is only required when an appropriately delegated Council officer approves placing orders under the corporate procurement arrangements, subject to approved funding availability. I commend the submission to the Chamber. Thank you, Mr Deputy Chair.

Deputy Chair: Further debate?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, I rise to speak on item A, the annual operation plan progress and quarterly financial report. I just want to put on the record the LORD MAYOR’s failure to provide adequate financial information regarding the progress of the Council budget. As I pointed out in the budget last year, and it clearly was not known to the LNP Councillors, the way in which the budget has now been publicly accounted for has radically changed. We can see the outcome of that here today in this quarterly financial report.

Normally we would get a line-by-line breakdown of each budget expenditure item and progress tracked against whether or not that expenditure is on target, or if it was delayed, or if it was cut, or if it was reallocated elsewhere. The report we have before us today does none of those things. This report is like a list of this is what we have done. How many visits to libraries, how many SAM signs have been monitored. How many people have visited—or how many people have had a kindy waste workshop.

What this does not do is properly account for the progress of ratepayers’ funds. This LORD MAYOR is presiding over the death of transparency and accountability in this City Council budget.

Councillor interjecting.

Councillor JOHNSTON: Now this has been a big problem for many years because the LNP wants to hide its absolute inept mismanagement of this Council’s finances. This report before us today gives us the best indication of what is going wrong with this. When Council can put out a report and basically talk about library visits to account for $4 billion in expenditure, there is something wrong.

The idea that we are accountable to the ratepayers of Brisbane is critically important. How the funds are allocated in the budget and expended is critically important. What is unclear from this report before us today is where funds are being—rephased, is their word—where it’s going to, what’s been cut, what’s getting more money? There’s the odd indication, of course. The Metro is just sucking up more and more money out of this Council budget and less and less is getting done out in the suburbs.

Many of the capital items that were listed in the budget for Tennyson Ward—not that there were that many—but they haven’t even been started. So Gordon Thomson Park remediation—not mentioned in here, no progress has happened to date. A footpath for Sherwood Road, Sherwood, a busy district road—no action taken to date. When I’ve asked questions, I’m told it will be delivered in the financial year. Now I don’t actually believe that is correct because there’s no action or progress happening on these issues. There are a number of other projects. For example, the barbecue and picnic shelters for Princess Street, Fairfield, there’s been no action on those. So there is a real problem with the level of accountability for the expenditure of this Council’s budget.

This report is written for somebody—you know it would be perfect for someone in Grade 7 to do a research project on. Because it’s just—it lists out—I’ll give you some examples. I’ll just give you a couple of examples for those listening at home. I’m on Lifestyle and Community Services just to open to a page, ‘supported more than 80 festivals in the funding program since July 2022’.

Great, wonderful. Which ones have worked, which ones haven’t worked? Which ones have got funding? We don’t know against the budget and there were about 150 or 160 festivals that were listed. So are all of them getting the funding? Is the funding allocated to that program item still the same as it was before? We don’t know because this just says very nicely, we’ve funded 80 festivals. It’s not even close to what was in the budget.

The LORD MAYOR’s hosted 14 Seniors Christmas Parties, how lovely, with 13,400 tickets sold. There’s been $2.4 million—sorry, 2.4 million visits to Council libraries. Well, that’s wonderful. How is the allocated budget for library expenditure tracking against the actual expenditure? Is the Everton Park Library project—which was eye-wateringly expensive, like—

Councillor interjecting.

Councillor JOHNSTON: It was just epically a huge amount of money. I mean all I want’s a little extension for the back of Corinda and we need a bit of a revamp over at Annerley. But for goodness sake, that library is just gold-plated over there. But is there any—we’ve got here that the contract has been awarded in November 2022. So in February we’re being told the contract was allocated previously. How’s it going? Have they started work? Is the funding on track? We don’t know because none of that information is provided.

Council has delivered 7,200 activity sessions for Brisbane. That’s great but how is it tracking against the budget? None of that is accounted for. This report is light on in detail. It does not address the critical, transparent and accountable nature of the way in which public ratepayer funds should be accounted for.

The LORD MAYOR stood up during the budget last year and—no, you’re wrong, you don’t know what you’re talking about. We’re going to be delivering—and quite a few others, they were clearly told to go out and do it—stood up and said no, you don’t know what you’re talking about. We’re still going to be delivering reports in the normal way.

Well here we are and no, we’re not. You cannot believe a word these people say. They will say anything to cover up their own mismanagement. This report really does a disservice to the people of Brisbane in terms of transparency and accountability. I cannot vote to support this item today because there is simply not enough information in here about what is happening with the funding in the budget. Where it is changing, whether projects are running ahead of schedule, behind schedule and what projects have had allocations changed.

For those who want to understand what I’m talking about here, this is a detailed dot point about the Metro: higher than anticipated expenditure due to accelerated process, partly offset by reallocation from capital expenditure to operating expenses in the Brisbane Metro project. Great. We know it’s blown out by $400 million, it’s probably more than that by now and they’re accelerating expenditure.

This is a dud project that’s just got worse and worse. We know that the LORD MAYOR is intending to cut bus services all over Brisbane. All over Brisbane. Councillor MURPHY’s been living in denial as well. There’s just hundreds of bus services that are either being cut or truncated. Exactly like I’ve been saying for several years. People in the suburbs of Brisbane are very worried about it. So the problem with this annual operations report is that it fails to provide critical financial information about the status of projects.

I just want to—you know all over Brisbane we desperately need roads to be resurfaced. Oxley Road is in a horrific state, Oxley Road, Oxley, has grass growing up through it. The glued cracks that were glued back together are cracked open and there’s new cracks. According to Council that road does not meet Council’s criteria for resurfacing. Even though it has been flooded, even though it has huge cracks.

You go a little bit further down to Oxley Road at Graceville where I’ve taken the Chairperson, Councillor MARX. The grass in the bitumen needs to be mowed, it is that bad. There is a terrible, terrible lack of investment going into resurfacing of roads. Do you know what the achievement that’s mentioned here in a dot point? They’ve completed 110 pavement design reports for the annual resurfacing program.

We don’t want to know that there’s reports been done. We want to know which roads have been resurfaced. Whether or not the budget for road resurfacing has been underspent. Whether or not the budget for road resurfacing is being reallocated to other projects. Whether or not the road resurfacing budget has been overspent. If so, why? None of that standard operating information which has been available for the 15 years that I’ve been a Councillor, is available in this report any longer.

This Administration is hiding the financial deliverables of this Council. It is failing to transparently account for ratepayers’ funds. The new reporting system lets Brisbane residents down by failing to ensure that Councillors can understand how the funds are being allocated, where they’re being allocated and why and where this Administration is failing to deliver.

It is—I mean the outcome of what’s happened over the last few years with the massive staffing cuts and changes to the bureaucracy. There’s no one accountable for anything. You know your local officer will tell you, I can’t find anybody to even tell me what’s happening with this. It’s not good enough and this shows what’s wrong with the Administration.

Councillor interjecting.

Deputy Chair: Further debate?

Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Thanks, Mr Deputy Chair. I rise to speak on item A and item C as well. So the statement of comprehensive income compares the year to date results to the annual budget for the same period last year. Mr Deputy Chair, as you go through the report, you’ll see that revenue has increased, compared to this time last year. With additional grant revenue received for the Brisbane Metro, the buyback program and the Urban Congestion Fund.

We’ve also received an insurance advance of our flood recovery works. While revenue has increased, so too have the costs of many inputs to Council. Compared to last year, sadly, fuel costs have increased by nearly $10 million and raw materials and consumables have increased $16.3 million, in addition to many, many other increases.

As the LORD MAYOR said, the first half of this financial year Council has rolled out $536 million of works towards our significant capital program. Which is a massive effort, given the headwinds faced by everyone who is undertaking construction works at this point in time. It’s significantly higher than it has been in recent years and at the same point in the financial year.

Operating expenses are currently below budget for this period, due to some re-phased expenditure, as has been identified. This was partly offset by accelerated expenditure in Program 3. In Program 8, City Governance, revenue is currently ahead of budget due to some higher than anticipated interest on deposits and some lease accounting adjustments.

In the annual operational plan and progress report, I’m particularly pleased to see that we’re well and truly on track to reach our targets. Not only for Local Buy, but also for our social enterprise investments.

Item C, Mr Deputy Chair, that’s the Stores Board submission for Council’s Microsoft Enterprise licensing agreement. As the LORD MAYOR said, Council’s existing contract with Microsoft was due for renegotiation by 30 June 2023 and the proposed term of the agreement is five years. Council has a significant investment in Microsoft products that are used across all areas of our organisation.

The current deployment of Microsoft products includes standard items such as Word and Excel but also more niche products that are used by—that are owned by Microsoft, including security products like Sentinel and Defender. Council is also adopting more specialised products such as Microsoft Azure, which Council uses for cloud-based IT apps, storage and processing capabilities.

Our current software licensing spend with Microsoft is approximately $10 million a year and this may expand in coming years in line with our increased usage of these Microsoft products. As the LORD MAYOR said, our procurement officers use the Queensland Government’s standing offer arrangement as the starting point for the agreement. We’ve included software assurance services, to ensure the cost did not increase out of context with our increased use of the products.

So I’d like to point this out, Mr Chair, as it’s something that we are firmly focused on. It’s not simply good enough just to roll on and keep increasing our operational expenses here in Council. In a climate where we face significant increases in costs for materials and services, we need to also look at our overhead costs and drive value for ratepayers. That is the lens to which we have looked through this. This is about responsible financial management, which ultimately will help us put downward pressure on rates for our residents.

To Councillor CASSIDY’s question. Our arrangement will continue past the life of the State’s agreement, as we place an order which will exist until the expiry of the order. I commend these items to the Chamber.

Deputy Chair: Further debate?

Councillor CUMMING.

Councillor CUMMING: I’ll just raise a quick point, Mr Chair. The rates and utilities charges figure on here, I’m very concerned about and I notice the Chair didn’t provide details, but they’re up 11.346% compared to last year. That’s way above the inflation rate and I’d like an explanation from someone in the Administration as to why that’s occurring.

Deputy Chair: Any further debate? No further debate.

I’ll now put the report.

We’ll move first with item A.

**Clause A put**

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

Thereupon, 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: 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: 1 - Councillor Nicole JOHNSTON.

Deputy Chair: We will now move items B and C.

**Clauses B and C put**

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor Kim Marx.

#### A ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDED DECEMBER 2022

**134/695/317/1325**

**400/2022-23**

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

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

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

4. The Annual Operational Plan Progress and Quarterly Financial Report December 2022 (refer Attachment B, submitted on file) includes:

- Section 1 – Quarterly Financial Report

- Section 2 – Annual Operational Plan Progress Report

- Section 3 – Commercialised Businesses.

5. The previous financial report for the period ended 23 September 2022 was presented to Council on 22 November 2022. The current report relates to the period ended 23 December 2022.

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

7. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

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

As:

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

then:

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

**ADOPTED**

#### B STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR SUPPLY AND DELIVERY OF HARDWARE AND PAINT

**165/830/179/896**

**401/2022-23**

8. The Chief Executive Officer provided the information below.

9. The Chief Executive Officer and the Stores Board considered the submission, as set out in Attachment A (submitted on file), on 23 January 2023.

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

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

12. The Stores Board recommends approval of the procurement strategy for:

|  |  |
| --- | --- |
| Contract title: | Supply and Delivery of Hardware and Paint |
| Type of procurement: | Establishing a Corporate Procurement Arrangement (CPA) in the form of a panel arrangement |
| Categories/portions: | Category 1 – Supply and Delivery of Store Stock and General Hardware Category 2 – Supply of Retail Hardware Category 3A – Supply and Delivery of Timber (Store Stock) Category 3B – Supply and Delivery of Timber Stakes (Store Stock) Category 4 – Supply and Delivery of Bagged Cement (Store Stock) Category 5 – Supply and Delivery of Stencil Paint (Store Stock) Category 6 – Retail Supply of Paint  Category 7 – Supply and Delivery of Infrastructure Coatings |
| Market engagement strategy: | Seek offers publicly |
| Contract duration: | 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. |
| Price basis: | Schedule of rates |
| Exemption: | Directly engaging with Endeavour Foundation, ABN 80 009 670 704, as primary supplier for Category 3B – Timber Stakes, without first inviting tenders in accordance with Exemption 5 for Social Enterprises of Council’s *SP103 Procurement Policy and Plan 2022-23*. |

Background/business case

13. On 25 November 2014, the Chief Executive Officer (through the Stores Board) approved entering into CPA 510190 for Supply and Delivery of Hardware Store Items and the Retail Supply of General Hardware, in the form of a panel arrangement with eight suppliers. The CPA commenced on 1 December 2014, with an initial term of three years with options to extend for three additional terms of two years each, for a maximum term of up to nine years. The final option has now been exercised and the CPA is due to expire on 30 November 2023.

14. On 18 March 2015, the Chief Executive Officer (through the Stores Board) approved entering into CPA 520069 for the Supply of Retail Paint and the Supply and Delivery of Infrastructure Coatings, in the form of a panel arrangement with three suppliers. The CPA commenced on 1 April 2015, with an initial term of three years with options to extend for three additional terms of two years each, for a maximum of up to nine years. The final option has now been exercised and the CPA is due to expire on 31 March 2024.

15. This tender will combine the two CPAs to assist with efficiency in procurement delivery and determine any synergies in procuring all categories under the same tender process.

16. The scope of goods for supply under the proposed CPA remains the same. This covers a wide range of products including hand tools, fasteners, paint and building supplies. The current CPA for hardware sources bagged cement, stencil paint, and timber from wholesalers. The CPA for paint provides for retail supply and supply and delivery of infrastructure coatings. It is anticipated that this tender process will establish similar supply arrangements to meet Council’s continuing requirements.

17. An exemption from tendering is also being sought for Endeavour Foundation ABN 80 009 670 704 (Endeavour) for Category 3B – Timber Stakes. Endeavour currently supplies timber stakes under the current hardware CPA 510190. This exemption is being sought in accordance with Exemption 5 for Social Enterprises of Council’s *SP103 Procurement Policy and Plan 2022-23*. The proposed term of the contract with Endeavour will be the same as other hardware suppliers, commencing 1 December 2023, for an initial term of four years with options for up to an additional four years, for a maximum of eight years. Endeavour is a local charity organisation, located at Cannon Hill, who provide disability services. It is registered with the Australian Charities and Not‑for‑Profit Commission. It has supplied timber stakes in non-commercial sizes to Council for many years. These are sourced from Endeavour’s own manufacturing facilities located in Queensland, using sawmill off-cuts. The prices from this supplier are highly competitive.

Policy and other considerations

18. Is there an existing arrangement for these goods/services/works?

Yes, as stated in paragraphs 13 and 14 above.

19. Could Council businesses provide the services/works?

No. Council does not have the capability to provide these goods/services.

20. What policy, or other issues, should the delegate be aware of?

Nil

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

No

22. Does the proposed contract involve leasing?

No

Market analysis

23. There are a number of suppliers available who can supply the goods required. The hardware market has long been dominated by a few key players. Bunnings Group Limited, J Blackwood & Sons Pty Ltd, and Coventry Pty Ltd, have dominated this market for many years. All three have been successful on Council’s hardware panels from at least 2009. Bunnings Group Limited and J Blackwood & Sons Pty Ltd are subsidiary companies of Wesfarmers Limited. Both comprise 40% of the hardware and building supplies market. The other significant market player is Metcash, who operate under the Home Timber & Hardware Group Pty Ltd, which is a franchise network, and the third-tier player is Mitre 10 Limited. There are also many specialist retailers and suppliers who will be encouraged to apply. A competitive tender process is anticipated. The previous tender process attracted 13 potential suppliers for the two tenders. It is expected that this tender should attract a similar number of competitive offers.

Procurement strategy

24.

|  |  |
| --- | --- |
| Procurement objective: | To procure the goods/services/works 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.  The achievement of the above procurement objective will be measured in the post-market submission. |
| Title of contract: | Supply and Delivery of Hardware and Paint |
| Type of procurement: | Establishing a Corporate Procurement Arrangement (CPA) in the form of a panel arrangement |
| Categories/portions: | Category 1 – Supply and Delivery of Store Stock and General Hardware Category 2 – Supply of Retail Hardware Category 3A – Supply and Delivery of Timber (Store Stock) Category 3B – Supply and delivery of Timber Stakes (Store Stock) Category 4 – Supply and Delivery of Bagged Cement (Store Stock) Category 5 – Supply and Delivery of Stencil Paint (Store Stock) Category 6 – Retail Supply of Paint Category 7 – Supply and Delivery of Infrastructure Coatings |
| Process to be used: | Request for Proposals (RFP) |
| Tendering standards to be used and any amendments: | Council’s corporate standards with no amendments. |
| Contract standard to be used including any amendments: | Good/services high risk panel arrangements.  Clauses have been inserted for changes to the goods supplied over the term of the CPA, termination for convenience and meet the market, and to include a participating agency agreement. |
| Market engagement: | Offers are to be sought publicly via Council’s supplier portal. |
| How tender documents are to be distributed: | Via Council’s supplier portal |
| How tenders/proposals are to be lodged: | Via Council’s supplier portal |
| Part offers: | Part offers will be considered. |
| Contract duration: | 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. |
| Insurance requirements: | Public liability of $20 million, motor vehicle insurance of $20 million (including supplementary bodily injury) and workers compensation insurance as per legislated requirements. |
| Price basis: | Schedule of rates |
| Price adjustment: | Prices are expected to be fixed for an initial period and then subject to adjustment using a rise and fall formula. |
| Liquidated damages: | Not applicable |
| Security for the contract: | Not applicable |
| Defects liability/warranty period: | Warranty to be tendered by suppliers. |
| Other strategy elements: | Not applicable |
| Alternative strategies considered: | Not applicable |

Anticipated schedule

25. Pre-market approval: 21 February 2023

Date of release to market: 28 February 2023

Tender closing: 13 April 2023

Evaluation completion (including formalised contract offer(s)): 14 June 2023

Post-market approval: 4 September 2023

Contract commencement (Hardware supply contracts) 1 December 2023

Contract commencement: (Paint supply contracts) 1 April 2024

Funding and budget considerations

26. Estimated expenditure:

Based on historical levels, estimated expenditure is anticipated to be in the order of $19 million over the potential maximum eight-year term.

27. Sufficient approved budget to meet the total spend under this CPA?

Establishing the CPA will not commit Council to any purchases. Funding is only required when an appropriately delegated Council officer approves placing orders under the CPA, subject to approved funding availability.

28. Anticipated procurement benefits (if any):

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

29. Indicative program and supporting information:

Not applicable.

Procurement risk

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

No

31. Summary of key risks associated with this procurement:

| **Procurement Risk** | **Risk Rating** | **Risk Mitigation Strategy** | **Risk Allocation** |
| --- | --- | --- | --- |
| Variation in prices after contract award | Medium | Agreed rates and price review methodology. | Council |
| Lack of competitive responses received | Low | A number of suppliers operate in the Brisbane region. Contact will be made with known suppliers prior to the tender release date. | Council |
| Quality of goods and services provided | Low | * Track record and quality procedures of tenderers will be considered in the evaluation process. * Relevant Australian Standards outlined in specification. * Key Performance Indicators to be used. | Council and contractor |
| Business continuity of suppliers | Low | * Establish a CPA (panel arrangement) with multiple suppliers. * Include a refresh clause in the contract to allow other suppliers to be added to the arrangement. | Council and contractor |

Tender evaluation

32. Evaluation criteria:

1. Mandatory/essential criteria:

- Tenderer has an ABN and is registered for GST.

- Tenderer has the minimum insurance cover or undertaking to obtain.

1. Non-price weighted evaluation criteria:

|  |  |
| --- | --- |
| Local benefit | 30% |
| Capacity and capability | [Commercial-in-Confidence] |
| Experience and track record | [Commercial-in-Confidence] |
| Customer service levels | [Commercial-in-Confidence] |
| Quality, safety, and environmental procedures and accreditation | [Commercial-in-Confidence] |

1. Price model (to establish a comparative price):

- Basket of commonly purchased goods.

33. Evaluation methodology:

1. Evaluation plan and shortlisting:

Council’s standard evaluation plan including the standard shortlisting methodology will be used.

1. Negotiations:

Negotiations are not anticipated but may be undertaken if required.

The Category Manager, SPO, OS, or a nominated delegate, will provide advice and any negotiation lead as required.

1. Value for Money (VFM):

Council’s standard VFM method. This is non-price score divided by price.

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

35. **RECOMMENDATION:**

That the Stores Board recommends approval of a procurement strategy for:

Title of contract: Supply and Delivery of Hardware and Paint

Type of procurement: Establishing a Corporate Procurement Arrangement (CPA) in the form of a panel arrangement. The CPA will have the following Categories:

- Category 1 – Supply and Delivery of Store Stock and General Hardware

- Category 2 – Supply of Retail Hardware

- Category 3A – Supply and Delivery of Timber (Store Stock)

- Category 3B – Supply and Delivery of Timber Stakes (Store Stock)

- Category 4 – Supply and Delivery of Bagged Cement (Store Stock)

- Category 5 – Supply and Delivery of Stencil Paint (Store Stock)

- Category 6 – Retail Supply of Paint

- Category 7 – Supply and Delivery of Infrastructure Coatings

Contract duration: 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.

Price basis: Schedule of rates

Exemption Directly engaging with Endeavour Foundation, ABN 80 009 670 704, as primary supplier for Category 3B – Timber Stakes, without first inviting tenders in accordance with Exemption 5 for Social Enterprises of Council’s *SP103 Procurement Policy and Plan 2022‑23*.

**ADOPTED**

#### C STORES BOARD SUBMISSION – MICROSOFT ENTERPRISE LICENSING AGREEMENT

**165/210/179/4799 and 165/210/179/2878**

**402/2022-23**

36. The Chief Executive Officer provided the information below.

37. The Chief Executive Officer and the Stores Board considered the submission, as set out in Attachment A (submitted on file), on 30 January 2023.

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

Purpose

39. The Stores Board recommends approval of the Significant Contracting Plan (SCP) to:

1. Enter into a Corporate Procurement Arrangement (CPA) in the form of a Preferred Supplier Arrangement with Microsoft Ireland Operations Ltd (Microsoft) under Queensland Government Standing Offer Arrangement (SOA) ICTSS.1305, for a Microsoft Enterprise Licensing Agreement (ELA) for a term of five years.
2. Vary the contract under the Queensland Government SOA ICTSS.2006/U4796149 for provision of a Microsoft Enterprise Unified Support Agreement, Software Maintenance and Support Services (Software Assurance (SA)) with Microsoft to include an additional three years for a consolidated maximum term of six years.

40. The contracts will be entered into and varied under Exemption 4 of Council’s *SP103 Procurement Policy* *and Plan* *2022-23* (SP103) which allows for exemption from tendering for a contract made with, or purchase from a contract made by, another government entity, government owned entity or Local Buy.

Background/operational impact

41. On 15 June 2020, the Establishment and Coordination Committee approved entering into contract 510143, with Microsoft for the provision of a Microsoft ELA, under Queensland Government SOA ICTSS.1305, for a term of three years, with an option to extend for an additional period of one year and due to expire on 30 June 2024. The optional additional period was to be on pricing and terms to be agreed. This option will not be taken up by Council as it will be replaced by the approach recommended in this submission.

42. Microsoft uses a Microsoft Licensing Solution Partner (LSP) model which customers are required to transact the purchase of Microsoft products and services through. Council has appointed Insight Enterprises Australia Pty Ltd (Insight Enterprises), as the preferred LSP under Queensland Government SOA ICTSS.1308, for a term of three years expiring 30 June 2023. The contract with Insight Enterprises is not part of this submission.

43. On 6 July 2022, the Chief Procurement Officer (through the Procurement Board) approved entering into Contract 510906, by placing an order under the Queensland Government SOA ICTSS.2006/U4796149 with Microsoft for the provision of Microsoft Unified Support Agreement, Software Maintenance and Support Services (Software Assurance or SA), for a term of three years, expiring 30 June 2025. Approval is requested under this submission to vary the order under the Queensland Government SOA ICTSS.2006/U4796149 – provision of Microsoft Unified Support Agreement, Software Maintenance and Support Services, to include an additional three years, for a consolidated maximum term of six years, to take advantage of consolidated pricing structures offered by Microsoft and to co-term with the main ELA. The additional term and projected uplift in support to support the expanding use of Microsoft licensing in Council will increase the estimated expenditure under contract 510906 from $1.86 million to $4.5 million.

44. Council has a significant investment in Microsoft products that are used across all areas of the organisation. The current deployment of Microsoft products includes standard items such as Microsoft Word, Excel and Outlook to more niche products such as Microsoft security products including Sentinel and Defender. Council is also adopting more specialised products such as Microsoft Azure which Council uses for its cloud-based IT applications, storage and processing capabilities.

45. Council’s technology strategy is to consolidate and develop all future business applications in the Microsoft business platform (Dynamics 365). This consolidation strategy standardises and simplifies Council’s technology landscape and provides a consistent, cost-effective approach for new business solutions within the organisation.

46. Council’s current software licensing spend with Microsoft is approximately $10 million per annum. As Council’s use of Microsoft products expands, it is expected that this spend will reach up to $20 million per annum during the proposed five-year term of the contracts. This increase in expenditure with Microsoft will primarily be funded by the budgets obtained from other legacy applications as they are re-platformed onto Dynamics 365, however, approximately 20% of this increased expenditure with Microsoft will be from the deployment of new Microsoft products such as Sentinel Security along with other organic growth.

47. Council has also worked with Microsoft and Insight Enterprises since 2019 to incorporate products required to meet Council’s future technology strategy. These products include but are not limited to:

- Continuation of Windows 10 Enterprise

- Dynamics 365

- Enterprise Mobility Suite (EMS)

- Microsoft Structured Query Language (SQL) and Windows Server extended support

- Office 365

- Power BI

- Project Online

- SQL Server

- Visio Professional

- Visual Studio

- Windows Server.

48. Council has perpetual rights to use licences already purchased for a number of the above listed products in various quantities under previous agreements which are maintained with SA. Through SA, Council maintains the ability to use the latest release software versions thereby ensuring application currency. SA also provides other benefits such as e-Learning tools, training courses and professional services.

49. Council purchases SA through the Queensland Government SOA ICTSS.2006/U4796149. It was identified during negotiations that as the proposed Council spend on Microsoft products increased then the SA cost would also increase. Council and Microsoft have worked together to agree an extended pricing structure for SA that limits the possible price increases.

50. The EMS licence bundle included in the M365 suite is designed for a mobile worker who uses a range of different devices including a PC, tablet, and mobile phone. The EMS enables an organisation to be able to embrace mobility by addressing the following key areas of concern and risk for all organisations:

- user identity and access

- device management

- application management

- data protection.

51. An ELA mitigates any compliance risk associated with the unlicensed use of the software through annual licence ‘true-up’. An ELA also comprises one or more Enterprise Enrollments which are the forms used to detail Microsoft licensing, the licensed quantities and the licensing price.

52. The software installation volumes across the Queensland Government are significantly larger than Council’s volumes by an indicative factor of approximately 15 based upon a comparison of relative staff levels. Council could not directly form a supply arrangement on better pricing terms with the much lower volumes we have to offer the market. Council has found that a more appropriate engagement is to leverage the existing pricing structures offered to all of Queensland Government and then supplement these with Council specific requirements which results in improved pricing structures from Microsoft to Council.

53. Council discussed with Microsoft the possibility of implementing a bespoke Council – Microsoft standalone contract. Discussions on this identified that there would be no commercial benefit to implement a bespoke agreement with the complexity that it would take an extended period of time to complete. It was then decided by both parties that the best contracting vehicle would be via the Queensland Government SOA. The current Queensland Government and Microsoft SOA is due to expire on 3 December 2024. Any contracts entered into over the term of the SOA will survive the expiry of the SOA and continue as a separate standalone contract.

Exemption applicability and rationale

54. Exemption applicability:

| **Exemption 4 from 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 the Australian Government, the Queensland Government, or another local government; or an entity owned by theAustralian Government, or the Queensland Government, or another 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. |

55. Rationale for this procurement meeting exemption applicability:

1. Through placing an order under the Queensland Government SOA for Microsoft products including Online Services, Council is accessing the best available Microsoft pricing for the required products.
2. By including all of Council’s enterprise products under an ELA, Council receives a discount for licences purchased when compared to purchasing outside of an ELA. This is a cost avoidance for Council as these Microsoft products are part of Council’s strategic direction.
3. Council has purchased perpetual licences for all products to date under the existing ELA giving permanent access to those products. By retaining SA on the entire enterprise product suite at the time of renewal, Council will be realising the investment already made on those licences purchased to date. SA allows all licence versions to be upgraded to the latest version whilst SA is maintained. If SA on a product is removed during the term of an ELA, then it cannot be added until a new ELA is formed, and all licences would require repurchasing to receive the latest version of those products.
4. SA on Microsoft licences allows Council access to Microsoft engineers over the course of the ELA with an estimated value of $100,000. Council can also use SA benefits in conjunction with Council’s current Microsoft Unified Support agreement to reduce the price of Microsoft engineer support time which results in a cost avoidance of approximately $150,000 per annum.
5. Council has had the proposed pricing structures reviewed by two independent industry analysis organisations and both have advised Council that the offers proposed by Microsoft are industry leading.
6. Council will continue to use an Enterprise Enrollment under this ELA called a Server Cloud Enrollment (SCE). The SCE provides Council with a five per cent reduced cost for SA costs on all SQL and Windows Server licences which is a cost avoidance of approximately $186,000 over three years. The SCE also provides an increased discount for all new Microsoft SQL licenses purchased.
7. By locking in pricing for five years Council will be able to avoid all Consumer Price Index (CPI) increases. Based on current Council committed spend of approximately $10 million per annum and a proposed CPI of five per cent then this represents a possible cost avoidance of $2.5 million over the five-year contract term.
8. Pricing structures offered by Microsoft indicate a further cost avoidance of $10 million to Council over the five-year contract term against Council’s estimated future volumes.

56. It is therefore considered that entering into a contract with Microsoft for the provision of an ELA and varying the contract for associated SA will provide value for money to Council.

Policy and risks

57. Environmental, quality assurance, access and equity, zero harm and support for locally produced and Australian products:

- All Microsoft licensing is provided via electronic download removing the need for any packaging and transport.

- Microsoft is an international company with a Brisbane office that employs 175 employees locally.

58. Risks associated with this contract (including mitigation strategies):

No material procurement risks have been identified with this strategy.

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

No

60. Does this proposed contract involve leasing?

No

Contract proposed

61.

|  |  |
| --- | --- |
| Legal name, and registered address of recommended supplier and ABN and ACN: | Microsoft Ireland Operations Limited  South County Business Park, Leopardstown  Dublin 18 D18 P521 Republic of Ireland  ABN: 71 203 501 304  ACN: Not applicable  Company has a relevant local office? Yes  Level 28, 400 George Street  Brisbane, QLD, 4000 |
| Type of procurement: | 512093 – Microsoft ELA – Establishing a CPA in the form of a Preferred Supplier Arrangement.  During the term of the SOA, any Eligible Customer (Council) may procure products by entering into contracts (Enrollments) with Microsoft. It is anticipated that Council will enter into up to five Enrollments with Microsoft with each Enrollment covering different product pricing structures and commitments, however, this number may vary depending on Council’s future requirements.  Council will place a purchase order with its contracted LSP each year under its ‘true-up’ requirements. Other licenses can be purchased as required from the LSP.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – Varying an existing contract under a Queensland Government SOA.  Council will place a purchase order with the relevant Microsoft subsidiary each year for the volume of SA required. |
| If establishing a new CPA, how will it be operated? | 512093 – Microsoft ELA – Council will place a purchase order with its contracted LSP each year under its ‘true-up’ requirements. Other licenses can be purchased as required from the LSP.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – Council will place a purchase order with Microsoft directly each year for the volume of SA required.  Both CPAs will be managed within the Strategic Procurement Office (SPO), Organisational Services (OS), in conjunction with Council’s IT Commercial Services team. |
| Contract standard to be used: | 512093 – Microsoft ELA – Queensland Information Technology Contract (QITC v1.00) Bespoke SOA for ICT Products.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement ­– Queensland Information Technology Contract (QITC v1.1.0). |
| Amendments to the contract standards e.g. is liability and indemnity to be capped? | Both SOAs were negotiated between Microsoft and State of Queensland acting through the Department of Communities, Housing and Digital Economy. Council has not sought any amendments to these executed SOAs. |
| Has the proposed contractor(s) signed the contract to formalise their offer? | Yes. Microsoft has executed both SOAs with the Queensland Government.  512093 – Microsoft ELA – Council will execute Enrollments with Microsoft as required to meet demands. This submission seeks approval for Council to enter into these Enrollments.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – Council has an existing contract under a Queensland Government SOA in place. This submission seeks approval to vary this existing contract. |
| Execution date of contract: | 512093 – Microsoft ELA – 28 February 2023.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – 28 February 2023. |
| Term/period of contract: | 512093 – Microsoft ELA – Contract is to be executed prior to 28 February 2023, then commence on 1 July 2023 and continue for a term of five years, expiring 30 June 2028.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – Vary existing contract to include an additional three years, for a consolidated maximum term of six years, expiring 30 June 2028. |
| Price basis: | 512093 – Microsoft ELA – Schedule of rates  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – Schedule of rates |
| Variation for rise and fall in cost: | 512093 – Microsoft ELA – Prices for existing products will be fixed for the duration of the contract. Pricing for products not currently consumed within Council will be at the then current Microsoft price.  510906 – Provision of a Microsoft Enterprise Unified Support Agreement – Prices for existing products will be fixed for the duration of the contract. Pricing for products not currently consumed within Council will be at the then current Microsoft price. |
| Security for the contract: | Not applicable |
| Defects liability period/warranty period? | Not applicable |
| Liquidated damages: | No |
| Software component? | Yes, there are significant software licenses secured under 512093 – Microsoft ELA including the following:  - Microsoft Office suite of products (Word, Outlook, Excel)  - Microsoft SQL  - Microsoft Power BI  - Microsoft Dynamics  - Microsoft Defender  No licensing is purchased under 510906 – Provision of a Microsoft Enterprise Unified Support Agreement. |
| Contract preparation: | A/Executive Director, ICT Strategic Sourcing, Transformation Enabling Technologies, Department of Communities, Housing and Digital Economy |

Funding

62. Estimated expenditure under this CPA/contract (excluding contingency if any):

Based on historical data of average yearly spend under the current CPA combined with projected increases to requirements, the estimated expenditure is anticipated to be in the order of $90 million over the maximum five-year term.

Council has committed to a baseline requirement in relation to the ELA for all licensing and services that is costed at approximately $10 million per annum. This expenditure is forecast to increase exponentially over the term of the CPA as new projects are approved and technical strategies are implemented. This additional expenditure will be subject to approval by appropriately delegated officers and available budgets at the time. The additional expenditure will be offset by the budgets obtained from other legacy applications as they are re-platformed onto Dynamics 365.

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

Budget is confirmed for the financial years from 2023 through to 2026. Future years will be added during future budget cycles each year.

Upon commencement, the minimum commitment for the contract will be $50 million which is based on the Council minimum requirements that totals approximately $10 million per annum for the five-year term.

64. Procurement saving against pre-market estimate (if any):

An estimated cost avoidance has been achieved in negotiation as follows:

- Avoided CPI Increases – $2.5 million.

- Value-Add professional services – $750,000.

- A cost avoidance of $10 million has been achieved in negotiation of the pricing structure. This figure is based on the application of the negotiated pricing structure to Council’s estimated future volumes.

65. Indicative program and supporting information:

- Program: 8 – City Governance

- Outcome: 8.3 – Information and Communications Technology

- Strategy: 8.3.1 – Information Driven Organisation

- Service: 8.3.1.3 – Optimise Organisational ICT Effectiveness

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

67. **RECOMMENDATION:**

That the Stores Board recommends approval of the following.

1. Entering into a Corporate Procurement Arrangement (CPA) in the form of a Preferred Supplier Arrangement under Queensland Government Standing Offer Arrangement (SOA) ICTSS.1305, with Microsoft Ireland Operations Ltd (Microsoft) for a Microsoft Enterprise Licensing Agreement, on a schedule of rates price basis for a term of five years.
2. Varying the order under the Queensland Government SOA ICTSS.2006/U4796149 for a Microsoft Enterprise Unified Support Agreement, Software Maintenance and Support Services with Microsoft to include an additional three years, on a schedule of rates price basis for a consolidated maximum term of six years.
3. The contracts will be entered into and varied under Exemption 4 of Council’s *SP103 Procurement Policy* *and Plan* *2022-23* which allows for exemption from tendering for a contract made with, or purchase from a contract made by, another government entity, government owned entity or Local Buy.
4. That the Manager, Category Management, Strategic Procurement Office, Organisational Services, is authorised to manage the contracts on Council’s behalf.

**ADOPTED**

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

### 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 14 February 2023, be adopted.

Deputy Chair: DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Deputy Chair. Before I get to the Committee report for last week, I have to say it’s been great to see such an extremely busy time in the city over the Christmas recess break for us, holidays for many. It was fantastic to see that the numbers coming back, particularly to the city and the shops here, leading all the way from Black Friday, Cyber Monday and right through Christmas as well.

So it’s great to see everybody out and about. The weather was lovely over Christmas as well I think it didn’t hit too much. I have to say it’s great to feel that buzz that hopefully 2023 is the year for businesses to fully recover as well.

In that way we have been working very hard to continue supporting them as well, the Hub has been extremely busy. I’d just like to talk about the free events that are available from tomorrow through to next week, or I should say that—yes, from tomorrow through to next week. We’ve got a lot of workshops that are there to support our local businesses. But we have got an interactive keynote, Act Before You Overthink, maybe something that everybody needs to do in this place as well.

There’s one called Solving the People Gap: Train, Engage, Retail and Perform, probably something that’s extremely important when we’re thinking about our staff and retaining staff. We know that there is labour shortages still in some of the areas. That is being provided by our business partner David Bainbrigge.

We have the Doing Business in 2023: CCIQ’s Latest Pulse Report Findings, is on 23rd at 12 o’clock. Of course being delivered by CCIQ (Chamber of Commerce and Industry Queensland). It’s great to hear some of the leading business experts covering the topics like labour challenges and what we’re looking at coming up.

Of course the Suburban Business Hub which has got even busier over the last couple of months as well. Marketing 101 on 22nd, develop your strategic marketing blueprint. So something if you’re on the northside or you can travel from the southside as well to join them at the Suburban Hub in Nundah as well for that workshop.

Last week we had a presentation on the economic update, as we do at the start of each of our sessions for Committee from our new Economic Development Manager. As I said before, it was great to see that we had the pedestrian counts in the Queen Street Mall go up above the 100% line, based on the 2019 averages. So people were actually voting with their feet to come back into the CBD. I’m sure that’s in no small measure to the hard work that our businesses have done to keep open and keep interesting over the last 12 months, but also the team in Council and BEDA (Brisbane Economic Development Agency) for the fantastic program of events and festivities over Christmas as well.

There were some interesting statistics there about employment or unemployment, which is still very, very low. A little bit higher in our youth but the indexes on the housing prices, while we are going up, is still fairly reasonable, compared to the Sydney and Melbourne prices as well. Overall, I think what we’re still seeing is mass migration, interstate migration to Brisbane and that will be even more considerable when we think about the international students that are coming to our shores in the very near future as well.

So it’s always interesting to see the update and I look forward to seeing something that’s a little bit more positive in the coming quarters for this year as well. Thank you, Mr Chair.

Deputy Chair: Thanks DEPUTY MAYOR.

Further debate? No further debate?

I’ll put the report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A BRISBANE’S ECONOMIC UPDATE

**403/2022-23**

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

2. The Committee was shown a graph demonstrating the unemployment rate for Brisbane and Queensland to December 2022. Unemployment in the city has been decreasing since March 2021, where Brisbane saw an unemployment peak at 6.5% as a result of the COVID-19 pandemic and the phasing out of fiscal support measures for businesses such as JobKeeper. As of December 2022, the unemployment rate was 3.2%, which is the lowest recorded unemployment rate since April 2009. The unemployment rate of Brisbane is slightly lower than the rest of Queensland.

3. The youth unemployment rate among persons aged 15 to 24, continues to follow the same trend as the overall unemployment rate. The youth unemployment rate reached 6.7% in December 2022; a level not seen since April 2009. The Brisbane youth unemployment rate has typically been greater than 10% since 2010.

4. The number of jobseekers in Brisbane in December 2022 was at 29,005 which is now below pre‑COVID‑19 rates. The number of jobs advertised in Brisbane continued to show strong growth through to the months of October and November 2022, however, a slight decrease in advertisements was experienced in December 2022, which is consistent with seasonal patterns from previous years.

5. The Committee was shown graphs regarding the median house and unit prices in major Australian capital cities, which indicates all major capitals are trending down. As the impacts of recent interest rate rises implemented by the Reserve Bank of Australia continue to become recognised throughout the economy, it is predicted by experts that we could continue to see median house prices fall across the nation, and future data will be critical to better understand the implications of these market factors.

6. The Committee was shown graphs of the number of domestic and international passengers arriving into Brisbane Airport from January 2018 to October 2022, which serve as an indicator of air travel into Brisbane and Queensland. Domestic arrivals into the Brisbane Airport are currently at 90% of pre‑COVID-19 levels. Since January 2022, and as international travel restrictions continue to be relaxed, there is a resurgence in international activity. The number of international passengers has increased from 25,000 passengers in January 2022, to approximately 310,000 in October 2022, which is approximately 56% of pre-COVID-19 levels.

7. An audit of the residential vacancy rates for Brisbane measured all rental properties with no tenants or owned properties where the owner is not occupying that dwelling. Vacancy rates nationwide have continued to decline. Residential vacancy rates reached 0.6% as of June 2022, and since then, vacancy rates have risen slightly to 1.1% as of December 2022.

8. Queen Street Mall (QSM) foot traffic has generally shown an upward trend throughout 2022, with the exclusion of late February and early March due to Brisbane’s flood event. In December 2022, QSM foot traffic was 101% of pre-COVID-19 levels.

9. Following a question 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**

**ADJOURNMENT:**

|  |
| --- |
| **404/2022-23**  At that time, 3pm, 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 locked.  Council stood adjourned at 3:02pm. |

**UPON RESUMPTION:**

At that time, 3.18pm, the Chair, Councillor David McLACHLAN, resumed the Chair.

Chair: Thank you, Councillors.

Councillor MURPHY, Transport Committee report please.

### TRANSPORT COMMITTEE

Councillor Ryan MURPHY, Civic Cabinet Chair of the Transport Committee, moved, seconded by Councillor Angela OWEN, that the report of the meeting of that Committee held on 14 February 2023, be adopted.

Chair: Councillor MURPHY.

Councillor MURPHY: Mr Chair, for our first presentation of the year, the Transport Committee received an update on the Kangaroo Point Green Bridge. The Schrinner Council is focused on projects that will enhance the liveability and the connectivity of our city. The Kangaroo Point Green Bridge will provide a critical link between the CBD and The Kangaroo Point peninsula, as you know.

There were some challenges in 2022 with the flood and disruptions in the construction industry, but works are well and truly back on track, Mr Chair. In just the last few weeks alone, we have seen the bridge really start to take shape over the river. I was out at the CBD construction site this morning and it is remarkable the amount of work, the specialised skilled workers and the intricate operations that this bridge construction requires.

The bridge will sit on 31 permanent piles and 23 of these have already been completed. These piles were driven 20 metres into the river bed and anchored into the underlying rock. This will ensure that the bridge will be stable and importantly, Mr Chair, resilient during floods on the Brisbane River.

The first deck span was installed at the CBD site in mid-January 2023. the span links the bridge abutment on the CBD to the first bridge pier and comprises two deck models that measure a massive 25 metres long and 34 tonnes each. The transport of the modules was made by road in a two-hour journey, after midnight, reversed down Edward Street in the dead of the night. A 450-tonne tower crane was mobilised on site a few days earlier and used to lift the steel bridge spans into place.

This week, Mr Chair, I’m sure many in the Chamber will have seen footage of the next milestone of the bridge. I’m talking about the tower crane that is already commissioned on the construction site and will be used for major lifts required for completion of the bridge. It is the largest tower crane in the world. It can lift 220 tonnes at its most narrow radius, which is equivalent to approximately 17 Council buses.

The tower crane is 94 metres high to the top of the frame, that’s approximately 26 storeys high and just shy of the 95 metres that will be the final height of the completed bridge mast. Last Friday the tower crane undertook its first lift to transport the mega frame construction platform at Pier 4 into place. This mega frame, as we are calling it, is a 42-metre-wide temporary working station that will assist major works to be performed at Pier 4, right in the middle of the river. From mid to late 2023 we’ll also see the main mast installation happening, which will be lifted using this enormous tower crane.

We have so many more project milestones coming in 2023, Mr Chair, before the bridge will open next year. Works on bridge spans over water will commence in a few weeks. We will complete the permanent marine piling and Pier 4 in the next few months and we’ll begin installation of steel bridge spans over C.T. White Park on the Kangaroo Point side later this month.

C.T. White shared pathway will be closed for approximately four weeks outside of peak hours, so 9am to 4pm Monday to Friday. One of the questions raised by Councillor SRIRANGANATHAN at the Committee meeting last week was related to impacts of the closure for users. I hope he is listening at home. I want to assure Council that the signage will be placed at various locations along the shared pathway advising of the temporary closure. A notification about these works was distributed last week and additional signage is being installed as per his request.

This will allow users to plan ahead during the closing period. We’ll also have traffic controls on site to assist people with disabilities and the elderly during this time. It’s important to note though that the shared pathway will remain open on weekends and during peak usage times in the morning and evening.

I want to make clear, Mr Chair, that Kangaroo Point Green Bridge is not just a bridge. We are delivering a destination for Brisbane residents and visitors. Mr Chair, the Kangaroo Point Green Bridge will significantly reduce the time it takes for Kangaroo Point residents and those in Brisbane’s eastern and south eastern suburbs to travel to and from the CBD.

In answer to Councillor CASSIDY’s question last week, regarding modelling of Kangaroo Point Green Bridge. We use a standard model used by Council and the State Government, called the Brisbane Standard Traffic Model, for all transport projects. This model considers employment, education, shopping and other purpose journeys. Whilst it’s also a model for active transport, so walking and cycling, we used that to do the modelling for Kangaroo Point Green Bridge numbers.

This model was upgraded to include recreational cycling and e-mobility as well. We modelled three years, 2021, 2031 and 2041. The model identified that by 2036, the bridge will undertake an average of 6,100 trips per day, which will lead to 84,000 fewer car trips every year.

Sixty per cent of people engaged during the project consultation said they will use the bridge daily which is a tremendous, tremendous amount of people using it. I think it will be of particular importance to residents in Kangaroo Point. Chair, the completion of the Kangaroo Point Green Bridge is anticipated currently for mid-2024. So we are all very excited and awaiting that day.

Mr Chair, the Committee also considered a response to a petition requesting the removal or relocation of the bike lane and reinstatement of parking along Elizabeth Street, where we’ve installed CityLink Cycleway. Prior to the opening of the cycleway, Council relocated several on-street parking and loading zones based on trial evaluation of the CityLink Cycleway completed just recently, Council has determined the trial to be successful. We are currently investigating a number of options to make CityLink Cycleway infrastructure permanent. In line with that, Council has no plans to remove the cycleway or to reinstate parking along Elizabeth Street.

Finally, Mr Chair, I’d like to just take a moment to recognise a very important member of the Transport for Brisbane family who will be leaving Council at the end of this week. Mr Geoff Beck has been our Divisional Manager for Transport for Brisbane since 2014. He’s worked at Council itself for almost 14 years. During that time he has worked with several Transport Chairs, some of whom are in this room. I think Councillor MATIC, he’s worked with you. He’s also worked with Councillor McLACHLAN. He’s worked with the LORD MAYOR and actually a few Councillors whom he has outlasted and who have departed this place as well.

It may surprise you, Mr Chair, but Geoff Beck is a military man, he’s also been a defence contractor and senior public servant in his career. By the end of his 28 year career in the military he had reached the rank of Brigadier, having been awarded the Australian Active Service Medal and National Emergency Medal along the way.

But for all of Geoff’s professional achievements, this mostly long and varied career that he’s had has made Geoff a man with a story for every situation. Those of us who have spent considerable time with Geoff will know that one of his most common phrases, can I tell you a story? Whilst framed as a question, we know when it comes to Geoff Beck it’s not really a question.

So while we will miss his many tales, I am certain that Geoff’s time here has provided him plenty of new stories to tell in his next chapter. He has overseen the conceptualisation of our Brisbane Metro services. He’s introduced e‑mobility to Brisbane, he’s guided us through the planning for *Brisbane’s New Bus Network* and he’s introduced the first electric buses into our fleet. Just to name a few achievements, Mr Chair.

He’s a leader in every sense of the word. He’s measured and deeply respected by his team, but he also has a wicked sense of humour, which I will miss greatly. His departure leaves a massive space for us to fill, which is a job that I know the CEO and the LORD MAYOR are not taking lightly.

In a period of great change for this Council and for public transport in Brisbane, Geoff has always been a steady hand. He has been a calm port in stormy seas and I wish him all the very best for his next chapter. I also want to extend my gratitude to his wife Sylvia and his sons, for allowing him to dedicate as much time as he has had to do to his service in Brisbane City Council.

So I’ll leave my remarks on the reports at that. Thank you very much, Chair.

Councillors interjecting.

Chair: Thank you, Councillor MURPHY, and thank you to Geoff Beck.

Is there any further debate? No further debate?

I’ll now put the Transport Committee report to the vote.

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor David McLachlan.

#### A KANGAROO POINT GREEN BRIDGE CONSTRUCTION UPDATE

**405/2022-23**

1. The Project Director Green Bridges, Civil Major Projects, Major Projects, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an update on the Kangaroo Point Green Bridge (the bridge) construction works. He provided the information below.

2. The Committee was provided with an overview of the final design for the bridge. The design includes:

- high-quality landing points at Kangaroo Point

- a café at the city landing

- a cityside above-water restaurant/dining space

- shade cover with solar panels along the length of the bridge to power bridge lighting

- viewing platforms with seating

- dedicated pedestrian and cycle paths.

3. In 2022, major construction works on the bridge commenced. These works included piling activities for the main bridge pylon, installation of a temporary jetty at Kangaroo Point, and completion of Pier 1, located between the Riverwalk and City Botanic Gardens. Land-based activities also took place at the Port of Brisbane logistics yard and at offsite fabrication factories for gangways, gantries and temporary portal works.

4. In October 2022, a precast concrete pile cap shell was installed on Pier 4, the main bridge pier. The pile cap was constructed with 130 tonnes of reinforcement steel and contains 400 cubic metres of concrete. The cap was prefabricated at the Port of Brisbane and delivered to site via barge in three pieces. Piling activities for the bridge foundations and temporary support structures will continue in 2023. The piles are situated 20 metres below the riverbed and anchored into the underlying rock to support bridge stability. Currently, 23 of 31 marine piles have been constructed, with completion of the infrastructure scheduled to occur later in 2023.

5. Once completed, the bridge will be the tallest in Brisbane and one of the longest active transport bridges in Australia. The bridge will be 460 metres long and 95 metres high at its tallest point. The superstructure will contain eight steel deck spans which will be built with a 20-storey tower crane. Steel box girders and deck spans were installed on the cityside of the bridge in January 2023. Additional box girders and deck spans will be installed on the Kangaroo Point side of the bridge in February 2023 to prepare for the installation of cable stays and the main mast later in the year.

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

7. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL REMOVE OR RELOCATE THE BIKE LANE AND REINSTATE PARKING IN ELIZABETH STREET, BRISBANE CITY

**CA21/1042696**

**406/2022-23**

8. A petition requesting Council remove or relocate the bike lane and reinstate parking in Elizabeth Street, Brisbane City, was presented to the meeting of Council held on 7 September 2021, by Councillor Vicki Howard, and received.

9. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

10. The petition contains 12 signatures. Of the petitioners, 10 live in various suburbs in the City of Brisbane and two live outside the City of Brisbane.

11. The CityLink Cycleway (the Cycleway) is a separated two-way cycleway in the city centre along Elizabeth Street, Edward Street, and William Street to Melbourne Street via Victoria Bridge. The Cycleway occupies a kerbside traffic lane and separates cyclists and e-scooter users from vehicle movements through the use of raised yellow kerbing. The Cycleway was installed in February 2021. Attachment B (submitted on file) shows a locality map.

12. The petitioners’ request for Council to reinstate parking and loading zones for businesses and customers and remove the Cycleway on Elizabeth Street is noted. Prior to opening the Cycleway, Council relocated loading zones to the northern side of Elizabeth Street, between Albert Street and Creek Street, and installed new loading zones on Charlotte Street. Six parking bays for people with disability were also relocated at other locations. Understandably, not all general parking spaces were able to be relocated due to the finite amount of kerbside space with the Brisbane CBD.

13. There is a limited supply of on-street parking in many inner city areas to meet the demand of residents, businesses and visitors. While Council endeavours to maximise on-street parking resources for the many different road users, it is inevitable that the high parking demand generated in the Brisbane CBD outstrips the limited supply of kerbside space.

14. Council is aware of the challenges for the provision of on-street parking in inner city areas, however, the Brisbane CBD environment poses significant constraints to the availability of on‑street parking such as clearways, bus zones and other kerbside provisions. As such, it is not feasible for Council to create large quantities of on-street parking. However, Council will continue to monitor the dynamic parking conditions within the Brisbane CBD and make necessary modifications to achieve a balanced utilisation of the existing on-street parking spaces.

15. To assist in short-term parking availability, Council introduced 15-minute free parking at parking meters, and discounts at its carparks in King George Square and Wickham Terrace, to assist businesses in the Brisbane CBD. In addition, to help keep the city moving, Council operates the free City Loop. This bus service operates at a high frequency within the Brisbane CBD, Monday to Friday between 7am and 6pm.

16. The petitioners’ concerns regarding pedestrian safety due to the raised yellow kerbing that physically separates vehicle and cycleway users is noted. Council installed footpath stickers and additional raised guideposts along Elizabeth Street in late May 2021, to assist in increasing awareness of the Cycleway before pedestrians begin to cross the road. The raised yellow kerbing is installed as per the project design, which has been certified by a Registered Professional Engineer of Queensland and is considered safe for use.

17. Council acknowledges the growth in alternative modes of transport that are emerging such as e-mobility and has addressed this in the *Transport Plan for Brisbane – Strategic Directions*. Due to the advent of these new travel modes, and the demand for improved cycling access into the CBD, Council proposed the Cycleway trial.

18. The Cycleway on Elizabeth Street connects to existing and future bikeways and active transport bridges, improving accessibility to activity sites within the city and directness of travel within the network. The Elizabeth Street facility helps to meet the overall long-term transport network requirements of the city centre to reduce the volume of car movements within the city and improve safety for all road users, by delivering connected and accessible active transport options.

19. Council recently completed the CityLink Cycleway trial evaluation, commissioning external organisations to complete independent evaluations of the trial. The evaluations used a range of data and community surveys to examine community perception and support of the Cycleway and its improvements to safety, economic benefits of active travel and road network context. All feedback received during the trial period was considered as part of the overall evaluation.

20. Based on the evaluation, Council has determined the trial to be successful. Council is currently assessing options to make the CityLink Cycleway permanent. Accordingly, Council has no plans to remove the Cycleway and reinstate parking along Elizabeth Street.

Consultation

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

Customer impact

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

23. The General Manager recommended as follows and the Committee agreed.

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:** CA21/1042696

Thank you for your petition requesting Council remove or relocate the bike lane and reinstate parking in Elizabeth Street, Brisbane City.

Your request for Council to reinstate parking and loading zones for businesses and customers and remove the Cycleway on Elizabeth Street is noted. Prior to opening the Cycleway, Council relocated loading zones to the northern side of Elizabeth Street, between Albert Street and Creek Street, and installed new loading zones on Charlotte Street. Six disability parking spaces were also relocated at other locations. Understandably, all general parking spaces were unable to be relocated due to the finite amount of kerbside space with the Brisbane CBD.

As is the case with many CBDs, there is a limited supply of on-street parking in many inner city areas to meet the demand of residents, businesses and visitors. While Council works hard to balance the limited on-street parking resources for the many different road users, it is inevitable that the high parking demand generated in the Brisbane CBD outstrips the limited supply of kerbside space.

Council is aware of the challenges for the provision of on-street parking in inner city areas, however, the Brisbane CBD environment poses significant constraints to the availability of on‑street parking such as clearways, bus zones and other kerbside provisions. As such, it is not feasible for Council to create large quantities of on-street parking. However, Council will continue to monitor the dynamic parking conditions within the Brisbane CBD and make necessary modifications to achieve the most balanced utilisation of the existing on-street parking spaces.

To assist in short-term parking availability, Council introduced 15-minute free parking at parking meters, and discounts at its carparks in King George Square and Wickham Terrace, to assist businesses in the Brisbane CBD. In addition, to help the city move Council operates the free City Loop. This bus service operates at a high frequency within the Brisbane CBD, Monday to Friday between 7am and 6pm.

Your concerns regarding pedestrian safety due to the raised yellow kerbing that physically separates vehicle and bike movements along the length of the Cycleway is noted. Council installed footpath stickers and additional raised guideposts along Elizabeth Street in late May 2021, to assist in increasing awareness of the Cycleway before pedestrians begin to cross the road. The raised yellow kerbing is installed as per the project design, which has been certified by a Registered Professional Engineer of Queensland and is considered safe for use.

Council acknowledges the growth in alternative modes of transport that are emerging such as e-mobility and has addressed this in the *Transport Plan for Brisbane – Strategic Directions*. Due to the increasing popularity of these new modes of transport, and the demand for improved cycling access into the CBD, Council proposed the Cycleway trial.

The Cycleway on Elizabeth Street connects to existing and future bikeways and active transport bridges, improving accessibility to activity sites within the city and directness of travel within the network. The alignment helps to meet the overall long-term city centre network requirements to reduce the volume of vehicle movements within the city and improve safety for all road users, by delivering connected and accessible active transport options.

Council recently completed the CityLink Cycleway trial evaluation, commissioning external organisations to complete independent evaluations of the trial. The evaluations used a range of data and community surveys to examine community perception and support of the Cycleway and its improvements to safety, economic benefits of active travel and road network context.

All feedback received during the trial period was considered as part of the overall evaluation. Based on this evaluation, Council has determined the trial to be successful. Council is currently assessing options to make the CityLink Cycleway permanent. Accordingly, Council has no plans to remove the Cycleway and reinstate parking along Elizabeth Street.

Should you wish to discuss this matter further, please contact Mr Luke Robertson, Public and Active Transport Manager, Policy Strategy and Planning, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 0317.

Thank you for raising this matter.

**ADOPTED**

Chair: Councillor WINES, Infrastructure Committee Report, please.

### INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Peter MATIC, that the report of the meeting of that Committee held on 14 February 2023, be adopted.

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair. My report today is in regards to a presentation we saw last week on the Rochedale and Priestdale Road intersections. Councillors would hopefully be aware by now that the intersection there, three quarters of it belongs to Brisbane City and one quarter of it belongs to Logan. A lot of the benefit of this work actually does belong to Logan City residents. Which is why we were very grateful for the support of both the Logan City Council and also the Federal Government and their financial contributions, to make sure that this project went ahead.

There was a recent light switch turning on, which was attended by the LORD MAYOR, Councillor HUANG, Mayor Power of Logan, Treasurer Chalmers and Mr Ross Vasta were all in attendance for that event.

Councillor interjecting.

Councillor WINES: It’s a very, very good set of lights Councillor MARX. I can assure you. As good as you’re going to see, as good as you’re going to see.

Councillor interjecting.

Councillor WINES: It was an illuminating event for all.

Councillors interjecting.

Councillor WINES: All right. The intersection is in close proximity to a number of schools, with roughly 5,000 students across those five schools and it provides increased access to drop-off and pick-up at those areas. Also improved—as is standard—improved active transport and pedestrian transport for that particular intersection.

The works were of a removal of existing roundabout, installation of traffic lights with a signalised pedestrian crossing on all approaches. Widening of Rochedale Road to four lanes through the intersection, installation of dedicated turning lanes on all approaches and additional works at those approaches. So that is—it is an excellent piece of work. Congratulations and thanks to all of the officers involved. I hope that the residents there find that the road there is safe and efficient and gets them home sooner and safer.

Councillor interjecting.

Councillor WINES: I have six petitions today of which they share a common theme of traffic calming. So I look forward to contributions from the local Councillors regarding those.

Chair: Thank you Councillor WINES.

Is there any further debate?

Councillor STRUNK.

Councillor STRUNK: I’m not rising to enter the debate on any of these.

**Seriatim *en bloc* - Clauses B, C and D**

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| --- |
| Councillor Charles STRUNK requested that Clause B, PETITION – REQUESTING COUNCIL INSTALL SPEED BREAKERS ON THE PARKWAY, STRETTON; Clause C, PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING DEVICES AND ADDITIONAL SPEED LIMIT SIGNS ON KENT AND LODGE ROADS, BETWEEN ROSE STREET AND SHAW ROAD, KALINGA; and Clause D, PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING DEVICES AND LOCAL TRAFFIC ONLY SIGNS IN NORMAN PARADE, BONNEY AVENUE AND MORRISON ROAD, CLAYFIELD, be taken seriatim *en bloc* for voting purposes. |

Chair: Councillor HUANG.

Councillor HUANG: Thank you, Mr Chair. I rise to speak on item A of the Infrastructure Committee report. On the completion of the Rochedale Road and Priestdale Road intersection upgrade. Mr Chair, on 20 January this year, I joined with the LORD MAYOR, the Mayor and Councillor Lisa Bradley of Logan City and Federal Member Ross Vasta and the Federal Treasurer, to officially activate the traffic lights on the Rochedale Road and Priestdale Road intersection.

This marks this official launch of this vital upgrade, which borders between Brisbane and Logan City. Mr Chair, there are approximately 20,000 vehicles driving past this intersection every day. The majority of these are coming from Logan. This intersection provides an important safety upgrade for motorists and pedestrians, especially students, parents and teaching staff of the five schools surrounding this intersection.

Mr Chair, I would like to thank the LORD MAYOR for initiating this important project when he was the local ward Councillor and thank the Federal Government and Logan City Council for their contributions to make this upgrade possible. However, Mr Chair, the only party that is missing in action in this important upgrade was the State Labor Government. The major cause of the traffic issues here was the lack of investment of the State Government in adding an additional on-ramp to take away the traffic from Rochedale South and Springwood in Logan. Instead, the State Transport Main Roads have pushed the traffic to the Rochedale Road and Miles Platting Road corridor.

Despite contributing to these issues, the State Labor Government did not put a cent into this project, which is aimed at addressing the issues they created. Thanks to the commitment made by the local Federal Member, Ross Vasta, on behalf of the Federal Government and the contribution from Logan City Council, we are able to deliver this much needed project, despite the State’s lack of support.

Mr Chair, when different levels of government can work together we can achieve great and amazing outcomes for the people. This intersection upgrade has proved it. I hope the State Government can put more love into Brisbane to address the real issues, instead of splashing money for political purposes. I commend this item to the Chamber.

Chair: Thank you.

Any further debate? No further debate?

Councillor WINES, summing up? No? thank you.

So item A.

**Clause A put**

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

Chair: We now move to the vote on items B, C and D together.

**Clauses B, C and D put**

Upon being submitted to the Chamber, the motion for the adoption of Clauses B, C and D of the report of the Infrastructure 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: 5 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Peter CUMMING, Steve GRIFFITHS, Charles STRUNK and Nicole JOHNSTON.

Chair: Councillors, the remaining items, items E, F and G.

**Clauses E, F and G put**

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A ROCHEDALE ROAD AND PRIESTDALE ROAD INTERSECTION UPGRADE

**407/2022-23**

1. The Executive General Manager, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an update on the Rochedale Road and Priestdale Road intersection upgrade. He provided the information below.

2. The Rochedale Road and Priestdale Road intersection is major intersection in the southern suburbs located on the boundary of Brisbane City and Logan City Councils. The intersection is central to five schools in the surrounding area with approximately 5,000 students in total. Rochedale Road provides access to Rochedale State School, Redeemer Lutheran College and St. Peters Catholic Primary School, and Priestdale Road provides access to Rochedale State High School and Rochedale South State School.

3. Prior to the intersection upgrade, road users experienced congestion during school pick-up and drop-off times. The high volume of traffic and turning movements through the intersection made it difficult for pedestrians to cross the road safely.

4. The intersection upgrade outcomes included:

- improved safety for road users

- reduced traffic congestion

- improved travel time reliability for general traffic and buses

- provisions for future urban growth in Rochedale and surrounds

- the removal of unsignalised pedestrian crossing points and the provision of signal‑controlled crossing facilities for pedestrians and cyclists

- the provision of cycling infrastructure including on-road cycle lanes and off-road shared paths on all approaches.

5. The intersection upgrade was delivered collaboratively with Logan City Council. Early works commenced in late 2021, with construction commencing in January 2022. The project experienced many challenges including flooding in February 2022, material and resource shortages and three major road realignments during construction.

6. The intersection upgrade was completed on 20 January 2023. The project was jointly funded by the Australian Government, Brisbane City Council and Logan City Council.

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

8. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL INSTALL SPEED BREAKERS ON THE PARKWAY, STRETTON

**137/220/594/70**

**408/2022-23**

9. A petition requesting Council install speed breakers on The Parkway, Stretton, was received during the Autumn Recess 2023.

10. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

11. The petition contains 10 signatures. Of the petitioners, nine live in Calamvale Ward and one lives in Coorparoo Ward.

12. The Parkway has a speed limit of 50 km/h and is classified as neighbourhood road in Council’s *Brisbane City Plan 2014* road hierarchy, providing access to local residential properties. The Parkway is the entry street to ‘The Parkway’ estate. Attachment B (submitted on file) shows a locality map.

13. The petitioners’ request for Council to install ‘speed breakers’ on The Parkway has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, are 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.

14. 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 and speeding issues are best managed through enforcement 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).

15. Council’s engineering assessment has identified that most vehicles using The Parkway are local residents or their visitors. Generally, non-local traffic would be associated with avoiding another route for a particular reason such as a set of traffic signals or speed platforms.

16. Council receives many requests for worthy infrastructure projects across Brisbane and prioritisation is required to ensure potential funding is provided to those projects with the greatest benefit to the community. As such, the installation of speed platforms and chicanes in The Parkway is unable to be supported.

17. Notwithstanding this, to promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The city wide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in 2013.

18. Council installed two SAM footings on The Parkway to remind drivers to adhere to the speed limit.

Consultation

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

Customer impact

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

21. The General Manager recommended as follows and the Committee agreed, with Councillors Steve Griffiths and Charles Strunk dissenting.

22. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/70

Thank you for your petition requesting Council install speed breakers on The Parkway, Stretton.

Your request for Council to install ‘speed breakers’ on The Parkway has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, are 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 and speeding issues are best managed through enforcement 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).

Council’s engineering assessment has identified that most vehicles using The Parkway are local residents or their visitors. Generally, non-local traffic would be associated with avoiding another route for a particular reason such as a set of traffic signals or speed platforms.

Council receives many requests for worthy infrastructure projects across Brisbane and prioritisation is required to ensure potential funding is provided to those projects with the greatest benefit to the community. As such, the installation of speed platforms and chicanes in The Parkway is unable to be supported.

Notwithstanding this, to promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The city wide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in 2013.

Council installed two SAM footings on The Parkway to remind drivers to adhere to the speed limit.

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

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

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING DEVICES AND ADDITIONAL SPEED LIMIT SIGNS ON KENT AND LODGE ROADS, BETWEEN ROSE STREET AND SHAW ROAD, KALINGA

**137/220/594/105**

**409/2022-23**

23. A petition requesting Council install traffic calming devices and additional speed limit signs on Kent and Lodge Roads, between Rose Street and Shaw Road, Kalinga, was presented to the meeting of Council held on 31 May 2022, by Councillor David McLachlan, and received.

24. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

25. The petition contains 41 signatures. Of the petitioners, 23 live on Kent Road or Lodge Road, between Rose Street and Shaw Road, 16 live on other streets in the City of Brisbane and two live outside the City of Brisbane.

26. Kent and Lodge Roads have posted speed limits of 50 km/h and are classified as neighbourhood roads in Council’s *Brisbane City Plan 2014* road hierarchy. Kent and Lodge Roads provide access to local residential properties, businesses, parks and St Anne’s Catholic Church. Kent and Lodge Roads also form part of a Council bus route. Attachment B (submitted on file) shows a locality map.

27. The petitioners’ request for traffic calming devices on Kent and Lodge Roads, between Rose Street and Shaw Road, has been noted. The installation of traffic calming devices such as speed platforms and chicanes may be used to discourage ‘rat running’ 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 roads with limited traffic movements, which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

28. Council has assessed the traffic volumes of motorists using Kent and Lodge Roads from a traffic survey undertaken in February 2022. As Kent and Lodge Roads provide access to local businesses as well as local residential properties, parks and St Anne’s Catholic Church, the traffic volumes are considered acceptable. As motorists are using Kent and Lodge Roads to access residences and other public amenities, traffic in the area is not considered as rat running. Generally, non-local traffic would be associated with avoiding another route for a particular reason, such as a set of traffic signals or speed platforms. The installation of traffic calming devices on Kent and Lodge Roads, between Rose Street and Shaw Road, would most likely lead to increased vehicle use on other nearby streets which is undesirable. Accordingly, there are no plans to install traffic calming devices on Kent and Lodge Roads, between Rose Street and Shaw Road, at this time.

29. The petitioners request for additional speed limit signage has also been noted. Council’s use of speed limit signs is in accordance with the Queensland Government’s Department of Transport and Main Roads *Manual of Uniform Traffic Control Devices* (MUTCD). It is noted that 50 km/h speed limit signs are already installed on Kent and Lodge Roads, however, the MUTCD guidelines suggest for repeater signs to be installed at 300m intervals. As such, Council will install six additional 50 km/h speed limit signs along Kent Road. Additionally, Council will install curve warning signs with supplementary 20 km/h advisory speed signs on both approaches to the bend where Kent and Lodge Roads meet, to improve driver awareness of the bend so that motorists may moderate their vehicle speeds.

30. While additional signage will help raise driver awareness of the bend and the 50 km/h speed limit along Kent and Lodge Roads, speeding is primarily 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

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

Customer impact

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

33. The General Manager recommended as follows and the Committee agreed, with Councillors Steve Griffiths and Charles Strunk dissenting.

34. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/105

Thank you for your petition requesting Council install traffic calming devices and additional speed limit signs on Kent and Lodge Roads, between Rose Street and Shaw Road, Kalinga.

Your request for traffic calming devices on Kent and Lodge Roads, between Rose Street and Shaw Road, has been noted. The installation of traffic calming devices such as speed platforms and chicanes may be used to discourage ‘rat running’ 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 roads which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

Council has assessed the traffic volumes of motorists using Kent and Lodge Roads from a traffic survey undertaken in February 2022. As Kent and Lodge Roads provide access to local businesses as well as local residential properties, parks and St Anne’s Catholic Church, the traffic volumes using Kent and Lodge Roads are considered acceptable. As motorists are using Kent and Lodge Roads to access residences and other public amenities, traffic in the area is not considered as rat running. Generally, non‑local traffic would be associated with avoiding another route for a particular reason, such as a set of traffic signals or speed platforms. The installation of traffic calming devices on Kent and Lodge Roads, between Rose Street and Shaw Road, would most likely lead to increased vehicle use on other nearby streets which is undesirable. Accordingly, there are no plans to install traffic calming devices on Kent and Lodge Roads, between Rose Street and Shaw Road, at this time.

Your request for additional speed limit signage has also been noted. Council’s use of speed limit signs is in accordance with the Queensland Government’s Department of Transport and Main Roads *Manual of Uniform Traffic Control Devices* (MUTCD). It is noted that 50 km/h speed limit signs are already installed on Kent and Lodge Roads, however, the MUTCD guidelines suggest for repeater signs to be installed at 300m intervals. As such, Council will install six additional 50 km/h speed limit signs along Kent Road. Additionally, Council will install curve warning signs with supplementary 20 km/h advisory speed signs on both approaches to the bend where Kent and Lodge Roads meet, to improve driver awareness of the bend so that motorists may moderate their vehicle speeds.

While additional signage will help raise driver awareness of the bend and the 50 km/h speed limit along Kent and Lodge Roads, speeding is primarily 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 Maheshi De Silva, A/Senior Transport Network Officer, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 8841.

**ADOPTED**

#### D PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING DEVICES AND LOCAL TRAFFIC ONLY SIGNS IN NORMAN PARADE, BONNEY AVENUE AND MORRISON ROAD, CLAYFIELD

**137/220/594/108**

**410/2022-23**

35. A petition requesting Council install traffic calming devices and Local Traffic Only signs in Norman Parade, Bonney Avenue and Morrison Road, Clayfield, was presented to the meeting of Council held on 7 June 2022, by Councillor David McLachlan, and received.

36. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

37. The petition contains 16 signatures. Of the petitioners, 12 live on Norman Parade or Bonney Avenue, and four live in other suburbs in the City of Brisbane.

38. Bonney Avenue has a posted speed limit of 60 km/h and is classified as a district road in Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy. Norman Parade and Morrison Road have posted speed limits of 50km/h and are also classified as district roads in Council’s City Plan road hierarchy. District roads facilitate the movement of people and goods to and through suburbs, including buses and heavy vehicles. District roads also provide a direct connection to neighbourhood roads. Council bus services operate along Bonney Avenue, Norman Parade and Morrison Road. Attachment C (submitted on file) shows a locality map.

39. Bonney Avenue, Norman Parade and Morrison Road forms a district route between Sandgate Road and Junction Road. Sandgate Road is classified as an arterial road in Council’s City Plan road hierarchy. Arterial roads connect major centres of the city and provide an important link in Brisbane’s public transport and freight network. Junction Road is classified as a Suburban Road in Council’s City Plan road hierarchy. Suburban roads connect to arterial routes in and around suburbs forming an important link in the public transport and inter‑suburban freight network. Attachment B (submitted on file) shows the road hierarchy map for the area.

40. The petitioner’s request for traffic calming devices and Local Traffic Only signs to be installed in Norman Parade, Bonney Avenue and Morrison Road, has been noted. The installation of traffic calming devices, such as speed platforms and chicanes, are used to discourage use from non‑local traffic and to moderate vehicle speeds. 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. Local Traffic Only signs are generally used as part of an area wide traffic management project to discourage non-local traffic use.

41. Considering the district access function of Norman Parade, Bonney Avenue and Morrison Road, Council is unable to install traffic calming devices and/or Local Traffic Only signs on roads of this nature, as they are expected to carry non-local traffic. Accordingly, traffic calming devices and Local Traffic Only signs are not proposed to be installed on these roads.

42. The petitioner’s request for Local Traffic Only signs for Adamson Street, has been considered. Council does not favour the installation of Local Traffic Only signs in isolated locations and as noted above, these signs are generally used as part of an area wide traffic management project to discourage non-local traffic use. Furthermore, these signs are advisory only and cannot be enforced. Adamson Street has low‑to‑medium density residential properties and services a large catchment of properties on adjacent local streets. All traffic associated with residential and businesses in the area are considered local traffic and not rat running traffic. Based on the above, Local Traffic Only signs are not proposed.

43. The petitioner’s concerns regarding safe crossing facilities on Norman Parade, Bonney Avenue and Morrison Road, has been noted. Morrison Road includes a zebra pedestrian crossing facility located approximately halfway between Norman Parade and Junction Road, and a signalised crossing facility at Junction Road. Norman Parade includes two pedestrian refuge crossing facilities near intersections of Bonney Avenue and Morrison Road. Bonney Avenue includes three pedestrian refuge crossing facilities near the intersections of Roseby Avenue, Bellvue Terrace and Rees Avenue, including a signalised pedestrian crossing facility at Sandgate Road. Bonney Avenue also includes splitter islands with pedestrian refuge crossing facilities at the adjacent side streets of Adamson Street, Bayview Terrace, Bellevue Terrace and Lisson Grove.

44. Generally, pedestrian refuge islands are Council’s preferred crossing treatment on roads with posted speed limits of 60 km/h or higher, as they provide for a staged crossing of one direction of traffic at a time, while still ensuring traffic flow is maintained through the area. Further, under the Queensland Government’s *Manual of Uniform Traffic Control Devices*, new zebra crossing facilities are not permitted to be installed on roads with posted speed limits greater than 50 km/h.

45. It is unfeasible and impractical to install pedestrian refuge crossing facilities at every cross street. One factor for consideration when installing pedestrian refuge crossing facilities is appropriate sight lines of pedestrians crossing and approaching traffic. Accordingly, these facilities require the removal of on‑street parking in their immediate vicinity, which in medium‑to-high demand parking areas is undesirable. Therefore, these facilities must carefully be considered before they are installed.

46. Pedestrian desire lines and common attractors, such as schools and railway stations, also factor into the planning for new pedestrian refuge crossing facilities. A review of Queensland Government crash data for Norman Parade, Bonney Avenue and Morrison Road over the previous five years did not identify any crashes involving pedestrians crossing these roads. Although pedestrians may at times be required to walk a short distance to a dedicated pedestrian crossing facility, it is considered that the existing pedestrian crossing facilities on Norman Parade, Bonney Avenue and Morrison Road are well spaced and provide a good balance of crossing locations while maintaining on-street parking availability. As such, additional pedestrian refuge crossing facilities are not being considered on these roads, at this time.

47. It should also be noted that under the Queensland Road Rules, pedestrians may also choose to cross the road regardless of the presence of a pedestrian crossing facility, provided they cross by the shortest route available, do not stay on the road longer than necessary, and it is safe to do so. The exception to this rule is crossing within 20m of a signalised crossing.

48. The petitioner’s concerns regarding speeding motorists, has been noted. To further promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The citywide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013.

49. There are two SAM sites located on Bonney Avenue. For southbound travelling motorists, a SAM sign was previously installed outside 121 Bonney Avenue, between February 2022 and April 2022, showing an average speed reduction of 7 km/h for motorists initially recorded traveling over the speed limit. For northbound travelling motorists, a SAM sign was previously installed outside 182 Bonney Avenue, between September 2020 and December 2020, showing an average speed reduction of 11 km/h for motorists initially recorded traveling over the speed limit. SAM signs will continue to be installed at the two SAM sites located on Bonney Avenue on a rotating basis. Additionally for northbound travelling motorists, a permanent LED warning sign is installed outside 210 Bonney Avenue since November 2019, to warn of the approaching bend into Norman Parade. The LED waring sign activates when motorists are travelling at or above 55 km/h.

50. 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

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

Customer impact

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

53. The General Manager recommended as follows and the Committee agreed, with Councillors Steve Griffiths and Charles Strunk dissenting.

54. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/108

Thank you for your petition requesting Council install traffic calming devices and Local Traffic Only signs in Norman Parade, Bonney Avenue and Morrison Road, Clayfield.

Your request for traffic calming devices and Local Traffic Only signs to be installed in Norman Parade, Bonney Avenue and Morrison Road, has been considered. The installation of traffic calming devices, such as speed platforms and chicanes, are used to discourage use from non‑local traffic and to moderate vehicle speeds. 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. Local Traffic Only signs are generally used as part of an area wide traffic management project to discourage non-local traffic use.

Considering the district access function of Norman Parade, Bonney Avenue and Morrison Road, Council is unable to install traffic calming devices and/or Local Traffic Only signs on roads of this nature, as they are expected to carry non-local traffic. Accordingly, traffic calming devices and Local Traffic Only signs are not proposed to be installed on these roads.

Your request for Local Traffic Only signs for Adamson Street, has been considered. Council does not favour the installation of Local Traffic Only signs in isolated locations and as noted above, these signs are generally used as part of an area wide traffic management project to discourage non-local traffic use. Furthermore, these signs are advisory only and cannot be enforced. Adamson Street has low-to-medium density residential properties and services a large catchment of properties on adjacent local streets. All traffic associated with residential and businesses in the area are considered local traffic and not rat running traffic. Based on the above, Local Traffic Only signs are not proposed.

Your concerns regarding safe crossing facilities on Norman Parade, Bonney Avenue and Morrison Road, has been noted. Morrison Road includes a zebra pedestrian crossing facility located approximately halfway between Norman Parade and Junction Road, and a signalised crossing facility at Junction Road. Norman Parade includes two pedestrian refuge crossing facilities near intersections of Bonney Avenue and Morrison Road. Bonney Avenue includes three pedestrian refuge crossing facilities near the intersections of Roseby Avenue, Bellvue Terrace and Rees Avenue, including a signalised pedestrian crossing facility at Sandgate Road. Bonney Avenue also includes splitter islands with pedestrian refuge crossing facilities at the adjacent side streets of Adamson Street, Bayview Terrace, Bellevue Terrace and Lisson Grove.

Generally, pedestrian refuge islands are Council’s preferred crossing treatment on roads with posted speed limits of 60 km/h or higher, as they provide for a staged crossing of one direction of traffic at a time, while still ensuring traffic flow is maintained through the area. Further, under the Queensland Government’s Manual of Uniform Traffic Control Devices, new zebra crossing facilities are not permitted to be installed on roads with posted speed limits greater than 50 km/h.

It is unfeasible and impractical to install pedestrian refuge crossing facilities at every cross street. One factor for consideration when installing pedestrian refuge crossing facilities is appropriate sight lines of pedestrians crossing and approaching traffic. Accordingly, these facilities require the removal of on‑street parking in their immediate vicinity, which in medium to-high demand parking areas is undesirable. Therefore, these facilities must carefully be considered before they are installed.

Pedestrian desire lines and common attractors, such as schools and railway stations, also factor into the planning for new pedestrian refuge crossing facilities. A review of Queensland Government crash data for Norman Parade, Bonney Avenue and Morrison Road over the previous five years did not identify any crashes involving pedestrians crossing these roads. Although pedestrians may at times be required to walk a short distance to a dedicated pedestrian crossing facility, it is considered that the existing pedestrian crossing facilities on Norman Parade, Bonney Avenue and Morrison Road are well spaced and provide a good balance of crossing locations while maintaining on-street parking availability. As such, additional pedestrian refuge crossing facilities are not being considered on these roads, at this time.

It should also be noted that under the Queensland Road Rules, pedestrians may also choose to cross the road regardless of the presence of a pedestrian crossing facility, provided they cross by the shortest route available, do not stay on the road longer than necessary, and it is safe to do so. The exception to this rule is crossing within 20m of a signalised crossing.

Your concerns regarding speeding motorists, has been noted. To further promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The citywide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013.

There are two SAM sites located on Bonney Avenue. For southbound travelling motorists, a SAM sign was previously installed outside 121 Bonney Avenue, between February 2022 and April 2022, showing an average speed reduction of 7 km/h for motorists initially recorded traveling over the speed limit. For northbound travelling motorists, a SAM sign was previously installed outside 182 Bonney Avenue, between September 2020 and December 2020, showing an average speed reduction of 11 km/h for motorists initially recorded traveling over the speed limit. SAM signs will continue to be installed at the two SAM sites located on Bonney Avenue on a rotating basis. Additionally for northbound travelling motorists, a permanent LED warning sign is installed outside 210 Bonney Avenue since November 2019, to warn of the approaching bend into Norman Parade. The LED warning sign activates when motorists are travelling at or above 55 km/h.

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 Ms Maheshi De Silva, A/Senior Transport Network Officer, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 8841.

**ADOPTED**

#### E PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING DEVICES ON FRIDAY STREET, SHORNCLIFFE

**137/220/594/127**

**411/2022-23**

55. A petition requesting Council install traffic calming devices on Friday Street, Shorncliffe, was received during the Winter Recess 2022.

56. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

57. The petition contains 17 signatures. Of the petitioners, 10 live on Friday Street and seven live on other streets in the City of the Brisbane.

58. The petitioners are concerned about non-local traffic and speeding. Friday Street has a speed limit of 50 km/h and is classified as a neighbourhood road in Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy. Friday Street provides direct access to local residential properties, Hutchison Park, Sandgate Golf Club, Shorncliffe railway station and Shorncliffe State School. Friday Street also facilitates indirect access to St Patrick’s College, Sandgate Yacht Club, Shorncliffe Boat Ramp, Frank Doyle Park, Moora Park and Shorncliffe Pier. Attachment B (submitted on file) shows a locality map.

59. The petitioners’ request for Council to install traffic calming devices on Friday Street has been noted. The installation of traffic calming devices is used to discourage ‘rat running’ from non‑local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Generally, non-local traffic would be associated with avoiding another route for a particular reason, such as a set of traffic signals or speed platforms. As Friday Street provides access to local residential properties, schools, parks and community facilities, traffic volumes in the area are as expected and are not considered ‘rat running’.

60. Additionally, the installation of traffic calming devices on Friday Street would likely lead to increased vehicle use on other nearby streets which is undesirable. Accordingly, there are no plans to install traffic calming devices on Friday Street, at this time.

61. To promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. A SAM device was in place on Friday Street for north‑west bound traffic outside Hutchison Park, between 15 January and 30 April 2021, showing an average speed reduction of 16 km/h. A SAM sign will continue to be installed at this location on a rotating basis.

62. To further emphasise the 50 km/h speed limit to motorists using Friday Street, Council will replace all existing 600x600mm A size 50 km/h speed limit signs with larger 750x750mm B size signs. An additional 50 km/h B size sign will also be installed outside Hutchison Park for motorists travelling in the north-west direction.

63. Speeding is primarily a behavioural issue under the jurisdiction of the Queensland Police Service. 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

64. Councillor Jared Cassidy, Councillor for Deagon Ward, has been consulted and supports the recommendation.

Customer impact

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

66. The General Manager recommended as follows and the Committee unanimously 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:** 137/220/594/127

Thank you for your petition requesting Council install traffic calming devices on Friday Street, Shorncliffe.

Your request for Council to install traffic calming devices on Friday Street has been considered. The installation of traffic calming devices such as speed platforms and chicanes may be used to discourage ‘rat running’ 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 roads with limited traffic movements, which primarily provide access to dwellings, residential buildings and other local streets, with limited traffic movements.

Generally, non-local traffic would be associated with avoiding another route for a particular reason, such as a set of traffic signals or speed platforms. As Friday Street provides access to local residential properties, Hutchison Park, Sandgate Golf Club, Shorncliffe railway station and Shorncliffe State School, including indirect access to St Patrick’s College, Sandgate Yacht Club, Shorncliffe Boat Ramp, Frank Doyle Park, Moora Park and Shorncliffe Pier, traffic volumes in the area are as expected and are not considered ‘rat running’.

Generally, non-local traffic would be associated with avoiding another route for a particular reason, such as a set of traffic signals or speed platforms. The installation of traffic calming devices on Friday Street would most likely lead to increased vehicle use on other nearby streets which is undesirable. Accordingly, there are no plans to install traffic calming devices on Friday Street, at this time.

To promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The citywide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013. A SAM device was in place on Friday Street for north-westbound traffic outside Hutchison Park, between 15 January and 30 April 2021, showing an average speed reduction of 16 km/h. A SAM sign will continue to be installed at this location on a rotating basis.

To further emphasise the 50 km/h speed limit to motorists using Friday Street, Council will replace all existing 50 km/h speed limit signage with larger signs. An additional large 50 km/h sign will also be installed outside Hutchison Park for motorists travelling in the north-west direction.

Speeding is primarily 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).

Should you wish to discuss this matter further, please contact Mr Maheshi De Silva, A/Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 8841.

**ADOPTED**

#### F PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING DEVICES ON SWAN STREET, GORDON PARK

**137/220/594/158**

**412/2022-23**

68. A petition requesting Council install traffic calming devices on Swan Street, Gordon Park, was presented to the meeting of Council held on 25 October 2022, by Councillor Fiona Hammond, and received.

69. The General Manager, Transport, Planning and Operations, Brisbane Infrastructure, provided the following information.

70. The petition contains eight signatures. Of the petitioners, one lives on Swan Street, six live on other streets within the City of Brisbane, and one lives outside the City of Brisbane.

71. Swan Street has a speed limit of 50 km/h and is classified as a Neighbourhood road in Council’s *Brisbane City Plan 2014* road hierarchy. Neighbourhood roads provide access to local residential properties and local destinations, with Swan Street providing access to the Amelia Park section of the Kedron Brook dog off-leash area. Attachment B (submitted on file) shows a locality map.

72. The petitioners’ request for Council to install traffic calming devices on Swan Street is noted. Traffic calming involves the installation of devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Council considers the installation of traffic calming devices only where there is a combination of a demonstrated widespread issue of non-local traffic using the street and where there is a demonstrated speeding issue. Traffic calming devices are usually implemented over a wider area as part of a Local Area Traffic Management (LATM) scheme, to reduce the likelihood that traffic issues are not transferred to adjacent streets.

73. The installation of traffic calming devices on Swan Street was previously investigated and included as part of a LATM scheme that received funding in the 2014-15 Council budget. Attachment C (submitted on file) shows the Richmond Street LATM scheme precinct. The design of this precinct included five platforms and two painted threshold treatments on Swan Street, however, the community opposed the design and, therefore, traffic calming devices were removed from the project accordingly.

74. In line with Council’s *LOC01 – Local Area Traffic Management Procedure*, to proceed with a LATM scheme, a minimum of 60% of respondents must show support for the scheme. A response from more than 20% of those surveyed is also considered desirable to ensure the measured level of support is somewhat representative of the local community. As only one of the petitioners lives on Swan Street, this petition is insufficient to demonstrate support for traffic calming devices to be installed on Swan Street. As such, Council’s previous consultation outcome still applies, and Council is unable to support listing Swan Street for traffic calming devices based on this petition.

75. The petitioners’ request for Council to change the speed limit on Swan Street is noted. Speed limits on all roads in Queensland are assessed and set in accordance with the Queensland Government’s *Manual of Uniform Traffic Control Devices.* This ensures that speed limits are set in a consistent and credible manner across Queensland. The speed limit in built-up areas (local streets) in Queensland is 50km/h unless otherwise signed. This 50 km/h speed limit is considered appropriate for most local streets throughout Queensland. As Swan Street is a local street, Council has determined the 50 km/h speed limit is suitable at this time.

76. The petitioner’s request for Local Traffic Only signs for Swan Street is noted. Council does not support the installation of Local Traffic Only signs in isolated locations and as noted above, these signs are generally used as part of an areawide LATM scheme to discourage non-local traffic use. Furthermore, these signs are advisory only and cannot be enforced. Swan Street has low-to-medium density residential properties and services a large catchment of properties on adjacent local streets. All traffic associated with accessing residential and local destinations in the area are considered local traffic and not rat running traffic. Based on the above, Local Traffic Only signs are not proposed at this time.

77. To further promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The citywide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013.

78. In 2021, a SAM site was installed near 48 Swan Street for southbound travelling motorists. The SAM was in place between 15 September and 31 December 2021, showing an average speed reduction of 5 km/h. Further, the SAM data indicates good compliance by most motorists with the 50 km/h posted speed limit, with 85% of motorists recorded travelling at or below 45 km/h. A SAM sign will continue to be installed at this site on a rotating basis.

79. 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

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

Customer impact

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

82. The General Manager recommended as follows and the Committee unanimously agreed.

83. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/158

Thank you for your petition requesting Council install traffic calming devices on Swan Street, Gordon Park.

Your request for Council to install traffic calming devices on Swan Street has been considered. Traffic calming involves the installation of devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Council considers the installation of traffic calming devices only where there is a combination of a demonstrated widespread issue of non-local traffic using the street and where there is a demonstrated speeding issue. Traffic calming devices are usually implemented over a wider area as part of a Local Area Traffic Management (LATM) scheme, to reduce the likelihood that traffic issues are not transferred to adjacent streets.

The installation of traffic calming devices on Swan Street was previously investigated and included as part of a LATM scheme that received funding in the 2014-15 Council budget. The design included five platforms and two painted threshold treatments on Swan Street, however, the community opposed the design and, therefore, traffic calming devices were removed from the project accordingly.

In line with Council’s LATM procedure, to proceed with a LATM scheme, a minimum of 60% of respondents must show support for the scheme. A response from more than 20% of those surveyed is also considered desirable to ensure the measured level of support is somewhat representative of the local community. As only one of the petitioners lives on Swan Street, this petition is insufficient to demonstrate support for traffic calming devices to be installed on Swan Street. As such, Council’s previous consultation outcome still applies, and Council is unable to support listing Swan Street for traffic calming devices based on this petition.

Your request for Council to change the speed limit on Swan Street is noted. Speed limits on all roads in Queensland are assessed and set in accordance with the Queensland Government’s *Manual of Uniform Traffic Control Devices*. This ensures that speed limits are set in a consistent and credible manner across Queensland. The speed limit in built-up areas (local streets) in Queensland is 50 km/h unless otherwise signed. This 50 km/h speed limit is considered appropriate for most local streets throughout Queensland. As Swan Street is a local street, Council has determined the 50 km/h speed limit is suitable at this time.

Your request for Local Traffic Only signs for Swan Street has been considered. Council does not support the installation of Local Traffic Only signs in isolated locations and as noted above, these signs are generally used as part of an areawide LATM scheme to discourage non-local traffic use. Furthermore, these signs are advisory only and cannot be enforced. Swan Street has low-to-medium density residential properties and services a large catchment of properties on adjacent local streets. All traffic associated with accessing residential and local destinations in the area are considered local traffic and not rat running traffic. Based on the above, Local Traffic Only signs are not proposed at this time.

To further promote road safety, Speed Awareness Monitor (SAM) signs are installed on Council roads. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The citywide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013.

In 2021, a SAM site was installed near 48 Swan Street for southbound travelling motorists. The SAM was in place between 15 September and 31 December 2021, showing an average speed reduction of 5 km/h. Further, the SAM data indicates good compliance by most motorists with the 50 km/h posted speed limit, with 85% of motorists recorded travelling at or below 45 km/h. A SAM sign will continue to be installed at this site on a rotating basis.

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 Kevin Chen, Transport Network Engineer, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 2019.

**ADOPTED**

#### G PETITION – REQUESTING COUNCIL INSTALL TRAFFIC CALMING MEASURES TO REDUCE TRAFFIC SPEED, FREQUENCY AND NOISE POLLUTION ON LORINYA STREET, MANSFIELD

**137/220/594/159**

**413/2022-23**

84. A petition requesting Council install traffic calming measures to reduce traffic speed, frequency and noise pollution on Lorinya Street, Mansfield, was presented to the meeting of Council held on 25 October 2022, by Councillor Ryan Murphy, and received.

85. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, provided the following information.

86. The petition contains 38 signatures. Of the petitioners, 33 live on Lorinya Street, four live in other suburbs in the City of Brisbane, and one has not identified where they live.

87. Lorinya Street is approximately 400 metres long and has a speed limit of 50 km/h. It is classified as a Neighbourhood road in Council’s *Brisbane City Plan 2014* road hierarchy, providing access to local residential properties. Attachment B (submitted on file) shows a locality map. Lorinya Street is located within a residential catchment of neighbourhood roads bordered by Newnham, Wecker, Broadwater and Ham Roads. Newnham Road is classified as an Arterial road, Wecker Road and Broadwater Road are classified as Suburban road, and Ham Road is a classified as a District road, all of which allow for the movement of goods and services throughout the suburb. Attachment C (submitted on file) shows the road hierarchy and residential catchment.

88. The petitioners’ request for Council to install traffic calming measures on Lorinya Street is noted. Traffic calming involves the installation of devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Council considers the installation of traffic calming devices only where there is a combination of a demonstrated widespread issue of non-local traffic using the street and where there is a demonstrated speeding issue. Traffic calming devices are usually implemented over a wider area as part of a Local Area Traffic Management scheme to reduce the likelihood of traffic issues transferring to adjacent streets.

89. As Lorinya and Condong Streets are the only access streets to Newnham Road, higher local traffic volumes are expected. However, Council will undertake a traffic survey to assess the volumes and speeds of vehicles using Lorinya Street. The traffic survey will be used to determine if any road network improvements, including traffic calming measures, are required. The traffic survey will be arranged at the earliest opportunity in 2023, once school has recommenced and traffic patterns have returned to normal.

90. 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

91. Councillor Ryan Murphy, Councillor for Chandler Ward, has been consulted and supports the recommendation.

Customer impact

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

93. The General Manager recommended as follows and the Committee unanimously agreed.

94. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/159

Thank you for your petition requesting Council install traffic calming measures to reduce traffic speed, frequency and noise pollution on Lorinya Street, Mansfield.

Your request for Council to install traffic calming measures on Lorinya Street has been considered. Traffic calming involves the installation of devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Council considers the installation of traffic calming devices only where there is a combination of a demonstrated widespread issue of non-local traffic using the street and where there is a demonstrated speeding issue. Traffic calming devices are usually implemented over a wider area as part of a Local Area Traffic Management scheme to reduce the likelihood of traffic issues transferring to adjacent streets.

As Lorinya and Condong Streets are the only access streets to Newnham Road, higher local traffic volumes are expected. However, Council will undertake a traffic survey to assess the volumes and speeds of vehicles using Lorinya Street. The traffic survey will be used to determine if any road network improvements, including traffic calming measures are required. The traffic survey will be arranged at the earliest opportunity in 2023, once school has recommenced and traffic patterns have returned to normal.

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).

Please advise the other petitioners of this information.

Should you wish to discuss this matter further, please contact Mr Brian Nichol, Senior Transport Network Officer, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3403 7674.

**ADOPTED**

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

### CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE

Councillor Adam ALLAN, Civic Cabinet Chair of the City Planning and Suburban Renewal Committee, moved, seconded by Councillor Sandy LANDERS that the report of the meeting of that Committee held on 14 February 2023, be adopted.

Councillor ALLAN: Thank you, Mr Chair. Item A was a Committee presentation on a—quite a substantial and significant development at 264 Ipswich Road, Woolloongabba. The approved developed involves the redevelopment of the existing Buranda Village Shopping Centre into a substantial mixed-use precinct. The development is proposed in three stages.

Stage 1 is a lifestyle precinct that includes four, 15 storey residential towers. With 627 new build-to-rent dwellings. Consisting of 94 studio apartments, 251 bed—251 one-bedroom apartments, 255 two-bedroom apartments and 27 three-bedroom apartments. Importantly, this stage comprises of a communal open space of 4,480 square metres, which includes outdoor areas, recreational and dining areas.

Stage 2A of the development is a 10-storey commercial tower with an area of 12,384 square metres for office, hotel, food and drink outlets. With two basement levels for car parking. Stage 2B consists of two 15-storey commercial towers with preliminary approval for centre activities, hotel, bar and showroom, uses and approximately 2,700 square metres of publicly accessible outdoor areas and landscaping.

Of historical interest, the site contains the towering Buranda Ventilation Shaft which was constructed in 1913 but the South Brisbane Town Council, as part of the Ipswich Road Stormwater Catchment System. This historical landmark will be retained within its current position as a feature of the pedestrian entry on Cornwall Street.

I’m pleased to inform the Chamber that parking has been a key consideration, with parking provided within the podium and basement levels.

Councillors interjecting.

Councillor ALLAN: With 565 car spaces available for residents and 370 car spaces for visitors. In addition there will be provision for 632 resident spaces and 190 visitor spaces for bicycles. Commercial parking will also be available, with 140 car spaces and 106 bicycle spaces.

Importantly, it is anticipated the site will provide approximately 580 construction jobs and longer term, provide for 3,200 long-term job opportunities. With construction expected to commence in early 2024. Once complete, the precinct is expected to attract over 10,000 a day and the resulting pedestrian activity will be complemented and supported by a safe and sheltered public realm.

This development provides another example of Council’s commitment to the provision of housing supply and is a great example of renewal. Supporting our growing population and ensuring our city remains a welcoming, inclusive and liveable place for current and future generations. It’s location opposite the PA (Princess Alexandra) Hospital and closely located next to the knowledge corridor and being a build to rent facility provides a great outcome for the workers in that area. I’ll leave further debate to the Chamber.

Chair: Thank you.

Is there any further debate?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes I rise to speak on the redevelopment of the Buranda Village Shopping Precinct. For many years this shopping precinct has been on the border of Tennyson Ward and remains so.

Councillor interjecting.

Councillor JOHNSTON: No, no but that’s okay. Look, my problem is not with the development of the site in terms of the density. Because obviously it is an inner city location that is well located for the provision of affordable housing, social housing and any other general housing that may be required. However, I am extremely concerned about the lack of car parks that are being allocated to—so, from what I understand, there are four towers, there are 627 dwellings. There are only going to be 565 car spaces.

So that is less than one car space per unit and there are over—there are 300 two and three-bedroom apartments. So some units are not going to have a car park attached to them. Others are not going to—maybe have one. There may be people living—you know three different households in a three‑bedroom unit.

No I don’t presume everybody will have a car in this location because it is well serviced by public transport, the buses along Ipswich Road and the redevelopment of the Dutton Park Rail Station. Which is the closest rail station, at the other end of Cornwall Street. However, there is no on-street parking in this area at all. It is located within the Woolloongabba regulated parking area and there will be no parking permits available for anybody who moves into this area.

The lack of planning to ensure that there is adequate parking on site for the people who will live here is negligent. Negligent is the word that I have to use here. If you are going to build homes, just because people are moving into affordable or social housing does not mean, does not mean that they have—does not mean that they have—that they don’t have a car.

So we’ll often find with public housing, in the area where I live, is with public housing, not enough car spaces are built. Then cars are on the street they’re on verges. That won’t be possible in this area and I’d be particularly interested in the local Councillors’ views on how the traffic impact will occur in that part of Woolloongabba.

It is of great concern to me that we are going to create an area where people may—there may be crime problems because we don’t have proper car parking. There may be impacts on local streets, unintended impacts through illegal parking. I guess I’m interested in how Councillor Fiona CUNNINGHAM feels about these issues. It impacts on both Councillor SRI—I’m sure he’s happy, he probably would like no car parks there at all. But I live in the real world and I know that people own vehicles.

Not only—and this is the everyday that’s happening now with more people moving into accommodation. They also own caravans, they own trailers. They will have nowhere to park these; they will not be able to get a parking permit. So the big issue here is the lack of appropriate parking to go with a development of this size and that’s what needs to be addressed.

The second issue of concern to me is the Construction Management Plan for this site. This site is located on one of the busiest intersections in Brisbane which this Administration has already put under pressure by closing O’Keefe Street and redirecting huge amounts of traffic into Cornwall Street as a diversion for I don’t know how long was it? That was years that that was going—O’Keefe Street was going to be closed.

If this is going to start construction this year or next year, how the construction is managed in this location is critical. This intersection carries huge—hundreds of thousands of vehicles a day through that intersection as people access a key east-west connection corridor between Annerley and the eastern suburbs. Also to the Expressway as well as the north-south access through Woolloongabba and into the city.

That intersection has to function safely and effectively and the Construction Management Plan must minimise the impacts on the intersection and its functionality. For both local traffic and through traffic movements. Complicating this is the Princess Alexandra Hospital which sits right opposite the site and access for ambulances and other emergency vehicles is going to be absolutely critical to be maintained.

Now I’m sure I’ll be told, there—there Councillor, don’t worry about it, we’ll deal with it in the Construction Management Plan. Those things are never made public, there’s no consultation that goes on. We see what this Administration does by allowing the closure of roads that impacts on traffic.

For example, just up the street at the corner of Cornwall Street and Annerley Road, Council ticked off on the State Government’s decision to close the right turn lane into Cornwall Street. Forcing traffic to detour down the side streets off Annerley Road on to Ipswich Road. No consultation with anybody, no discussion with me as the local Councillor. It is appalling, appalling. It will put lives at risk.

Now the reason this is so critical as well—and I don’t know what’s been conditioned here—but if you’re about to put up to 10,000 people a day—that is what Councillor ALLAN has just said—up to 10,000 people a day will use this site. The key intersection that connects to it has a slip lane without a safe crossing point. Right on the corner of Cornwall Street and Ipswich Road.

There is no green walk arrow, there is no zebra crossing and you’re going to put 10,000 people a day—and you largely want them to be on foot—into an environment where they do not have a safe crossing point between the Princess Alexandra Hospital and this new redevelopment site. With its four towers, its 10,000 people a day and its 627 apartments. Probably with 1,500 or more people living in them.

This is negligent. Negligent. Has an upgrade to the intersection been conditioned as part of the redevelopment? That’s what I’d like to know. I’d like Councillor ALLAN to stand up and say, yes Councillor, we recognise that that intersection is not fully controlled for pedestrians. We recognise that that intersection has no bike infrastructure whatsoever. There are no bike boxes, bike lanes.

You’re going to put 632 resident and 190 visitor spaces of bicycles into an area that does not have a bike lane. Not a single bike lane. Not a single bike bus—bike box so people can move off before the heavy vehicles and the trucks. You know it’s only another kilometre down the road where Rebekka died. Because the intersection had no bike infrastructure.

So what has been done? Because this is a major redevelopment of this site. What has been done to improve pedestrian safety at the main intersection out the front? What has been done to improve bicycle safety and access around the area? Because nothing as far as I know, or that would be listed in here.

At the other end of Cornwall Street—so if these people want to catch the train, they will walk up Cornwall Street to Dutton Park. Yes, what have I been talking about for 12 years in this place? The uncontrolled crossing point across Cornwall Street at Annerley Road. It is not controlled. Directly opposite that now you have another slip lane on the corner of Noble Street and Annerley Road that it’s not controlled.

It is ridiculous that Council is jamming thousands of people—10,000 people a day—into an environment where you cannot cross the road safely. Where there is not a single piece of bike infrastructure to support what’s going to be a significant increase in the cycling community. It is appalling, appalling.

So Councillor ALLAN please stand up and tell me these issues have been conditioned as part of the development. Please tell me that Council is requiring an investment either through the infrastructure charges for this site or as direct works as part of the condition approval, to make sure that there are properly and fully controlled pedestrian safety points at the intersection of Ipswich Road and Cornwall Street, fully and properly controlled pedestrian safety points to cross the road at the corner of Cornwall Street and Annerley Road and also at Annerley Road and Noble Street. Because if we’re going to have more and more people on foot in this area, accessing the hospital and the schools, we need to know that they can safely cross the road at either an intersection with a green walk signal or a zebra crossing.

Now I know the cycling community in my ward has been pushing very hard for cycling improvements in this area and it is absolutely critical that these intersections are upgraded to accommodate what Council says is going to be—there’s going to be almost 800 or over 800, almost 900 bike spaces, so they’re presuming a lot of people are going to have bikes. More needs to be done.

Chair: Councillor JOHNSTON, your time has expired.

Is there any further debate? No further—

Sorry, Councillor GRIFFITHS.

Councillor GRIFFITHS: Thank you, Mr Chair and I rise to speak on my concerns in relation to 264 Ipswich Road and this development that Council has approved. I think what it clearly is, is a whole lot of over-development. We’re seeing our suburbs which extend out to The Gabba, extend out to Annerley, being turned into sardine suburbs. We aren’t providing the infrastructure, I think as you aptly said, Councillor JOHNSTON, we aren’t looking at issues of traffic and we’re just jamming people in.

Unfortunately this Council seems to think it’s more important to give a green light to developers to say let’s go than to actually look after the people that we’re housing, the people that we’re looking after into the future. My concerns—and I use that shopping centre frequently, I use that space frequently—the traffic around there already is chaotic. Trying to cross a road there is chaotic. Trying to even get through the shopping centre is chaotic. It is just absurd that we’re putting so many people into such a small space without any infrastructure. I remain concerned about the links of this Council, the Mayor and Councillors, LNP Councillors, to developers and to the approval of these projects. Thank you, Mr Chair.

Chair: Any further debate?

Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair. I’ll just quickly close there. Councillor GRIFFITHS’ points then are just another classic case of the Labor Party not supporting housing in Brisbane. They consistently oppose neighbourhood plans and here we have a standalone development that’s building a build-to-rent product which is in high demand in the city, in a location where it’s perfectly suited. It’s supported by great transport infrastructure; it’s closely located to a hospital and yet Councillor GRIFFITHS once again gets up here and says no to housing. It’s extraordinary, extraordinary.

Chair: We’ll now put this report to the vote.

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

Thereupon, Councillors Adam ALLAN and Sarah HUTTON immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 19 - Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Angela OWEN, Steven TOOMEY, Andrew WINES, and the Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Peter CUMMING, Steve GRIFFITHS and Charles STRUNK.

ABSTENTIONS: 1 - Councillor Nicole JOHNSTON.

The report read as follows⎯

**ATTENDANCE:**

Councillor Adam Allan (Civic Cabinet Chair), Councillor Fiona Hammond (Deputy Chair), and Councillors Lisa Atwood, Kara Cook, Peter Matic and Charles Strunk.

#### A COMMITTEE PRESENTATION – 264 IPSWICH ROAD, WOOLLOONGABBA (A005910673)

**414/2022-23**

1. The General Manager, Development Services, City Planning and Sustainability, attended the meeting to provide an update on 264 Ipswich Road, Woolloongabba (A005910673) (the site). She provided the information below.

2. An ariel view and context map were shown to the Committee, displaying the proximity of the subject site to surrounding locations, including Princess Alexandra Hospital, The Gabba Stadium, the Pacific Motorway and the CBD. In accordance with *Brisbane* *City Plan 2014* (City Plan), the zoning map demonstrated that the subject site is District centre (corridor) zone. The applicant for the development is Urbis Pty Ltd.

3. The subject site is the current location of Buranda Village and has an area of 21,310 m2, which will be reconfigured into residential, retail, entertainment and dining areas in three stages.

4. Stage 1 is a lifestyle precinct which includes:

- four 15-storey residential towers

- 627 new build-to-rent dwellings consisting of:

- 94 studio apartments

- 251 one-bedroom apartments

- 255 two-bedroom apartments

- 27 three-bedroom apartments

- communal open space of 4,480 m2, which includes outdoor areas, bookable spaces and recreational areas

- ground level retail, entertainment and dining activities.

5. Stage 2A is a 10-storey commercial tower with 12,384 m2 gross floor area (GFA) for office, hotels and food and drink outlets with two basement levels for car parking. Stage 2B consists of two 15‑storey commercial towers with preliminary approval for centre activities, hotel, bar and showroom use, and a GFA of approximately 1,500 m2 and 1,298.7 m2 of publicly accessible outdoor landscaping.

6. The site contains the Buranda Ventilation Shaft which was constructed in 1913 by the South Brisbane Town Council as part of the Ipswich Road stormwater catchment system. This place of local heritage significance will be retained within its current position as a feature of the pedestrian entry into the precinct from the corner of Cornwall Street and Ipswich Road.

7. Parking will be provided within the podium and basement levels with 565 car spaces available for residents and 370 car spaces for visitors. In addition, there will be provisions for 632 resident spaces and 190 visitor spaces for bicycles. Commercial parking will also be available, with 140 car spaces and 106 bicycle spaces. Construction is expected to commence in early 2024 and it is anticipated the site will provide approximately 580 construction jobs and 3,200 long‑term job opportunities. Once compete, the precinct is expected to attract over 10,000 people a day.

8. The development was approved for the following reasons.

- Provides an active frontage and integrated streetscape interface that creates a pedestrian-scaled, comfortable, attractive, sheltered and safe public realm, and supports pedestrian activity on Brisbane’s subtropical streets.

- Manages impacts through appropriate use mix, siting and building design, to achieve a level of amenity consistent with the zone, zone precinct and neighbourhood plan outcomes.

- Provides setbacks and separation of buildings that contribute to the amenity of residents within and adjoining the site and to Brisbane’s high-quality subtropical streetscapes and public spaces.

- Ensures that landscaping supports outdoor living and subtropical planting, and assists in reducing urban heat island effects, with deep-planting areas for the establishment of large, subtropical shade trees.

- Ensures that car parking is integrated within the site and does not diminish the amenity of the streetscape.

- Provides a building design that positively contributes to the immediate streetscape and pedestrian environment with highly articulated building facades and varied roof form elements.

- Ensures site features and the local heritage place is retained and enhanced.

- Contributes towards Council’s vision as well-designed, subtropical city.

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**

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

### ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE

Councillor James MACKAY, Deputy Chair of the Environment, Parks and Sustainability Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 14 February 2023, be adopted.

Chair: Councillor MACKAY.

Councillor MACKAY: Thank you, Chair. Last week Brisbane Sustainability Agency provided the Committee with a presentation on the Archerfield Wetlands District Park, which is the next stage of Council’s $100 million 20-year Oxley Creek transformation. The vision of the Oxley Creek transformation masterplan will see the 20-kilometre-long green space corridor from the Brisbane River at Tennyson to Warril Parkland at Larapinta transformed into a world-class green lifestyle and leisure destination. The new Archerfield District Park will be set within the 150-hectare Archerfield Wetlands Parkland which contains a variety of habitats, including eucalypt forest, open grassland, freshwater wetlands and creeks.

Mr Chair, there are two signature community project outcomes for the parkland. The first is the Archerfield Wetlands Discovery Trail which was opened mid-2022. The trail is already proving enormously popular with the three kilometres of shared pathway through the wetlands allowing visitors to enjoy birdwatching, bushwalking and even off-road cycling. The second project, which was the focus of the presentation, is the four-hectare district‑scale park located within the park precinct at the old Inala wastewater treatment plant on Bowhill Road, Durack. I was so inspired by the presentation that I took the family for a bike ride through the new park and I can tell you from first-hand experience it’s really, really nice.

The new parkland will celebrate the past use of the site as a wastewater treatment plant, with a range of existing infrastructure being transformed into unique features such as sunken gardens, landscape follies and picnic shelters. It will include a large adventure play space and water play area, a youth hub with a basketball court, bushfoods garden and a catchment centre, with a native plant nursery to support the environmental rehab of the Oxley Creek Catchment Association. New interpretive signage will also provide visitors with information on the past use of the site, detailing the functions of the treatment plant. The LORD MAYOR recently announced the construction of the district park was underway and it’s expected to open in early 2024. Chair, I’ll leave further debate to the Chamber.

Chair: Thank you.

Is there further debate?

Councillor GRIFFITHS.

Councillor GRIFFITHS: Yes, thank you, Mr Chair. I rise to also speak on the topic of the Oxley Creek—this particular corridor and the work that Council is doing out there. Can I say to start, I support the project of spending the 20—no, it’s $100 million over 20 years. I think that is a worthy thing to do. In terms of Oxley Creek as the biggest catchment in our city, it’s also the most polluted catchment in our city and it’s the catchment that Brisbane City Council has ignored the most in the city. So we do need to spend money there, we need to be attracting money to clean up the creek and to clean up the creek, it’s surrounded by large tracts of industrial land.

It’s been sand mined by a number of people over the years. There’s all sorts of activities, there’s been meatworks along this particular creek too. But it is also the part of the city that we are opening up for major development, so this particular Council and this Administration will go have a look at what we’re doing here. Look down here, all eyes over here and we’re looking at the corridor that particularly does flood and saying what a great job we’re doing over here. But don’t look over here where we’re clearing massive tracts of land.

It’s interesting today in the presentation for the Environment Committee, they were talking about trying to retain mature native trees that were good for wildlife breeding and habitation. We’re allowing that to happen on a massive scale out Pallara way, out Willawong way and further afield. So there’s a double-edged sword here. This project is good, but the other side of the coin is it gives developers an instant get out, get out of jail free, if you clear land and that’s how this Administration works. It’s a look at the bright baubles over here but ignore that over here. I just keep coming across this time and time again, this theme.

So people understand, my ward is huge, so it goes from Princess Alexandra Hospital over down to Willawong and then up to Inala. So it’s a very large ward and this is in one part of my ward, so even though it’s being built in my ward, Councillor STRUNK, it will actually benefit many, many people in your ward and I believe they’ll really love it and enjoy it. I do have a few concerns about it. When I went out and did the tour of the sewer works—and here’s what we have to remember, is this is a sewer works, this is an old, disused sewer works, so you go past the large cement containers that contained a whole lot of sewer and that’s what they’re converting into playgrounds. So yes, it’s sort of innovative but there’s an icky side to it as well.

Now they tell me the land isn’t contaminated, they tell me the land is fine out there and I welcome this $20 million expenditure. The LORD MAYOR has been up there and getting media about what a great job he’s doing, spending $20 million out sort of Inala way, but we shouldn’t remember—but we shouldn’t forget that that pales into insignificance compared to the $80 million, $80 million for stage 1 for the inner-city project of Victoria Park. I think my concerns, obviously the sewer works and the staff advised me that they believe it will be safe and good to use, that this will be a great facility.

One of the benefits will be we’ll have OCCA—an Oxley Creek Catchment Association base there and they have been in search of a home for a long time. They’ll also be the tenants there, the anchor tenants, who will help keep the site safe. I suppose I have been a bit disappointed that the project—there isn’t a guarantee that the site is fully lit, parts of the site will be lit. I’m told it’ll be locked at night-time; I would expect the site to be fully lit. It’s a public park, certainly if it’s in the inner-city it will be lit properly. It seems to be some of these basic things we just fail to get right in the suburbs.

The other thing that I really think we’re failing to do is to link our carbon buying to actually to our sustainability group. So why can’t we take our carbon credits that we’re buying and actually get our own sustainability group to produce and use those carbon credits, so the money’s flowing within the city? I don’t understand why that hasn’t happened, why that isn’t happening and why we aren’t sort of progressing further with that.

In relation to the walk, I went out there and did that walk, I’ve done it a couple of times. It’s a brilliant walk, it goes through kilometres of beautiful flatland that does flood very quickly, so there’s warning signals to tell people to leave if it’s going to flood. It’s a very beautiful landscape, but it’s—and it’s one that we are valuing and should value. It was interesting that they did a number of digs with the local Indigenous people and they actually came up with Aboriginal artefacts that demonstrate that there had been trading of tools from Central Australia to people who were living in the Brisbane area.

So I think that’s fascinating and I think that’s some of the history that’s still lying in our city. So yes, this is a good project, but don’t get fooled by the politics behind this project. Don’t get fooled by the greenwashing behind this project or the tealwashing. There’s much more going on here, it’s good but it’s a veneer for what is going on in our city by this LORD MAYOR and this LNP Administration. Thank you.

Chair: Further debate?

Councillor OWEN.

Councillor OWEN: Thank you, Mr Chair, and Mr Chair, I rise to speak in support of this wonderful item that is presented through this report today. The Oxley Creek is a very important part of my ward, in fact it’s almost like a dividing line between two-thirds of my ward, so it breaks up the direct connection between Pallara and Algester/Parkinson. It is a very interesting area because the Oxley Creek for many, many years was neglected and particularly through the times and trials and tribulations that we’ve had with the water quality, it was a cause for concern in significant ways.

I do recognise that this project, through our former Lord Mayors and our current LORD MAYOR, has been given priority, because we on this side of the Chamber are looking at the sustainability, the long-term sustainability of our waterways and also our environmental corridors, which are so very important, connected to this project. Now I would like to mention through you, Mr Chair, the importance of Warril Parkland and Warril Parkland forms part of this Oxley Creek transformation project. It was the first component, as is mentioned in the report, the first component of this transformation project.

Warril Parkland has been extremely well received by so many people because of the aspects it provides for families. Families are able to take their young children there, they are able to experience a bushland play opportunity and what is really interesting is that it came about in the floods last year. The way that the parkland equipment and the toilet facility and the way we set Warril Parkland up, was designed—was specifically to take into account the issues that we have with flooding. Now my recollection is that Warril Parkland was probably one of the first parks to reopen post the flood, because of the way the equipment had been constructed to take into account that it was in close proximity to Oxley Creek, that there could be potential flooding, and what we did see was the recovery process was a lot quicker.

Now that is part of the sustainability, that is part of the long-term planning that has gone into this transformation project. There is a lot of work that has been going on and I actually was very, very pleased last week, I think it was Thursday morning and I’m not going to disclose the location because I know that we have Council officers who are protecting this very, very closely, but we actually have some endangered species down in that precinct, in that Oxley Creek corridor. I was very, very privileged to actually see, just by coincidence, some of these species. To know that the work that we are doing, are protecting these species, is absolutely wonderful, because to know that in the future, future generations will be able to know about these species, I just think it’s a great opportunity.

There are many different facets of this whole corridor, whether it’s from cleaning up the waterways, whether it’s protecting the environmental heritage of the trees, whether it’s protecting species, whether it’s giving our residents and their children that opportunity as families to have that bushland experience and that natural play opportunity, I think what has been done to date has been significant, it’s been well received by the community and I know that the next stage with the Archerfield Wetlands area, it is just going to go ahead in leaps and bounds.

This is a major investment in our city, in the greenspace of our southern suburbs and I say thank you to all of the Council officers and the team at the Oxley Creek transformation project for all of the work that they’ve been doing, because I know they’ve been working very diligently and we deserve to give them our wholehearted support and show that behind the scenes the work that they are doing is coming to fruition for our community in a great way. Thank you.

Chair: Thank you.

Further debate?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, I rise briefly just to speak on the Archerfield Wetlands Parkland update. I obviously am aware of the projects that are happening downstream along Oxley Creek as part of the Oxley Creek transformation project. It is good to see that the Archerfield project is almost complete hopefully, particularly that OCCA will have a permanent built facility for them. I guess I don’t think that Councillor OWEN necessarily understands what’s happening with respect to the Oxley Creek transformation project, or in fact what’s not happening.

Last year we were told that OCT (Oxley Creek Transformation project) would be releasing the environmental management plan for Oxley Creek, it’s not been released. It’s the number one issue, Oxley Creek is the largest tributary of the Brisbane River. It is highly toxic, it floods, it has terrible land use management that feeds into it with industrial areas, agricultural areas. More and more residential being built on the flood plain banks that Councillor OWEN supports down near Pallara. All of these intensified uses along Oxley Creek are having a detrimental impact on the health of the waterway corridor itself. We are yet to see any investment by OCT in the detailed regeneration and rejuvenation of the Oxley Creek corridor.

There are some trees being planted, which goes on everywhere in my ward. There are bush care groups working their guts out in my ward all the way along Oxley Creek. But we haven’t seen the release of the environmental management plan that was promised last year and has not been delivered. It is absolutely critical that we see this plan, so that we can be sure that all the necessary steps to protect the natural environment, to improve the health of the waterway corridor and to make sure that the habitat is maintained and protected for all of the wildlife that lives along this corridor.

It’s not a secret, I don’t know what Councillor OWEN’s talking about, but it’s not a secret that Oxley Creek supports endangered species, including a huge number of birds and other types of wildlife. So I’m not sure why she thinks it needs to be a secret. But what I will say is the OCT team much release the environmental management plan. Our community—it was the biggest single issue that this project was supposed to achieve, which is to rejuvenate Oxley Creek. That is not happening. What has happened to date is we’ve had one project at Larapinta, lovely playground for the kids, everyone likes it. We now have the Archerfield Wetlands project, which again is facilities, footpaths, walkways, buildings for OCCA.

All of this is good, I don’t have any problem with this. But you can’t keep doing these projects without addressing the health of the creek and that has not happened to date. I was awaiting that project—that environmental management plan last year, was told by Tracy that it was coming, it’s not been delivered. Last year they were supposed to start on the Graceville project at the mouth of Oxley Creek, that’s been delayed. It’s not happening until after Archerfield is finished. At the rate this is going we’ll never get to the projects that have been listed. There are dozens of projects in my ward that haven’t even started.

So we need to see the environmental management plan, it must be released to the community, it must be released for consultation. It must make real and credible attempts to improve the health of the waterway corridor. The floods have a massive and adverse impact on the health of the creek and the waterway corridor. We must do better in identifying the warnings. There are gauges up and down Oxley Creek that warn about flood levels. I don’t know why Council wasn’t looking at them, or the State Government, or the Federal Government, but clearly no one looked at them.

It is essential that we do more to build flood resilience into the management of Oxley Creek and the Archerfield project is a good one, it will rehabilitate a degraded area. But it is absolutely critical that the environmental management plan for the Oxley Creek transformation project is immediately released. It is now a year overdue and our community deserves to know exactly how much will be invested into the remediation and rejuvenation of the natural waterway corridor and the biodiversity and habitat that sits alongside it.

Chair: Any further speakers? No further speakers—

Councillor MACKAY.

Councillor MACKAY: Thanks, Chair. I welcome the positive feedback from the speakers and I acknowledge Councillor GRIFFITHS’ support of the project. I note he’s highlighted that this is a $20 million project and will for the most part fall or service two Labor wards. That’s a great outcome. Further, I find it interesting that Councillor GRIFFITHS is promoting lighting up a wildlife corridor. I welcome that feedback and I’ll note that for the record. Thanks, Chair.

Chair: Thank you.

We now move to the vote on this report.

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor David McLachlan.

#### A COMMITTEE PRESENTATION – ARCHERFIELD WETLANDS PARKLAND UPDATE

**415/2022-23**

1. The Chief Executive Officer and the Principal Program Officer, Brisbane Sustainability Agency, attended the meeting to provide an update on Archerfield Wetlands Parkland. They provided the information below.

2. Oxley Creek Transformation Vision (the vision) aims to create a world-class green lifestyle and leisure destination along the Oxley Creek corridor, from Larapinta to the Brisbane River at Tennyson. It is estimated that the vision will cost $100 million over 20 years and become a series of connected precincts along the 20-kilometre corridor.

3. In alignment with the vision, Archerfield Wetlands Parkland, located approximately 12 kilometres from Brisbane’s CBD and covering a 150-hectare site, will become a major new recreational, educational and environmental parkland within the corridor. The Archerfield Wetlands Precinct Plan (the plan) was released in 2019 and was well received by the community. The plan identifies two signature outcomes: a shared walking and cycling trail, the Archerfield Wetlands Discovery Trail (the trail), completed in July 2022, and a four-hectare parkland at the decommissioned Inala Wastewater Treatment Plant on Bowhill Road, Durack.

4. The trail allows visitors to enjoy birdwatching, bushwalking, and off-road cycling along the new three‑kilometre shared path interspersed with interpretive signage, picnic facilities and a lookout point. Construction of the trail was also completed in partnership with The Queensland Ornithological Society Inc. to mitigate the impact on bird species and numbers, which have not been adversely impacted by the project.

5. The Inala Wastewater Treatment Plant was decommissioned in 1997 after it was identified as the largest source of eutrophication in Oxley creek. The decommissioned site will be transformed into parkland with a range of existing infrastructure being converted into unique features such as sunken gardens, landscape follies and picnic shelters. Locating a park on a previous wastewater treatment plant required the project team to undertake an extensive contamination assessment of the surrounding land, ground water and remaining pieces of plant infrastructure. Testing included:

- drilling groundwater wells to look for water contamination and landfill gas

- taking scrapings from existing infrastructure to identify contamination to elements such as concrete and brick

- excavating soil pits across the site to identify buried biosolid or unregulated structural waste

- testing of water tanks to identify water-based contaminants.

6. The contamination assessment determined there was no residual buried biosolids within the park development area and that all existing soil and infrastructure was suitable to remain on site. However, an area of existing historical construction and demolition waste was identified which will receive a soil capping. The plan also acknowledges the opportunities and constraints of the site, with consideration given to bush fire susceptibility and the wetlands’ critical role as a floodplain. The vision has taken care to utilise resilient and robust materials, limiting the use of timber and carefully selecting the location of facilities depending on flood mapping.

7. The Archerfield Wetlands District Park is a key part of the ongoing transformation of the Oxley Creek corridor and is being rehabilitated into a world class greenspace where people can become immersed in native flora and fauna. In alignment with Local Government Infrastructure Plans, every effort has been taken to ensure development, infrastructure and activation solutions do not diminish the function of the wetlands while areas of protected vegetation are preserved and restored. The plan celebrates native vegetation and there are 711 new trees being planted in and around the site. The project budget is $22 million and is due for completion in 2024.

8. The Committee was provided with a visual tour of the site layout and shown artist impressions of the new industrial-themed play space featuring water play elements, the event lawn and youth hub, and the community meeting space and catchment centre.

9. Council’s Innovate Reconciliation Action Plan provides an opportunity for Council and communities to continue to strengthen and sustain reconciliation outcomes which is a key focus of the plan. The Yuggera Ugarapul people undertook numerous cultural heritage surveys across the site. This partnership assisted with identifying areas of undisturbed land to ensure its preservation and aided in the development of interpretive signage relating to the First Nations Peoples’ past occupation of the Archerfield Wetlands Parkland.

10. The Civic Cabinet Chair thanked the Chief Executive Officer and the Principal Program Officer for their informative update.

11. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor MARX, the City Standards Committee report please.

### 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 14 February 2023, be adopted.

Chair: Councillor MARX.

Councillor MARX: Thank you, Mr Chair. Last week, the Committee presentation was on road pavement maintenance. As the presentation explained, there are different road classifications depending on the type of road use. Several factors are considered when constructing a road, such as traffic loads, performance of pavement material, strengthening of supporting foundations and resistance to water ingress. As part of Council’s annual maintenance program, interim repairs such as crack sealing and pothole and patching repairs are made to small-scale and isolated road surface failures while awaiting full resurfacing. This presentation was a great overview of the work by our road crews and the Asphalt and Aggregate teams. There was one petition on the agenda last week and I am happy to leave further debate to the Chamber. Thank you, Mr Chair.

Chair: Is there any further debate?

Councillor STRUNK.

Councillor STRUNK: Yes, thanks, Mr Chair. Listen, I rise to speak in regards to the pavement maintenance to point out a couple of issues that have arisen over the last, I suppose, six months and one very recent in the last few days. I appreciate that it’s a challenge to try to keep our roads up to a standard that the vehicles that are traversing the roads can do it safely and that the maintenance is not just a temporary patch—that it actually will last a reasonable length of time. But in a couple of occasions—or a couple of incidences, one being—we’ve had an issue in Stapylton Road in the roundabout—just that first roundabout—just above Johnson Road, which we have reported multiple times in the roundabout, which is really quite dangerous actually.

Especially if you’re driving a small vehicle, because your car can actually—and I’ve actually seen this myself personally—you can actually see the car coming around the roundabout—not so much the truck, but the car—almost drift because of the way the surface of that particular roundabout is at the moment. Now they did do some remedial work on that a couple of months ago, but it didn’t really improve things. I was really sad to see that because we were constantly ringing up about that particular roundabout and the response we got took time, which I can appreciate, but when they did fix it, it was not fixed to a standard that anyone in this Chamber would be happy with. So I’ll mention that and one just—

Councillor OWEN: Excuse me, Mr Chair, point of order.

Chair: Yes, Councillor OWEN?

Councillor OWEN: Would Councillor STRUNK take a question please?

Chair: Councillor STRUNK, will you take a question?

Councillor STRUNK: Certainly.

Chair: Yes, Councillor OWEN.

Councillor OWEN: Councillor STRUNK, are you aware that the particular roundabout, I’m assuming that you’re referring to the roundabout that approaches the bridge over the Logan Motorway on Stapylton Road, is that correct?

Councillor STRUNK: It’s a bit back from it, yes.

Councillor OWEN: Well the actual roundabout on the edge of the Logan Motorway overpass is actually Transurban.

Councillor STRUNK: I don’t believe—thank you for the question, but that’s not the response we got when we rung it through and then followed up on the many occasions. They did indicate it was something that they would send people out to undertake maintenance. So I appreciate the question, but that’s not the impression we got when we rang up and then they took on the job. Now they may have passed it on to someone else, but I’m not aware of that.

Anyway, the second issue, only a couple of days ago, I had a resident of Forest Lake contact me in regards to a claim that they were making about a pothole that they hit last May in Inala Avenue, just past the Durack Tavern going towards Inala. They indicated that the pothole was—this was like 10 o’clock at night and it was raining and their MG—not the old MG, but the new MG, 2018—hit this pothole while she was driving obviously and did a considerable amount of damage. I was just amazed—$2,600 worth of damage, lost two tyres, lost a rim and then the suspension underneath had to be repaired as well, or replaced, $2,600 worth, and her claim was knocked back. I thought well, wow.

So going back to May last year, maybe this pothole started or maybe it was temporary patched or whatever, from the floods, the previous—from last year in March, after the rain bomb or whatever. But I just thought—and then they said it was actually knocked—that the claim was knocked back because the Council didn’t know that they had a problem with that pothole in that particular location. I’m thinking it doesn’t make sense to me and if you go out and have a look, it’s a considerable patch that was undertaken to remediate the situation. So I mean we talk about maintenance, I just don’t think sometimes we get it right and I think when we don’t get it right, we try to undertake and work with Council officers and work with the people that are going to remediate the problem, but sometimes that doesn’t work.

I was really disappointed about the Staplyton Road one more than anyone else, because one of my team comes through that intersection on a daily basis and she is the first one that brought it to my attention. That’s to say she reported it multiple, multiple times and they eventually did get it fixed. But then when they fixed it, it just wasn’t up to a standard. I don’t think anyone in this Chamber would be—would agree to. So thank you, Mr Chair.

Chair: Is there any further debate?

Councillor MARX.

Councillor MARX: Thank you, Mr Chair. I’m more than happy to take on board Councillor STRUNK’s feedback. I would be very keen to get an exact location. It would appear from the discussion we’ve had today that there’s some difference of opinion about which roundabout Councillor STRUNK is referring to. I’ve Googled Stapylton Road—it’s Forest Lake, it’s Heathwood, it’s obviously a very long road. The one that’s come up has got near the Asahi building, I don’t know if that’s the one we’re referring to.

So Councillor STRUNK, through you, Mr Chair, I would be grateful if you could send me an email to my chair.standards email with the location and any correspondence you have from officers and any reference numbers you might have. Then I can follow that up for you personally with the officers and find out what’s going on in that space. As far as insurance claims go, they actually sit under Councillor CUNNINGHAM’s portfolio, so if you wish to write to Councillor CUNNINGHAM about that I’m sure she’d be delighted to hear from you. Thank you.

Chair: Thank you Councillors, we now move to the vote on the City Standards Committee report.

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

The report read as follows⎯

**ATTENDANCE:**

Councillor Steven Toomey (A/Civic Cabinet Chair), and Councillors Greg Adermann, Peter Cumming and Sarah Hutton.

**LEAVE OF ABSENCE:**

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

#### A COMMITTEE PRESENTATION – ROAD PAVEMENT MAINTENANCE

**416/2022-23**

1. The Manager Program and Planning Civil, Civil and Structures, Program Planning and Integration, City Standards, Brisbane Infrastructure, attended the meeting to provide an update on road pavement maintenance. He provided the information below.

2. A road is a surface designed to be used by motorised and non-motorised vehicles, providing the safe and efficient transportation of goods and/or people. There are different road classifications depending on the type of road use. Several factors are considered when constructing a road, such as:

- traffic loads

- performance of pavement materials

- strength of supporting foundation

- resistance to water ingress.

3. The following can cause failure to road surfaces:

- water ingress – weakens the road subgrade and occurs from seepage above or below a road surface

- increased traffic loads – traffic volumes have increased over time and/or vehicle loads have become heavier

- deterioration in pavement materials – over time the bitumen deteriorates due to ultraviolet light from the sun and other factors

- trenches.

4. As part of Council’s annual maintenance program, interim repairs, such as crack sealing and pothole and patching repairs, are made to small‑scale/isolated road surface failures while awaiting full resurfacing.

5. Crack sealing is the process of placing an adhesive sealant into cracks on the pavement surface and around trench reinstatements. It is an effective pavement preservation treatment that can slow deterioration and extend pavement life, leaving funds for repairs for other roads. A crack‑sealed road can be reopened to traffic almost immediately following application of a de‑tacking agent to the pavement.

6. Although pothole repairs are classed as a temporary repair, they can be very effective and remain in place for several years. Pothole repairs involve the following three steps.

- Step 1 – Cleaning the pothole by removing large loose rocks and other debris.

- Step 2 – Pouring and spreading cold-patch or hot material into pothole.

- Step 3 – Compacting the material with a hand tamper or other suitable compaction method that provides an even and level compacted surface.

7. Patch repairs involve hot mix asphalt and saw cutting, and are similar to trench and kerb and channel reinstatement works. Pavement areas of up to 10 square metres are typical for patch repairs, however, larger patch areas can often be done.

8. If the size of a pavement repair exceeds the capacity of the annual maintenance program (typically greater than 200 square metres), Council will conduct a road resurfacing assessment for potential inclusion of the road in a future road resurfacing program. The assessment considers the amount of pavement failures, defects and patching on the road surface.

9. Following a number of questions from the Committee, the A/Civic Cabinet Chair thanked the Manager Program and Planning Civil for his informative presentation.

10. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING THAT COUNCIL REMOVE THE RECENTLY INSTALLED STREETLIGHT ON COREEN COURT, KARANA DOWNS

**137/220/594/134**

**417/2022-23**

11. A petition requesting that Council remove the recently installed streetlight on Coreen Court, Karana Downs, was presented to the meeting of Council held on 2 August 2022, by Councillor Greg Adermann, and received.

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

13. The petition contains 21 signatures, with all petitioners residing on Coreen Court.

14. Council received a customer request on 2 August 2021 to investigate the lack of street lighting on Coreen Court as they felt unsafe when walking at night. Council’s City Lighting team within Construction, City Standards, Brisbane Infrastructure, investigated the request on 3 August 2021 and concluded that the existing street lighting was non-compliant with *Brisbane City Plan 2014* (City Plan)*.* Coreen Court had one streetlight located at the street entrance and one at the end of the street.

15. In City Plan’s road hierarchy, Coreen Court is designated as a Neighbourhood road and has a required level of street lighting. A similar street to Coreen Court in a non-rural area would require approximately ten streetlights, with one placed approximately every 60 metres. However, as Coreen Court is located in a rural area, City Plan has lower requirements for lighting levels, specifically, three streetlights in total. To comply with City Plan, Council installed an additional streetlight on 13 April 2022, between the existing two streetlights, as per Attachment B (submitted on file).

16. Council undertook several measures to minimise spill light on nearby properties from the new streetlight. These measures include choosing the lowest wattage LED streetlight, installing a flat visor streetlight with low glare and mounting the streetlight horizontal to the ground.

17. Council completed these measures despite street lighting being exempt from complying with spill light requirements under Australian Standard AS/NZS 4282:2019. However, Council has assessed the streetlight installation on Coreen Court and can confirm that it complies with this standard.

18. The petitioners’ concerns about the potential impact of lighting on native wildlife has been noted. It is acknowledged that in some instances, artificial lighting can be disruptive to certain nocturnal fauna species. However, within suburban and rural residential areas such as the neighbourhoods in Karana Downs, there are already a variety of artificial light sources from private dwellings and the existing streetlights. The installation of one additional streetlight is unlikely to impact the native species that inhabit this area. The streetlight installed has also been designed to minimise light spill to the surrounding environment.

19. The petitioners have suggested that people walking at night may carry torches for their own safety. It is not expected that people should have to use safety equipment and torches when walking in a street as an alternative to adequate street lighting. Streetlights are installed for safety reasons, and it is the responsibility of Council to provide sufficient lighting for road users.

Consultation

20. Councillor Greg Adermann, Councillor for Pullenvale Ward, has been consulted and supports the recommendation.

Customer impact

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

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

23. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/134

Thank you for your petition requesting Council remove the recently installed streetlight on Coreen Court, Karana Downs.

Council has completed an investigation and considered your request.

Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy designates Coreen Court as a Neighbourhood road and requires the provision of street lighting. However, City Plan acknowledges that Coreen Court is located in a rural area, which significantly reduces the required lighting level on the road.

Council received a customer request on 2 August 2021 to investigate the lack of street lighting in Coreen Court as they felt unsafe when walking at night. Council investigated the request on 3 August 2021 and subsequently installed an additional streetlight.

To minimise spill light on nearby properties, Council undertook several measures including using the lowest wattage LED streetlight, installing a flat visor streetlight to reduce glare and mounting the streetlight horizontal to the ground.

Council completed these measures to reduce spill light despite street lighting being exempt from complying with spill light requirements under Australian Standard AS/NZS 4282:2019. Council inspected and assessed the streetlight installation on 10 August 2022, which confirmed it complies with this standard and was installed correctly.

It is not expected that people should have to use safety equipment and torches when walking in a street as an alternative to adequate street lighting. Streetlights are installed for safety reasons, and it is the responsibility of Council to provide sufficient lighting for road users. Due to the reasons identified above, Council does not support the removal of the streetlight recently installed on Coreen Court.

Please let the other petitioners know of this information.

Should you wish to discuss this matter further, please contact Mr Majdi Hawari, City Lighting Delivery Manager, Construction, City Standards, Brisbane Infrastructure, on (07) 3178 0834.

Thank you for raising this matter.

**ADOPTED**

Chair: Councillor HOWARD, 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 14 February 2023, be adopted.

Chair: Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair, and before moving to the Committee report, I would just like to report on some very happy things that have been happening across Brisbane in the last week. The first big shoutout, of course, is to our wonderful River City Pride network. David Mahon is amazing and facilitated a wonderful WorldPride Q&A last week, and we had over 100 people in the room, which I thought was just totally amazing. It’s important for us to understand that WorldPride is a global LGBTQIA festival that has been staged since 2000, with cities around the world competing to host the event and this year it’s being held in the Southern Hemisphere for the first time in Sydney, to coincide with the 45th anniversary of Mardi Gras.

So it was a great opportunity with festivities kicking off in Sydney for River City Pride to hold our event, of course, in one of our wonderful library rooms. We had a number of Council officers who attended and it really was extra special. There was an opportunity to raise some money for the Open Doors Youth Service and I’m pleased to advise that they raised $750 for this very important charity. It’s events like these that reaffirm the importance of the River City Pride and the impact that this group has, not just on working lives, but also on the personal lives of our Council employees.

It’s important also to recognise that River City Pride and the great work that they do is just part of Council’s broader commitment to fostering a workplace culture where diversity is valued, inclusion is intrinsic and where people feel they can bring their whole selves to work regardless of their background, ability or circumstance. I commend River City Pride on this event. It was a privilege to be invited and to continue to support River City Pride and inclusion in Council.

Another fantastic event that happened this week, was that Gladys Smith turned 101. Gladys lives at my wonderful War Widows apartments in New Farm and so we had a great afternoon sitting in the gardens, before she shoofed off the next day, which was her actual birthday, to the Brunswick Hotel. Where else would you spend your 101st birthday? Gladys is quite amazing; we are all very disappointed that she’s got to wait to 105 to get a letter from the King. She’s already got the one from the Queen, so that was a little disappointing for her. But she’s a fantastic human being, much loved by all and knows how to have a good time, so that was a great event.

I also want to give a shoutout to Voxalis. They launched their 2023 season and it was a fantastic event at St Andrew’s Uniting Church. Now Voxalis has been formed by Matthew Schwarz and Camilo Lopez, and they are the co‑founders of this fantastic opportunity. It’s an emerging organisation that is dedicated to presenting outstanding performances of song and opera. There was one Emma Nightingale, who did actually sing like a nightingale and is known to Councillor LANDERS, who is a great fan. So it was a great event to attend their launch. I encourage everyone in the Chamber to go online and look at the amazing performances that they will be presenting through this year and, of course, to support our emerging artists wherever they may be.

I also was thrilled as the patron of the Nash Theatre—the New Farm Nash Theatre. I popped along to see the Lux Radio Presents the Thin Manon Saturday night. Now there’s opportunity for everyone in the Chamber to pop along and see this fantastic performance. They’ll be there until 11 March; they perform on a Friday and a Saturday night and it’s a wonderful community theatre that I really encourage everybody to look at what’s happening in their own wards and to get behind some of these fantastic opportunities.

Finally, I want to give a bit of a wrap-up to BrisAsia. BrisAsia Festival has now wrapped for another year and on Sunday, we marked the conclusion of 19 jam-packed days of celebrating and embracing Asian culture. The BrisAsia Festival is an annual highlight on Brisbane’s cultural calendar and just one of the many ways in which we continue to grow Brisbane, a culture where cultures connect. Sharing in these cultural celebrations like BrisAsia, allows our communities to grow closer and stories to be shared between those of all backgrounds.

BrisAsia Festival gives us the chance to connect through culture, to learn from one another, share ideas, make new friends and build an identity that is culturally inclusive, creatively innovative, socially cohesive and economically vibrant. I want to say a big thank you to Anthony and Jen Garcia from Sounds Across Oceans, who put together another outstanding program. I think it’s a great tribute to them that the crowds just keep growing and growing every year. It’s a great festival and I really want to say a big thank you to them.

Now moving to our Committee meeting from last week, we had a presentation on seniors creative programs. Everybody that was in the Committee had a great time listening to our Creative Communities Manager, who gave us an update on the many, many activities that we’d had through the year. So in 2022, Council’s Creative Communities team delivered several programs for Brisbane seniors, including the Seniors Suburban Concerts during Seniors Month, the Lord Mayor’s Seniors Cabaret and the Lord Mayor’s Seniors Christmas Parties. These are events that are inclusive and accessible for all senior residents of Brisbane to enjoy with their family and friends and the Lord Mayor’s Seniors Cabaret will be celebrating its 10-year anniversary in 2023, so a great milestone for them.

The Senior Suburban Concert program had its most successful year to date and the Lord Mayor’s Senior Christmas Parties, which, of course, are so popular, was ‘A Rockin’ Christmas’ and more than 200,000 seniors have attended the parties over the last 22 years. So really thrilled to have presented that Committee report last week, and I want to say a big, big thank you to all of the Council officers who are involved in those fantastic programs. It couldn’t happen without you, we really appreciate all of the work that you do and all of the work that you do towards making our seniors in Brisbane feel included, so thank you very much. I’ll leave debate to the Chamber.

Chair: Thank you.

Is there any further debate? No further debate?

We now move to the vote on 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⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – SENIORS CREATIVE PROGRAMS 2022

**418/2022-23**

1. The Creative Communities Manager, Connected Communities, Lifestyle and Community Services, attended the meeting to provide an update on Creative Communities’ seniors programs (the programs) in 2022. He provided the information below.

2. In 2022, Council’s Creative Communities team delivered several programs for Brisbane seniors, including Seniors Suburban Concerts during Seniors Month, the Lord Mayor’s Seniors Cabaret and the Lord Mayor’s Seniors Christmas Parties. The programs support Council’s *Creative Brisbane Creative Economy* S*trategy* and *A City for Everyone:* *Inclusive Brisbane Plan 2019-2029*.

3. These events are inclusive and accessible for all senior residents of Brisbane to enjoy with their family and friends and were attended by many patrons from culturally and linguistically diverse backgrounds. These programs are well-balanced with a variety of workshops, performances and shows and provide an opportunity for the Lord Mayor and Council to recognise and thank seniors for their strong contribution to Brisbane.

4. The Lord Mayor’s Seniors Cabaret will be celebrating its 10-year anniversary in 2023. In 2022, the event held 11 masterclasses between July and October with 257 senior participants (a 35% increase from 2021), and eight suburban showcase performances with an audience of more than 4,100 people. The Lord Mayor’s Seniors Cabaret Gala event sold out, with 1,400 attendees. The Committee was shown a highlight video of the Lord Mayor’s Seniors Cabaret Gala.

5. During Seniors Month in October, the Senior Suburban Concert program had its most successful year to date, with more than 2,600 people attending five events across Brisbane. Performances included The Elton John Experience, The Beatlegs, Leah Lever performs The Golden Oldies, The 8-Tracks and Murphy’s Pigs.

6. The theme for the Lord Mayor’s Seniors Christmas Parties (the parties) in 2022 was ‘A Rockin’ Christmas’. More than 200,000 seniors have attended the parties over the last 22 years. In 2022, a total of 13,440 tickets were sold to 14 concerts delivered over five days, consisting of 10 daytime shows and four evening shows. Thirty-two performers and musicians were employed for the parties in 2022. The Committee was shown a brief highlight video of the parties.

7. Pre-show entertainment for the parties was well-received, featuring Christmas characters and jukebox photo walls. The key performers in 2022 were:

- Rachael Tiernan

- Angie Narayan

- Eddie Muliaumaseali’i

- Nykita O’Keeffe

- Simon Chamberlain

- Seren8 Quartet

- Mia Fennessy and Oliver Palamara

- Jazz Music Institute students.

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

9. **RECOMMENDATION:**

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

**ADOPTED**

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

### FINANCE AND CITY GOVERNANCE COMMITTEE

Councillor Fiona CUNNINGHAM, Civic Cabinet Chair of the Finance and City Governance Committee, moved, seconded by Councillor Steven HUANG, that the report of the meeting of that Committee held on 14 February 2023, be adopted.

Chair: Councillor CUNNINGHAM. No?

Any debate?

We now move to the vote on this report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION AND REPORT – NET BORROWINGS – CASH INVESTMENTS AND FUNDING – DECEMBER 2022

**419/2022-23**

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 December 2022 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 – NOVEMBER 2022

**134/695/317/1228-002**

**420/2022-23**

5. The A/Chief Financial Officer, provided a monthly summary of Council’s petty cash, bank account and cash investment position as at 25 November 2022.

6. Page 1 of the report (submitted on file) outlines Council’s cash and investments with financial counter parties as recorded in Council’s financial systems.

7. The increase of cash and investments of $33.7 million in November was consistent with Council’s usual business cycle activities during the period and largely due to:

* Receipts:
* $106 million rates received
* $55 million flood buy back scheme.
* Payments:
* $83 million CapEx (capital expenditure) outflows (includes Brisbane Metro payment made in Swiss Francs (CHF)).

8. Explanation of the significant items include:

* Cash at bank in Australian dollars (AUD):
* transactional banking account with Commonwealth Bank of Australia (CBA) - this is Council’s operational bank account for receipts and payments for day‑to‑day transactions in Australian dollars
* the variance between the balance as per the general ledger and the balance as per bank statements relates to timing differences in recognition.
* Swiss francs bank account - AUD equivalent:
* AUD equivalent of CHF held in a CBA account which is solely used for Brisbane Metro project hedge settlements and invoice payments in CHF.
* Cash investments:
* Council is holding large cash balances, with a total of $350 million placed in longer‑term investments (with maturities up to six months). Cash balance of $300 million is held in at call accounts
* the variance between the balance as per the general ledger and the balance as per the investment statements relates to the accrued interests and fees which have not yet been processed to the bank statement.
* Queensland Investment Corporation (QIC) investment:
* the QIC investment account is set up to provide asset backing for Council’s self‑managed insurance fund (SMIF).

9. Page 2 of the report (submitted on file) outlines the cash investments as recorded in the financial counter parties’ statements and provides a high-level explanation of variance between Council financial systems records and the financial counter party statements.

10. The variance for the period is due to accruals of interest and fees not yet recorded in the bank statements and timing of transactions processed. These are normal variances due to timing of transactions and information received.

11. Page 3 of the report (submitted on file) includes amounts held by Council in trust as well as petty cash balances. The trust amounts are largely associated with monies held for infrastructure development commitments.

12. Trust balances are higher, due to receipts being greater than payments during the month. These are normal fluctuations of the funds from month to month.

13. Page 4 of the report (submitted on file) includes a reconciliation of the CBA bank account between Council’s financial records and the CBA statement. The majority of unreconciled bank transactions at the end of the period have since been reconciled.

14. In addition, the Swiss bank account movements during the period are disclosed.

15. Page 5 of the report (submitted on file) details the movement in trust balances and the reconciliation with trust ledger and statements.

16. The variance between the trust ledger and the investment balance is due to timing of transfers processed to ensure the required funds are held outside of Council’s transactional bank account. These are normal variances and fluctuate from month to month.

17. Page 6 of the report (submitted on file) details the petty cash balances and movement during the month.

18. All relevant general ledger accounts were reconciled and analysed.

19. **RECOMMENDATION:**

**THAT THE INFORMATION CONTAINED IN THE REPORT**, as submitted on file, **BE NOTED.**

**ADOPTED**

#### C COMMITTEE REPORT – BANK AND INVESTMENT REPORT – DECEMBER 2022

**134/695/317/1228-002**

**421/2022-23**

20. The A/Chief Financial Officer, provided a monthly summary of Council’s petty cash, bank account and cash investment position as at 23 December 2022.

21. Page 1 of the report (submitted on file) outlines Council’s cash and investments with financial counter parties as recorded in Council’s financial systems.

22. The decrease of cash and investments of $153 million in December was consistent with Council’s usual business cycle activities during the period and largely due to:

* Receipts:
* $20 million Brisbane Metro grant.
* Payments:

- $75 million CapEx outflows

- $54 million quarterly Queensland Treasury Corporation debt service and lease payments.

23. Explanation of the significant items include:

* Cash at bank in Australian dollars:
* transactional banking account with CBA - this is Council’s operational bank account for receipts and payments for day‑to‑day transactions in Australian dollars
* The variance between the balance as per the general ledger and the balance as per bank statements relates to timing differences in recognition.
* Swiss francs bank account - AUD equivalent:
* AUD equivalent of CHF held in a CBA account which is solely used for Brisbane Metro project hedge settlements and invoice payments in CHF.
* Cash investments:
* Council is holding a total of $490 million cash investments with $290 million placed in longer-term investments (with maturities up to six months) and $200 million held in at call accounts
* the variance between the balance as per the general ledger and the balance as per the investment statements relates to the accrued interests and fees which have not yet been processed to the bank statement.
* QIC investment:
* the QIC investment account is set up to provide asset backing for Council’s SMIF.

24. Page 2 of the report (submitted on file) outlines the cash investments as recorded in the financial counter parties’ statements and provides a high-level explanation of variance between Council financial systems records and the financial counter party statements.

25. The variance for the period is due to accruals of interest and fees not yet recorded in the bank statements and timing of transactions processed. These are normal variances due to timing of transactions and information received.

26. Page 3 of the report (submitted on file) includes amounts held by Council in trust as well as petty cash balances. The trust amounts are largely associated with monies held for infrastructure development commitments.

27. Trust balances are higher, due to receipts being greater than payments during the month. These are normal fluctuations of the funds from month to month.

28. Page 4 of the report (submitted on file) includes a reconciliation of the CBA bank account between Council’s financial records and the CBA statement. The majority of unreconciled bank transactions at the end of the period have since been reconciled.

29. In addition, the Swiss bank account movements during the period are disclosed.

30. Page 5 of the report (submitted on file) details the movement in trust balances and the reconciliation with trust ledger and statements.

31. The variance between the trust ledger and the investment balance is due to timing of transfers processed to ensure the required funds are held outside of Council’s transactional bank account. These are normal variances and fluctuate from month to month.

32. Page 6 of the report (submitted on file) details the petty cash balances and movement during the month.

33. All relevant general ledger accounts were reconciled and analysed.

34. **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 JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I’ll just flag that this is an ePetition. The actual signatures to the ePetition aren’t attached to this, it’s just a cover page. Normally, they are attached, so I just want to flag this is what I’ve been given, but I think there might be some pages missing. It’s a petition on behalf of Yeronga residents calling on Council to revitalise and rejuvenate the drain and waterway corridor running through Yeronga.

Chair: Thank you.

Any further petitions? No further petitions?

Can I have a motion for receipt of the petition please?

**422/2022-23**

It was resolved on the motion of Councillor Sandy LANDERS, seconded by the DEPUTY MAYOR (Councillor Krista ADAMS), that the petition as presented be received and referred to the Committee concerned for consideration and report.

The petition was summarised as follows:

|  |  |  |
| --- | --- | --- |
| **File No.** | **Councillor** | **Topic** |
| 137/220/594/191 | Nicole Johnston | Requesting the waterway traversing through and adjacent to Hyde Road Park, Fehlberg Park, and Leyshon Park in Yeronga be rejuvenated. |

## GENERAL BUSINESS:

Chair: General Business.

Councillors, are there any statements required as a result of an Office of the Independent Assessor or Councillor Ethics Committee order?

No one rising to their feet.

Are there any matters of General Business?

Councillor ADERMANN is first up.

Councillor ADERMANN: Yes, thank you, Chair. I rise to give an update on activities occurring in the Pullenvale Ward. The commencement of the 2023 school year has seen the introduction of the school zone at Brookfield Road, specifically, to provide greater safety for students arriving and departing the Brookfield State School every day. Securing this school zone was not cut and dried, because it didn’t have direct frontage to Brookfield Road, it wasn’t automatically entitled to the benefits of zones such as 40 kilometres an hour during school hours, a dedicated crossing and crossing supervisor.

But I wasn’t going to take no for an answer, and I thank the Infrastructure Chair, Councillor WINES, for helping me wade through the State’s bureaucratic red tape to have TMR (Transport and Main Roads) understand that there was a special case for a school zone there. I’m pleased to advise the zone is working well and that a safer environment for children attending the Brookfield State School is now in place.

Chair, staying with Brookfield, over the past couple of years I’ve been asked by local residents if Council would consider a missing link path on Rafting Ground Road, Brookfield, near the intersection with Boscombe Road, past Brookie Traders, to connect to the existing path near Moggill Creek Bridge on Brookfield Road, near the Showgrounds. The existing path is well-used by students, walkers, joggers, store customers and does become very slippery when wet. This will be a significant project, but I know from the feedback I‘ve received already from residents, that this will be much appreciated by the Brookfield community and I’m hopeful that work on this path can be undertaken in the first half of this year.

Chair, as my colleagues on this side of the Chamber will attest, one of the highlights of our role as Councillors each year, is to preside at ceremonies where residents are conferred with Australian citizenship. On Australia Day this year, we welcomed 70 new Australians at ceremonies conducted at Kenmore and Bellbowrie. To see the joy on people’s faces after having taken the oath and received their certificates after the long journey to attain Australian citizenship was very satisfying. My thanks to the respective Rotary Clubs of Kenmore and Karana Downs Bellbowrie for organising two wonderful and moving ceremonies.

Chair, while on Australia Day, I have written to four residents of the Pullenvale Ward congratulating them on being recipients of 2023 Australia Day Awards and I want to publicly acknowledge them. Mrs Mary Seefried of Moggill, for significant services to equestrian sports. Mrs Jill Costello OAM (Medal of the Order of Australia) of Kholo for services to community health. Mr Selvam Sinnathamby OAM of Kenmore, for services to the community, particularly, through the church. Mr John Richard Tilly OAM of Mount Crosby, for service to veterans.

Chair, sadly, I have to finish my ward report on a negative note and it’s another case of being disappointed but not surprised when it comes to the ongoing neglect by the State Labor Government to the needs of the western suburbs. The latest example is a rejection of my petition to the Queensland Parliament calling for Translink to increase its service coverage area to enable the provision of public transport, which is bus services, to the western part of the Pullenvale Ward, in particular Karana Downs and Mount Crosby.

I would have thought that 1,600 signatures supporting the petition and a growing population in those areas should have given Transport Minister Mark Bailey something to at least consider, but unfortunately it didn’t. In his response, Minister Bailey said in part, ‘the suburbs of Karana Downs, Mount Crosby, Anstead, Kholo and Lake Manchester have very low levels of density and only a small proportion of the population lives in close proximity to roads which would support bus services’.

Chair, if Minister Bailey was to venture out of George Street and visit these communities instead of blindly accepting what he’s told by bureaucrats, he might see otherwise. As I said earlier, this is disappointing, particularly, after the same Minister announced in November, the State Government’s decision to walk away from improving traffic congestion at the Kenmore roundabout and last week, said he had no intention of floodproofing Colleges Crossing. But, Chair, be assured the Schrinner Council will continue to keep the pressure on the State to meet the needs of all Brisbane residents, irrespective of where they live. Thank you.

Chair: Thank you.

Any further General Business?

Councillor STRUNK.

Councillor STRUNK: Thank you, Chair. I rise to speak on a couple of events and also on a development application that was recently approved. The first is the Forest Lake Markets, and these kicked off on the oval where the Wasps Rugby Union—Junior Rugby Union Club occupies and leases. It started probably from about October, November last year, and I have mentioned it before, but I just wanted to give another shoutout to the fact that it’s really starting to grow. We had another—and they usually find with markets that the first one back from—in the new year, isn’t always as good as the last one, which was at Christmas time. But that wasn’t the case, it was actually better—better numbers, better number of stalls, more food trucks, live entertainment now, which has been part of the—which hasn’t been part of the markets up until February.

But they’re on a Friday night, which again, I said—I think, the last time I talked about this—I didn’t think Friday nights would have been such a great idea but it turns out Friday night’s a great idea and others have told me that it happens elsewhere as well. Anyway, the next one will be 10 March, between 5pm and 8pm, which is really great. The fact that, of course, it’s cooler at that time of the day and, of course, the nice thing about the oval is that it’s all lit, which is really great for the stallholders, whether you’re bumping in or really bumping out actually, because you usually bump in under the sun. Anyway, congratulations to Martin, the President of Wasps, and Veronica, who’s the Treasurer. They’re really kicking a lot of goals in regards to trying to fundraise for the Wasps and build up their numbers again.

The second thing—the second item or the second event, of course, is our fortnight at—we’re now calling it—not Jazz at the Lake, we’re now calling it Live Music at the Lake, because the genre for the musicians are not just jazz it’s other types of music as well that they play. They have a lot of guest singers and musicians that hop in with them for that every fortnight and it runs in the winter from 2pm to 5pm, and in summer, of course, from 3pm to 6pm. Beautiful setting, just overlooking the lake on the lake stage and the numbers last week were actually probably better than we’ve seen for a long time, which is really, really encouraging.

The last item I want to speak about is a development application that was recently approved for three—the subdivision of three blocks from one block into three, which is at 5 The Esplanade at Forest Lake. Now this was an area that was to be developed to a six and seven-storey building over 55 buildings going back a few years ago and Council appealed the—well, I should say the developer appealed Council’s decision not to allow that. Then it started in earnest in regards to the community becoming involved in the grassroots campaign to try to stop it. Council went off to the P&E (Planning and Environment) Court after a great outcry from the locals, with petitions and a number of petitions—a number of the locals actually joined the court case as well to give their evidence and be part of that court case.

Sadly, it was upheld and after Council spent about $200,000, which was a great effort and I have to say that—that the Council really backed the—tried to stop that development happening right on the lake, which would have ruined the character of the whole Jetty Walk Village, which is right around the—halfway round the lake. But what happened was the—COVID happened and the developer wasn’t able to commence the work in a timely fashion. Eventually, they decided not to go ahead with that particular developer and sold the land to a developer from down—I think it was in Melbourne or somewhere like that.

Anyway, they decided that it is low residential, which it still is by the way, on any map you want to look at, no matter what the P&E Court says you can do with it. So they decided to buy the block of land and subdivide it into three 400-metre—square metre blocks and it’s now going to be housing, which is the character of the village. They’re not going to have that godawful monolith overshadowing even the lake stage for that matter and it was a really great outcome for the community. But the approval for the subdivision or to make that one block into three only came through about a week ago. We were so happy to see that and the Forest Lake Action Group, who were the pioneers behind trying to stop that development, they were very elated, as you can probably imagine. Thank you, Chair.

Chair: Thank you.

Any further General Business?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, just briefly, I want to speak on flood planning and flood management in relation to Oxley Creek and the Brisbane River. It is almost one year since the floods hit in February and March 2022, and as we come up to the anniversary it is timely to reflect upon the progress that has been made, both to recover and to learn the lessons of the second major flood in my time as the Councillor. But also to make sure that things are better the next time there is another natural disaster such as a flood, because there will be another major flood. We live in a city that is essentially dominated by a river and creek system that is—that carries a huge amount of water, and flooding will happen again in the future.

Now over the past year, I’ve been undertaking a number of file requests, requests for information, questions to the CEO and seeking information about flood planning and flood warnings. One of the major failures of the 2022 floods was the failure of all levels of government to engage in timely warnings before the flood hit. The LORD MAYOR wants to dodge around this issue when I’ve asked him about it in previous weeks, last year and, again, today. It’s very clear that there is no information coming about Oxley Creek or any preparedness for Oxley Creek, specifically when it comes to flood planning and floor warnings. Now Oxley Creek is a leading indicator of flooding that happens in Brisbane.

Oxley Creek flooded a day to a day and a half before the Brisbane River flooded, but Council did not see it, they did not listen to me. At 10.26 on Saturday, I advised Council and the LORD MAYOR personally that Oxley Creek was flooding and that homes in Oxley and other parts of the ward were flooding. I continued to provide this advice to the LDCC (Local Disaster Coordination Centre) throughout Saturday and Sunday. By the time that Council issued one flood warning on Sunday night in that torrential rain, I thought people in my area would die. There was no warning, police had to wade through hip-deep water, they had to take canoes. They put themselves at risk because no one provided any warning.

Now what I don’t understand is why the flood modelling system does not provide for specific warnings for Oxley Creek. There are indicators, flood warning indicators all the way down Oxley Creek, right from outside the Brisbane City Council area down to near the mouth of the creek and it is shocking to me that no warnings were given. One of the documents that I got from Council in my file request last year, was the warnings issued and the only warnings issued at all prior to the flood and during the flood, were about the Muriel Avenue underpass and the Rocky Waterholes.

Now in heavy rain they go under, in heavy rain they go under. I live less than a kilometre and my ward border is less than a kilometre from that intersection—it used to be in my ward—and those warnings did not come to me as the local Councillor. So if I’m not getting them, who else isn’t getting them? I’ve been signed up to Council’s early warning system forever. So there is a real problem that the LORD MAYOR cannot continue to ignore. We must have a proper flood warning system for Oxley Creek. We must have a protocol in place to issue warnings to people who live along that corridor, because it floods in advance of the Brisbane River.

Now earlier today, the LORD MAYOR made the point of saying we have a whole-of-Brisbane response to flood planning. Great, but that’s not the way that flooding happens. It happens in some areas earlier and other areas later. The flood planning has to be responsive to the impacts of the natural environment and how flooding occurs. So the LORD MAYOR has made it clear to me over numerous meetings that he is not prepared to act on this matter, so I will be.

Chair: Thank you.

Any further General Business?

Councillor HUTTON.

Councillor HUTTON: Thank you, Mr Chair. Now I just wanted to give a brief update on some of the epic events that have been happening in my ward over the last week. Now it kicked off on Saturday, with the Drive2Health Poker Run. Now if you’re into classic cars or sports cars, this was the event for you. I was driving a 1950s black and white Impala and we had a lot of fun. Now I am personally not a massive classic car lover, but the—

Councillor interjecting.

Councillor HUTTON: I know, shame. But the rev of that engine had my little people in the back squealing, so they had the best day. I think that that were a few quotes of, ‘oh my god, can we buy one?’, ‘No.’ So if you’ve never heard of a Poker Run, participants are given directions to designated checkpoints where they pick up a playing card. After five checkpoints, you have a hand and thus the best hand wins. Kicking off at Just Poppy’s burger shop at Riverhills, we were given our directions that led us all across the western suburbs, even out to your ward, Councillor TOOMEY.

We had a lot of fun, but behind all of that, there was a method to the madness and the reason why we were doing it was to raise money for a very worthy local charity called Trek2Health. Now Trek2Health is a mental health charity that supports our first responders, including the more traditional methods and also taking them out and enjoying the local environment. So they together raised close to $9,000 for this one event and I want to do a shoutout to those involved. So that was Lisa Baillie, who coordinated the event; Damien Lacey and Lacey Plumbing; Marc and Poppy, from Just Poppy’s; and RE/MAX Ignite, for their generous sponsorship.

Now it didn’t end there. On Sunday, we celebrated the Trưng Sisters ceremony with our wonder Vietnamese Women’s Association. Now despite the story being celebrated over 1,000 years, this is one truly inspiring story. A story of bravery, a story of determination, a story of courageous leadership. A story of two women who wanted freedom and sovereignty for their country and were prepared to risk their lives for the better future for others. The Trưng Sisters, Trưng Trac and Trưng Nhi, were Vietnamese women who led a rebellion against the Chinese rule in the first century AD. It’s hard to comprehend how these two sisters rallied an army of 80,000 fighters, no technology, no social media, nothing but a clear vision driven by the love for their country.

They were able to mobilise and lead a diverse group of people from different backgrounds, ages and genders, create an environment that was inclusive and empowering. These sisters managed to overpower the foreign invaders and gain independence for Vietnam. Whilst they were only able to hold on for a short period of time, these women are truly celebrated in our Vietnamese culture. The strength and courage of these amazing women continues today, and I want to say a huge thank you to—for her ongoing support and her community who organised this important event.

Now finally, I want to go to the final thing that happened, which was on Sunday night, which was a fundraiser for Gabi Johnson. Now remember this name, Gabi Johnson, she will be a phenomenal athlete at the 2032 Olympics, I have no doubt. This gorgeous young woman is 18 and a passionate triathlete and she’s about to compete in the Junior World Titles in New Zealand. Now she is not just fit, but she is so mentally strong, this young woman. She graduated from Brigidine College last year, and instead of going to Schoolies, she got on her bike with her dad and cycled to Sydney. This woman is unreal and we wish her all the very best for her efforts in the triathlon and World Juniors, so good luck, Gabi. Thank you.

Chair: Thank you.

Is there any further General Business? No further General Business?

I declare the meeting closed.

## QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN:

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

**Submitted by Councillor Steve Griffiths (received on 16 February 2023)**

**Q1.** Please list all locations where backflow devices were installed by Council in the following financial years, including the number installed per location:

|  |  |  |
| --- | --- | --- |
| **Financial Year** | **Location** | **Number of Backflow Devices Installed per Location** |
| **2021-2022** |  |  |
| **2022-2023 (to date)** |  |  |

**Q2.** Please provide a breakdown by Ward, of the sum of overdue rates bills and the number of properties.

|  |  |  |
| --- | --- | --- |
| **Ward** | **Total number of properties with overdue bills** | **Total amount due** |
| E.g. Deagon |  | **$** |
|  |  |  |
|  |  |  |
|  |  |  |

**Q3.** Of those requiring recovery work because of the February 2022 Floods, please list which bikeways remain closed, partially closed, or requiring any level of flood recovery work.

**Q4.** Of those requiring recovery work because of the February 2022 Floods, please list which playgrounds remain closed, partially closed, or requiring any level of flood recovery work.

**Q5.** Of those requiring recovery work because of the February 2022 Floods, please list which Council facilities remain closed, partially closed, or requiring any level of flood recovery work.

**Q6.** List how many people signed up to Council’s Brisbane Severe Weather Alert Service per month since September 2022 to current.

**Q7.** How many total subscribers are currently enrolled to Council’s Brisbane Severe Weather Alert Service?

**Q8.** How many evacuation centres has Council established and readied for immediate activation, beyond those which were available to Brisbane residents at February 2022 (being the Kedron-Wavell Services Club and the Sleeman Sports Complex)?

**Q9.** What actions did Council take to encourage building owners and body corporates “retrofit electrical and other essential services located in basements in flood prone areas to ensure protection from inundation”, a commitment due by 31 October 2022 in the 2022 Rebuild and Recover Flood Resilience Action Plan?

**Q10.** What actions did Council take to “review with relevant bodies the materials used for pontoon construction and the tethering of pontoons to embankments” a commitment due by 30 December 2022 in the 2022 Rebuild and Recover Flood Resilience Action Plan?

**Q11.** Please provide a current breakdown of Council’s public barbeques.

|  |  |
| --- | --- |
| **Woodfired** | **Electric** |
|  |  |

## 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 14 February 2023)**

**Q1.** Please provide a list of categories for the Brisbane City Council owned community facilities. *Eg. Indoor sports, outdoor sports, community arts, etc*

***A1.***

|  |
| --- |
| *Amenities Building* |
| *Cemetery* |
| *Commercial* |
| *Community Lease* |
| *Community Service/Leisure* |
| *Sport And Recreation* |

**Q2.** Please provide a detailed breakdown of how much Brisbane City Council spent on advertising in the 2021-2022 and 2022-2023 (to date) financial years, broken down by the various categories of advertising (eg. television, billboards, radio, social/digital, influencers, print etc).

|  |  |  |
| --- | --- | --- |
| **Channel** | **2021-2022 Spend** | **2022-2023 spend (to date)** |
| TV |  |  |
| Radio |  |  |
| Print |  |  |
| Billboard |  |  |
| Digital |  |  |
| Social Media |  |  |

***A2.***

| ***Channel*** | ***2021-2022 Spend*** | ***2022-2023 spend (to date)*** |
| --- | --- | --- |
| *TV* | *$1,224,762.17* | *$360,492.30* |
| *Radio* | *$657,031.09* | *$295,153.92* |
| *Print* | *$221,992.49* | *$77,801.77* |
| *Billboard* | *$1,296,282.47* | *$447,082.92* |
| *Digital* | *$805,803.46* | *$410,777.52* |
| *Social Media* | *$333,214.59* | *$162,394.83* |

**Q3.** How much has been spent on social media advertising by Brisbane City Council in the 2021-2022 and 2022-2023 (to date) financial years, broken down by the advertising campaign and social media channel (eg Facebook, TikTok etc)?

**Facebook/Instagram**

|  |  |  |
| --- | --- | --- |
| **Campaign** | **Financial Year** | **Total Spent** |
|  |  |  |

**TikTok**

|  |  |  |
| --- | --- | --- |
| **Campaign** | **Financial Year** | **Total Spent** |
|  |  |  |

**LinkedIn**

|  |  |  |
| --- | --- | --- |
| **Campaign** | **Financial Year** | **Total Spent** |
|  |  |  |

**SnapChat**

|  |  |  |
| --- | --- | --- |
| **Campaign** | **Financial Year** | **Total Spent** |
|  |  |  |

**OTHER (please list all other channels)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Campaign** | **Social Media Channel** | **Financial Year** | **Total Spent** |
|  |  |  |  |

***A3. Facebook/Instagram***

| ***Campaign*** | ***Financial Year*** | ***Total Spent*** |
| --- | --- | --- |
| *LM Photographic Awards* | *2021-2022* | *$3,294.55* |
| *Brisbane app* | *2021-2022* | *$159,019.63* |
| *GenYOU* | *2021-2022* | *$1,000* |
| *Ferry network review* | *2021-2022* | *$5,296.52* |
| *QUBE Effect* | *2021-2022* | *$1,350* |
| *Community street tree planting* | *2021-2022* | *$617.80* |
| *Better Suburbs Grant* | *2021-2022* | *$500* |
| *Outdoor Galleries* | *2021-2022* | *$1,250* |
| *Kangaroo Point Green Bridge* | *2021-2022* | *$500* |
| *MyValley* | *2021-2022* | *$7,864.36* |
| *Brisbane Libraries* | *2021-2022* | *$2,304.23* |
| *LM Australia Day Awards* | *2021-2022* | *$700* |
| *Valley Fiesta* | *2021-2022* | *$2,500* |
| *Whites Hill Pet Fair* | *2021-2022* | *$250* |
| *Revive Festival* | *2021-2022* | *$1,860* |
| *Seniors Month* | *2021-2022* | *$1,000* |
| *Creative Sparks Grants* | *2021-2022* | *$500* |
| *Homeless Connect* | *2021-2022* | *$1,300* |
| *Breakfast Creek Green Bridge* | *2021-2022* | *$1,000* |
| *Outdoor Cinema in the Suburbs* | *2021-2022* | *$800* |
| *Suburban Shopfront Grants* | *2021-2022* | *$800* |
| *Be Prepared* | *2021-2022* | *$8,459.18* |
| *Manly Harbour Village Precinct Project* | *2021-2022* | *$200* |
| *Maker Entrepreneur Program* | *2021-2022* | *$1,000* |
| *Pop-up Shop Program* | *2021-2022* | *$750* |
| *West End Green Bridges* | *2021-2022* | *$1,067.94* |
| *Reducing waste at home* | *2021-2022* | *$5,620.80* |
| *Nighttime economy research* | *2021-2022* | *$500* |
| *Brisbetter* | *2021-2022* | *$1,650* |
| *Free bus travel weekends* | *2021-2022* | *$150* |
| *Planetarium* | *2021-2022* | *$1,082.95* |
| *Aquatic parks* | *2021-2022* | *$500* |
| *NAIDOC Week/Black History Month* | *2021-2022* | *$1,100.80* |
| *Suburban Business Hub* | *2021-2022* | *$2,905.46* |
| *Breakfast of Champions* | *2021-2022* | *$350* |
| *Victoria Park/Barrambin stage 1 projects* | *2021-2022* | *$697.98* |
| *Mud Army* | *2021-2022* | *$4,521.50* |
| *Youth Week* | *2021-2022* | *$2,498.45* |
| *Responsible pet ownership* | *2021-2022* | *$1,682.03* |
| *Budget* | *2021-2022* | *$4,000* |
| *Indigenous Art Program* | *2021-2022* | *$941.40* |
| *Botanic Gardens* | *2021-2022* | *$3,000* |
| *Heritage Trails* | *2021-2022* | *$400* |
| *Environment Centres* | *2021-2022* | *$3,000* |
| *Gathering* | *2021-2022* | *$1,000* |
| *Botanica* | *2021-2022* | *$3,500* |
| *BrisAsia Festival* | *2021-2022* | *$3,324.69* |
| *Seniors Cabaret* | *2021-2022* | *$1,250* |
| *Brisbane Greeters* | *2021-2022* | *$400* |
| *Community Conservation Partnerships Program* | *2021-2022* | *$300* |
| *Neighbour Day* | *2021-2022* | *$250* |
| *Brisbane app* | *2022-2023* | *$23,525.55* |
| *New bus network* | *2022-2023* | *$5,500* |
| *BrisAsia Festival* | *2022-2023* | *$4,100* |
| *Victoria Park* | *2022-2023* | *$7,999.79* |
| *Brisbetter* | *2022-2023* | *$19,425.16* |
| *Be Prepared* | *2022-2023* | *$20,751.51* |
| *Virtus Games* | *2022-2023* | *$5,000* |
| *Victoria Park/Barrambin Draft Master Plan* | *2022-2023* | *$5,000* |
| *Green and Gold Day* | *2022-2023* | *$2,186.98* |
| *Living in Brisbane Live* | *2022-2023* | *$3,000* |
| *Outdoor Cinema in the Suburbs* | *2022-2023* | *$1,486.74* |
| *MyValley* | *2022-2023* | *$3,499.28* |
| *Rediscover Brisbane* | *2022-2023* | *$5,871.72* |
| *NAIDOC Week/Black History Month* | *2022-2023* | *$899.20* |
| *Inner Spark* | *2022-2023* | *$4,000* |
| *Valley Fiesta* | *2022-2023* | *$3,000* |
| *QUBE Effect* | *2022-2023* | *$1,205.88* |
| *WasteSmart* | *2022-2023* | *$4,898.09* |
| *Planetarium* | *2022-2023* | *$1,500* |
| *Suburban Business Hub* | *2022-2023* | *$500* |
| *Seniors Month* | *2022-2023* | *$500* |
| *Treasure Troves* | *2022-2023* | *$2,250* |
| *Active School Travel* | *2022-2023* | *$1,000* |
| *LM Seniors Christmas Parties* | *2022-2023* | *$500* |
| *Seniors Suburban Concerts* | *2022-2023* | *$500* |
| *Agents of Discovery* | *2022-2023* | *$500* |
| *LM Photographic Awards* | *2022-2023* | *$2,207.33* |
| *Outdoor Gallery* | *2022-2023* | *$600* |
| *Breakfast Creek Sports Park Concept* | *2022-2023* | *$400* |
| *LM Australia Day Awards* | *2022-2023* | *$700* |
| *Creative Sparks Grant* | *2022-2023* | *$500* |
| *LM Christmas Carols* | *2022-2023* | *$250* |
| *E-bike and e-scooter workshops* | *2022-2023* | *$500* |
| *Brisbane Libraries* | *2022-2023* | *$2,078.63* |
| *Community street tree planting* | *2022-2023* | *$400* |
| *Indigenous Art Program* | *2022-2023* | *$58.60* |

***TikTok***

| ***Campaign*** | ***Financial Year*** | ***Total Spent*** |
| --- | --- | --- |
| *Brisbane app* | *2021-2022* | *$30,905.47* |
| *Indigenous art program* | *2021-2022* | *$500* |
| *Botanica* | *2021-2022* | *$494.15* |
| *Reducing waste at home* | *2021-2022* | *$1,200* |
| *Brisbane app* | *2022-2023* | *$2,491.52* |
| *QUBE Effect* | *2022-2023* | *$1,194.60* |
| *Treasure Troves* | *2022-2023* | *$598.10* |
| *WasteSmart* | *2022-2023* | *$694.89* |
| *Be Prepared* | *2022-2023* | *$3,796.14* |
| *Brisbetter* | *2022-2023* | *$2,015.25* |
| *Victoria Park* | *2022-2023* | *$2,000* |
| *BrisAsia Festival* | *2022-2023* | *$500* |

***LinkedIn***

| ***Campaign*** | ***Financial Year*** | ***Total Spent*** |
| --- | --- | --- |
| *Brisbane app* | *2021-2022* | *$22,423.17* |
| *APCS* | *2021-2022* | *$5,987.95* |
| *LM Australia Day Awards* | *2021-2022* | *$798.37* |
| *LM Multicultural Awards for Business* | *2021-2022* | *$500* |
| *Ferry network review* | *2021-2022* | *$3,000* |
| *Active school travel* | *2021-2022* | *$300* |
| *Suburban Shopfront Grants* | *2021-2022* | *$400* |
| *Homeless Connect* | *2021-2022* | *$788.57* |
| *Pop-up Shop Program* | *2021-2022* | *$200* |
| *Suburban Business Hub* | *2021-2022* | *$1,699.77* |
| *Business in Brisbane Group* | *2021-2022* | *$200* |
| *LM Creative Fellowship Grants* | *2021-2022* | *$500* |
| *Stronger Social Enterprise Program* | *2021-2022* | *$500* |
| *Victoria Park* | *2021-2022* | *$300* |
| *Budget* | *2021-2022* | *$998.12* |
| *Employment Pathways* | *2021-2022* | *$2,500* |
| *Be Prepared* | *2022-2023* | *$1,500* |
| *Supplier Forums* | *2022-2023* | *$600* |
| *Inner Spark* | *2022-2023* | *$1,200* |
| *Bus Operator Recruitment* | *2022-2023* | *$200* |
| *LM Australia Day Awards* | *2022-2023* | *$300* |
| *New bus network* | *2022-2023* | *$2,500* |
| *Creative Sparks Grants* | *2022-2023* | *$500* |
| *Suburban Business Hub* | *2022-2023* | *$700* |
| *Brisbetter* | *2022-2023* | *$500* |
| *LM Creative Fellowship Grants* | *2022-2023* | *$500* |

***SnapChat***

|  |  |  |
| --- | --- | --- |
| ***Campaign*** | ***Financial Year*** | ***Total Spent*** |
| *Brisbane app* | *2021-2022* | *$9,458.75* |

***Twitter***

|  |  |  |
| --- | --- | --- |
| ***Campaign*** | ***Financial Year*** | ***Total Spent*** |
| *Be Prepared* | *2022-2023* | *$,2510* |
| *New bus network* | *2022-2023* | *$1,300* |

**Q4.** How many Brisbane City Council bus drivers have resigned in the last 3 months?

***A4.*** *78.*

**Q5.** How many Brisbane City Council bus drivers have resigned in the last 6 months?

***A5.*** *154.*

**Q6.** How many Brisbane City Council bus drivers have resigned in the last 12 months?

***A6.*** *296.*

**Q7.** How many new Brisbane City Council bus drivers have been hired in the last 3 months?

***A7.*** *77.*

**Q8.** How many new Brisbane City Council bus drivers have been hired in the last 6 months?

***A8.*** *169.*

**Q9.** How many new Brisbane City Council bus drivers have been hired in the last 12 months?

***A9.*** *334.*

**Q10.** How many Brisbane City Council bus drivers have had claims approved by City Workcover in the last 12 months?

***A10.*** *137.*

**Q11.** How many Brisbane City Council bus drivers have had claims rejected by City Workcover in the last 12 months?

***A11.*** *12.*

**RISING OF COUNCIL: 4.54pm.**

**PRESENTED: and CONFIRMED**

**CHAIR**

**Council officers in attendance:**

Dorian Maruda (A/Senior Council and Committee Officer)

Ashley Bailey (A/Council and Committee Officer)

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