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# MINUTES OF PROCEEDINGS

**The 4659 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 31 August 2021**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

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## PRESENT:

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

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

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

## OPENING OF MEETING:

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

Chair: Please be seated.

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you, Mr Chairman. Mr Chairman, I wish to clarify a matter, a procedural matter, under the Meetings Local Law. section 33, subsection 4 states that questions should be allocated to minority Councillors on a *pro rata* basis. I’ve checked the questions for the last few weeks and I have had one in 10 questions and Councillor SRI has had one in nine. Neither Councillor WINES nor yourself has been allocating questions on a *pro rata* basis, so can you please explain to us upon which basis you are allocating questions and why it is not in accordance with subsection 33(4)?

Chair: Thank you, Councillor JOHNSTON. I’m aware of that provision and I will endeavour to make sure that you are allocated questions accordingly to the Local Law. Thank you very much.

Are there any apologies?

## APOLOGY:

**110/2021-22**

An apology was submitted on behalf of Councillors Fiona CUNNINGHAM and Lisa ATWOOD and they were granted a leave of absence from the meeting on the motion of Councillor Sandy LANDERS, seconded by Councillor Andrew WINES.

Chair: Any other apologies? No other apologies?

The Minutes, confirmation of the Minutes, please.

## MINUTES:

**111/2021-22**

The Minutes of the 4658 meeting of Council held on 24 August 2021, 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 public participants today, and Councillor—Mr Shane Bourne and Ms Emma Dyson are joining us from the hybrid TV room in one of the Committee rooms.

Are you there, Mr Bourne and Ms Dyson?

Ms Emma Dyson: I’m here, yes.

Chair: Thank you very much, Mr Bourne and Ms Dyson. You’re speaking on behalf of Fishability Queensland. You have five minutes.

**Ms Emma Dyson and Mr Shane Bourne – Fishability QLD**

Ms Emma Dyson: Thank you very much. I would just like to say thank you for the opportunity, first and foremost. It’s been approximately—last time I was here was in January 2019, in our infancy stages. And I’m proud to say that we’ve come a very, very long way in that small time with a lot of support from Brisbane City Council. We’re here today to encourage that and just highlight a few areas where we need a bit more. Basically, what we’re seeing at our events is a huge bombardment of people who are constantly disadvantaged, socially disadvantaged, don’t have access to NDIS (National Disability Insurance Scheme) packages or support packages at all, and they have been left with very little support to be able to access socially inclusive opportunities.

Our opportunities that we provide people don’t just stop at having a good day out fishing. They are contributing to economic growth, essentially. We know we get about 30 NDIS support workers at each event. Some of them are earning $57.10 an hour. Then, our free events which is fabulous, over the course of 40 events, over 30 workers. This equates to $322,000. So, we would like to highlight the areas that you may not be seeing. We’re seeing pathways to employment through our programs, and in the capacity building.

We’re also seeing a very good connection with our First People and some very good opportunities to develop some traditional fishing programs which have nothing to do with NDIS, so we’ll need the full community support for that. We want to see support for people in the Brisbane City Council area that do fall under that umbrella of having a lived experience of cultural disadvantage, first and foremost, and also financial and aged care participants with disabilities. That’s a really big area of concern, from what we’re seeing.

Now, I’m going to introduce Shane, who is now the President of Fishability Queensland. Shane has come from participant status and he has been dedicated and committed, and now he is—he became a Board member and now the advocate for Fishability Queensland. So, I’d like to introduce Shane, and if you want to say a few words?

Mr Shane Bourne: Afternoon, Mr Chairman, LORD MAYOR, and Councillors. First of all, thanks for having us this afternoon. I’ll just tell you a quick little bit about my story. It’s probably more powerful than just sitting here throwing statistics at you. Fishability Queensland saved my life. That can’t be understated in any way. Before I came across Fishability Queensland, I was extremely suicidal. I had really bad sort of depression and I had had it for the better part of 20 years, and was just looking for, I guess, one last ditch to grab onto something and start to mix with new people. I found Fishability Queensland on Facebook and, yes, I went out to my first event and it sort of helped with that. I guess I identified with the fact that, basically, what we do is we change people’s lives.

I was extremely socially isolated before I came across Fishability Queensland. I spent all day, every day, laying in bed, you know. I’m now on the NDIS. You know, we have another couple of participants on the NDIS. Once COVID-19 hit, we sort of needed to change scope, not by choice but by need. We had to sort of tap into something on the NDIS. Again, that’s their choice to contribute to Fishability Queensland via the NDIS, but there’s a lot of other organisations out there that provide a very similar, if not identical, service to what we provide. However, if you don’t have any money, you’re not welcome. Fishability Queensland put on many low-cost and free events with our community fish shops.

Via support from the Government and our funding ways that we have. Yes, so I guess my whole—I wanted to come and talk to you guys about is the fact that we are inclusive of everybody. You know, if you don’t have money, you’re still welcome to come. You know, there’s been many occasions where we’ve had on our boat trips—we had one that’s for NDIS participants and there’s about three or four people out there that don’t have funding on here.

So, basically, we just need a bit more support to help keep throwing our community events and our free events, because it’s—as someone that’s benefitted from it and grown so much, it’s—I personally see it as unfair that, if you don’t have any money, you don’t really have access to something that people with money do have access to.

Chair: Mr Bourne?

Mr Shane Bourne: Yes.

Chair: I’m sorry, your time is up. Sorry to interrupt you, but you will be responded to by either the LORD MAYOR or Councillor HOWARD.

Councillor HOWARD.

**Response by Councillor Vicki HOWARD, Civic Cabinet Chair of the Community, Arts and Nighttime Economy Committee**

Councillor HOWARD: Well, thank you, Mr Chair, and Emma and Shane, thank you very much for presenting to Council. I will come and visit you in your—in the Committee room at the end of this session. Can I just say that it’s stories such as yours, Shane, that makes all of the difference to we Councillors when we hear that, some of the work that you’re doing for the community. We’re very much about how we can continue to assist you with that. I know that you have been the recipient of the Community Benefit Fund, from some of the funds through Councillor COOK and through Councillor ATWOOD and Councillor SRI, and I want to thank those Councillors for supporting you through the Lord Mayor’s Community Fund.

It’s a fund that the LORD MAYOR allows up to $35,000 worth of funding per Council ward, and we know that the benefit to that is enormous to the groups that benefit from that. Can I just say that the inclusion that you talk about is a very important aspect of what Council is all about. My community development officers would be very interested in talking to you about the programs that you do and how we can best get those messages out to some of our other wards. I was very interested to hear also about your pathways to employment, the capacity building and, importantly, about your work with perhaps some of our First Nations. We understand that all of those are so important to community and so important to the work that you’re doing.

So, Shane, I really want to thank you for your personal story and for us to really understand the isolation and how important it is to have these sorts of programs that are there to support to you, and also to allow Councillors to be aware of the programs, so that we can reach out to you and to help some of our residents that may be in similar situations.

So, thank you again for sharing your stories with us here today, and we encourage you to keep up the good work, and I encourage all of the Councillors to get onboard and to listen to your stories, and I’ll be up to visit you in a minute. Thank you.

Chair: Thank you, Councillor HOWARD.

Thank you, Mr Bourne and Ms Dyson, for coming in today. That’s a great story that you have to tell, and I’m sure we’d be happy to continue to hear about your work.

Councillors, we do have another speaker today, Professor Victor Feros, who would like to address the Chamber on traffic conditions on Dornoch Terrace in Highgate Hill.

Professor Feros, please come to the microphone. Thank you, you have five minutes.

**Professor Victor Feros – Traffic conditions on Dornoch Terrace, Highgate Hill**

Professor Victor Feros: Mr Chairman, LORD MAYOR, Councillors. Thank you for this opportunity to address Council on a matter of concern of the residents of Dornoch Terrace, Highgate Hill. Dornoch Terrace is 1.3 kilometres long and runs from Gladstone Road, at the top of the hill to Hardgrave Road. Specifically, I address suggested changes to the phasing of traffic signals at the Dornoch Terrace/Gladstone Road intersection, which I raised in writing to Council in March. I have lived in Dornoch Terrace for most of my life, so I’ve been able to observe changes to traffic flows over more than two generations and their impact upon residents.

I also know this intersection particularly well. We have built our offices there in 1987 and are still there. Long gone are the days when we actually played tennis on Dornoch Terrace on the centre strip. The gravel shoulders were out, but with the massive gentrification of West End, most particularly the barely controlled intensification of residential growth along the Montague Road/Riverside Drive axis—actually, Riverside Drive is not a lawful road—providing—this has demonstrated that Dornoch Terrace now has unplanned direct access to and from this high-density residential precinct.

I warned against this, such a traffic outcome, in a study which I did actually for Council in the 1980s. The consequences to those living in Dornoch Terrace, apart from a noticeably declining amenity, are the rapidly deteriorating traffic conditions. It is becoming more and more difficult, at times barely possible, to enter or exit driveways or to walk across the street safely. As an improvement measure, I draw Councillors’ attention to suggest a consideration, an alteration to the phasing of traffic lights at the Dornoch Terrace/Gladstone Road intersection as follows.

For Gladstone Road, inbound traffic turning left into Dornoch Terrace, rather than this being virtually free-flowing, that it be synchronised with the inbound Gladstone Road phasing. So, when that light is green, traffic can turn left into Dornoch Terrace, and when the light is red, traffic may not. This would create controlled interruptions to vehicular flows entering Dornoch Terrace, so allowing breaks in the traffic and creating opportunities, safer opportunities for the length of Dornoch Terrace, for residents to enter and exit their driveways, and for the pedestrians to cross. Incidentally, this phased interruption to traffic entry into Dornoch Terrace would also provide relief to the notorious Hampstead Road T‑section at the lookout.

The present phasing promotes rat running via Hampstead Road, eliminating as it does several sets of signals, and by the way, yet additional benefit of any rephasing would be provided to the many cyclists on the popular River Loop, whose safety down Dornoch Terrace would be improved. This suggested phasing change would have minor impact only upon the inbound Gladstone Road vehicular flows. There is spare capacity and there is sufficient queuing length, and could be implemented at virtually no cost.

So, prior to closing, I advised that I was forwarded a Council response some time ago, and I provided a rejoinder to be candid. I found the memorandum unnecessarily dismissive, and I suggested that Council provide this time a technically reliant amended response, and I’ve not heard anything since. So, to conclude, I commend this suggestion for Council’s consideration, one which offers a significant community improvement at really no cost. The safety implications, not only for Dornoch Terrace residents but for others, are plainly evident.

As an afterword, when I was commissioned by the State Government quite some time ago to design Brisbane’s first public transport pocket map, I also reproduced a poster from 1910, when this intersection was altogether more gentle and far more genteel. May I leave a copy, Mr Chairman, for—

Chair: We’ll table that, thank you.

Professor Victor Feros: —the Brisbane Museum?

Chair: Thank you, Mr Feros. Your time is up.

Councillor WINES, would you like to respond?

**Response by Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee**

Councillor WINES: Thank you, Mr Chair, and—

Chair: Please take a seat.

Councillor WINES: —can I thank Professor Feros for his time and coming in. I recognise his keen commitment to the inner southern suburbs, and thank him and his family’s efforts to make our city a better place. Can I make a few comments? Dornoch Terrace is a district road with a posted speed of 50 kilometres an hour, and is a bidirectional road, with a single lane in each direction. Vehicles larger than 14.5 tonnes or of a gross vehicle mass and over are banned on Dornoch Terrace, with some authorised vehicles accepted. The only standing authorisations is for refuse vehicles and buses. Traffic enters Dornoch Terrace from a left-hand lane, from Gladstone Road or a nearby service lane.

There are approximately 6,500 vehicles a day turning left from Gladstone Road into Dornoch Terrace, with 700 vehicles in the morning peak and 640 in the evening peak. During the peak periods, you will sometimes see the River Loop cyclists using the service lane rather than the turn at the lights. The Department of Transport and Main Roads (TMR) WebCrash for the period of six years, up to 28 February 2021, has listed five crashes at the intersection of Gladstone and Dornoch and Gloucester, with three requiring hospitalisations.

High-level traffic modelling has been done on this intersection with the introduction of a ban, as requested by the Professor, would increase travel by 12 seconds a day for that left turn—per trip, I should say—excuse me, a 12 second delay for left turns from Gladstone into Dornoch, which would anticipate a doubling of the length of queuing in the morning peak. That queuing would lead to increased congestion through Gladstone Road, and that would also—it is our view that would also affect the bike lanes and the bus stops.

That being said, Professor, I am more than happy to come on-site and have a chat with you about the operation of the intersection at a time convenient to both of us in the near future.

Chair: Thank you, Councillor WINES.

Thank you, Professor Feros.

*Councillor interjecting.*

Chair: Councillor JOHNSTON, please.

Thank you for coming in today, Professor Feros.

*Councillor interjecting.*

Chair: We appear to have lost Councillor COOK, and I’m sure we’re working hard to make sure she gets back on screen.

## QUESTION TIME:

Chair: Are there—Question Time.

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

Councillor HUTTON.

**Question 1**

Councillor HUTTON: Thank you, Chair. My question is to the LORD MAYOR. LORD MAYOR, following the tragic death of baby Mia at Glindemann Park a few weeks ago, can you update the Chamber on Council’s investigation and what we are doing to mitigate another tragic occurrence?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question, and it is one that no doubt has impacted on all of us, as it has for the wider community to see the tragic accident that led to the death of baby Mia and the flow-on impacts across the community of that accident. At the time, I asked that we needed to get to the bottom of the facts of exactly what happened. There was some inconsistencies in the information that we had been provided. It was not exactly clear from the information that we had been provided what had happened, and the circumstances surrounding what had happened.

So, at the time, I asked the CEO (Chief Executive Officer) to order an investigation into what had happened, to get the facts of the circumstances, but also to make sure that the questions were being asked about whether our procedures were followed, and secondly, whether those procedures needed to be improved or could be improved. So, today, I have this report, and I now table it in this Chamber.

This report was conducted by KPMG so it was an external report, independent of Council. That’s yours. The report goes through in detail what happened, and also outlines the procedures and practices that Council has in place when it comes to reports of swooping birds.

What is clear, is that our practices and procedures have long been based on keeping birds in their native habitat, and the majority of response from Council has been about warning the community of the presence of a swooping bird. So that includes, when we get reports of a swooping bird in a particular location, installing signs. In some cases, that may involve the fencing off or exclusion of a particular area during breeding season, and we do have the ability, where it comes to very extreme circumstances, to engage an expert to relocate a bird that is causing problems.

I believe that the longstanding practices and procedures need to shift. I believe that people’s safety must come first and I have ordered the CEO to make sure that our procedures and practices are updated to put people first. Now, I understand that there will be people that will say, look, these are Australian native birds. They’re doing what comes naturally and we should leave them alone. Now, we are accepting that swooping birds are a part of Australian life, there is no doubt about that, and I know that probably everyone in this Chamber at some stage in their life has been swooped by an Australia bird, like a magpie.

Having said that, we are aware that there are certain birds and a small number of birds that are particularly aggressive and that cause injuries. It’s impossible to count the number of magpies across Brisbane, it’s impossible to count the number of swooping birds because there is a number of species, but what we can do is deal with those particularly aggressive birds better. So, where a bird is causing injury, I want to make sure that Council steps in and orders the independent experts that are licensed under the *State Conservation Act* to come in and take action. If that involves relocating a bird, then that is what we must do to protect the public safety.

So, this is a change to the longstanding practice, but I think it is the right change because it does put people first. I also want to see our signage upgraded. I’m aware, and this report indicates that there are currently a range of different signs that are installed. I believe that that signage needs to be geared up to be more highly visible—

Chair: Excuse me, LORD MAYOR.

Point of order to you, Councillor COOK.

Councillor COOK: Apologies for the interruption. Mr Chair, is that report able to be provided electronically to Councillors?

Chair: Can we provide that? It’s tabled. We’ll make sure that all Councillors get a copy of it.

Councillor COOK: Thank you.

Chair: Sorry, LORD MAYOR.

LORD MAYOR: Thank you. The signage that are used, I believe, need to be upgraded and enhanced. The various types of signs that are in place could use some improvement. I believe that more highly visible signage, using a different combination of colours, making them really stand out—and many of the signs are actually black and white at the moment—using colours like yellow and red and making them more highly visible, I think, is an important step in making sure the community is aware.

So, we are changing our procedures, and the reason we’re changing them is to make sure something like this never happens again. It is something we have never seen happen in Brisbane before. It is something that has shocked us all. It is truly a tragic accident, and we never want to see it happen again. The way that we go forward is by putting people first.

Chair: LORD MAYOR, your time has expired.

Are there any other questions?

Councillor CASSIDY.

**Question 2**

Councillor CASSIDY: Thanks very much, Chair. My question is to the LORD MAYOR. LORD MAYOR, you recently increased the number of *Living in Brisbane* newsletters you’re pumping out into Brisbane letterboxes. Nine or 10 editions were bad enough last year, but now residents have to throw out 11 editions this year. Over your four‑year term, you will be pumping out 21 million copies of *Living in Brisbane*. It’s not only filling up residents’ bins, it’s costing them $6 million, all so you can advertise your face on the front cover and boost your own profile.

We know that, because having a photo on the front cover was requested by your office. LORD MAYOR, it’s clear what personal gain there is for you, but how does the community benefit from your face being on every copy of the *Living in Brisbane* newsletter?

Chair: LORD MAYOR.

LORD MAYOR: When you’ve got no plans and no idea, you resort to smear, you resort to personal attacks, you resort to petty politics, and that’s exactly what we see week after week from this tired and out-of-touch and out-of-ideas Opposition, an Opposition—

*Councillors interjecting.*

LORD MAYOR: —that has contributed nothing to public debate, and indeed an out-of-touch independent Councillor, as well, who really—

*Councillors interjecting.*

LORD MAYOR: —believes in attacking everyone else and not contributing anything worthwhile and of value. Now, I’ll tell you exactly why we’ve had to increase the number of *Living in Brisbane* publications, because we are doing so much. We are delivering so much that we need to let the community know, and it is their right to know and it is our responsibility to let them know. I can understand why Councillor CASSIDY and his team would like to gag, would like to gag any kind of public information coming out from this Council.

*Councillors interjecting.*

LORD MAYOR: I can understand that because he knows that every time the people of Brisbane open their letterbox and they read *Living in Brisbane*, they see the fantastic things that this Council and this Administration, the Schrinner Council, is delivering on behalf of them, and they don’t want people to see that. They don’t want people to see that because Labor would like to keep people in the dark. Labor would like to keep people in the dark.

*Councillors interjecting.*

LORD MAYOR: I believe in throwing open the doors and letting the light in, letting people know exactly what we are doing on their behalf, because I am proud of what we’re doing because we’re building a better Brisbane. Every week that goes by, we’re building a better Brisbane. We’re investing more. We’re doing more. That’s absolutely right that people should be informed about this. Now, Councillor CASSIDY, in his very misleading way, has suggested that somehow, the LORD MAYOR’s photo has only just recently appeared on *Living in Brisbane*. That’s the implication of what he’s suggesting. Apparently, it was requested by my office. Well, newsflash, it was actually requested by Lord Mayor Jim, Lord Mayor Jim.

*Councillors interjecting.*

LORD MAYOR: Lord Mayor Jim Soorley. So, people like Councillor CUMMING and Councillor GRIFFITHS sat here and they’ve been here for something like 25 years in Councillor CUMMING’s case, 18 years in Councillor GRIFFITHS’ case, and they were quite happy to have Lord Jim on the front cover.

*Councillors interjecting.*

LORD MAYOR: They were quite happy.

*Councillors interjecting.*

LORD MAYOR: Yes, now—

Chair: Order, please. Councillor JOHNSTON.

LORD MAYOR: —it’s apparently unacceptable. Do you see the hypocrisy there? Do you see the double standards? It sort of reminds me about the issue of allowances and pay that they have raised. Once again, what’s good for the goose, apparently, is not good for the gander. I won’t say who the goose is or who the gander is, but ultimately double standards from Labor, double standards here, and it just masks their lack of ideas and anything to contribute towards the debate here. So yes, we will be informing people actively about what’s going on in their community and what we’re doing to build a better Brisbane. We will continue to do so and we believe it is right to do so.

Certainly, as the leader of the city, as the elected leader of the city, it has been a long‑term tradition for more than 20 years, more than 20 years, maybe 25 years, to have the LORD MAYOR introduce the *Living in Brisbane* newsletter. There’s nothing new about that, but what is new is Labor’s got nothing else to talk about, so they keep coming back to this. I would finally point out, that these other people that are quite happy to send out seven photos of themselves in their own newsletter, and apparently that’s okay, but an introduction from the LORD MAYOR, the leader of the city, in the *Living in Brisbane* is somehow not okay.

LORD MAYOR: Double standards, no ideas, simply negativity and criticism and really quite a shameful attempt—

*Councillor interjecting.*

LORD MAYOR: —to prevent the people of Brisbane finding out what is going on in their city.

*Councillor interjecting.*

LORD MAYOR: —which I think is just shameful and disgraceful, Mr Chair.

Chair: Further questions?

Councillor HAMMOND.

**Question 3**

Councillor HAMMOND: Thank you, Mr Chair, my question is to the Chair of Environment, Parks and Sustainability, Councillor DAVIS. Councillor DAVIS works are just about complete for the Chalk Street Park upgrade in my ward of Marchant. Can you outline the details of this exciting new local recreational park that was, in part, help designed by the local community?

Chair: Councillor DAVIS.

Councillor DAVIS: Thank you, Mr Chair, and through you I thank Councillor HAMMOND for the question. As Councillor HAMMOND well knows you’ll find no better friend of parks than the Schrinner Council.

*Councillors interjecting.*

Councillor DAVIS: I’m excited to be working alongside the LORD MAYOR in delivering the biggest ever investment in greenspace in the history of this city. As Councillor HAMMOND just mentioned, works are about to be completed on a brand new park for Chalk Street in Lutwyche. Mr Chair, the Schrinner Council is focused on delivering for residents now and long into the future, by carefully planning of new and upgraded parks in the City Plan and Local Government Infrastructure Plan. Because we want to protect our Brisbane lifestyle long into the future. We know that as our city grows, we will need more greenspace, parks and outdoor spaces for local families to enjoy.

Mr Chair, the need for a new park in Lutwyche was first identified as part of the planning process for the Lutwyche Road Corridor neighbourhood plan. In 2017, we began securing properties for the delivery of a new park in Chalk Street. This new park is not only a reflection of the commitment of this Administration, the hard work of the local Councillor, but also the many local residents that got on board to help design this new park. I know that the LORD MAYOR and Councillor HAMMOND are very excited to be opening the new Chalk Street Park in two weeks’ time. So residents will finally be able to enjoy the park which they helped to design.

I had the opportunity to go out to visit the park yesterday and it is a fantastic open greenspace. It was wonderful to see first-hand all of the wonderful facilities. They included things like picnic shelters, there’s a new playground with a shade sail and safety fencing for our littlies. Beautiful new shade trees to separate the playground from the street. Lots of open space for playing sports and kicking the ball around on the weekend. Fitness equipment, there are two stations, a bike repair station and there’s also indented parking for Marita Street.

This beautiful new park will also pay tribute to a local resident, Mrs Vera Canale. Mrs Canale was an integral member of the significant Italian community in the area, and I know Councillor HAMMOND will speak more about the contribution of Mrs Canale during the Environment, Park and Sustainability Committee report today, when we consider a petition to formally name the park ‘Vera Canale Park’.

Vera Canale Park will join more than 2,100 parks across Brisbane that are enjoyed by residents every day of the year. Mr Chair, Brisbane’s greenspace is just one of the many things that makes Brisbane so special. Spending time outdoors is something that we love to do in this beautiful, sub-tropical city of ours.

It’s why protecting and creating new greenspace was the first and highest priority on the LORD MAYOR’s list when he first became LORD MAYOR two years ago. It still is, and continues to be, as we get on with delivering on the Schrinner Council’s record investment in greenspace, including dozens of new parks and playgrounds. But we’re not about to stop there, Chair, there is always more work to do.

The Schrinner Council continues to deliver more parks upgrades as part of our Suburban Renewal program with five park upgrades currently underway. I’m pleased to advise the Chamber that construction is about to begin on 16 brand new park projects next month. The Schrinner Council is passionate about parkland and no matter which part of Brisbane you live in, there is a new and improved park not far from you.

The LORD MAYOR has funded over $70 million in new and improved parks across the suburbs and many of our projects are reaching important milestones, including the new park at Chalk Street. Mr Chair, at Victoria Park, the Schrinner Council is investing $83 million over four years to bring Brisbane’s biggest new park to life.

*Councillor interjecting.*

Councillor DAVIS: Even in these early months since the opening, it has been wonderful to see residents out and about enjoying this new park.

A point made by the LORD MAYOR often is that while other projects like the Botanic Gardens at Mt Coot-tha were closed for many years while works were completed. At Victoria Park, we have made it open for the community to use from day one.

The stunning views from Victoria Park to the CBD, framed by beautiful trees and green grassy slopes will make it a top location for a family picnic this year. There will also be much to explore at Victoria Park, even before work on delivering the vision gets underway. I’m pleased to advise, the work’s already underway with several bunkers already filled and topped with brand new turf and work continuing over the coming months to open up the space to the community even more.

This is a visionary project and the community is at the heart of the planning for this project. We’ve consulted with thousands of residents and great to see some many residents getting involved in this historic project for our city. Mr Chair, the Schrinner Council is delivering for the residents of Brisbane and whether you live in the north, south, east or west of the city, we are building better parks for you and your family to enjoy—

Chair: Thank you Councillor DAVIS.

Councillor DAVIS: —including the new Chalk Street Park.

Chair: Your time has expired.

Further questions?

Councillor GRIFFITHS.

**Question 4**

Councillor GRIFFITHS: Thank you, Mr Chair. My question is to the LORD MAYOR. LORD MAYOR, last week Councillor CASSIDY raised the cost of your self-promotional *Living in Brisbane* newsletter. Over your four year term, you’ll print and distribute 21 million copies, costing Brisbane residents $6 million. That figure is in your budget but last week you seemed to think that was incorrect. So, LORD MAYOR, if you claim your own budget is wrong, can you please tell residents how much you are exactly charging them to distribute—to make and distribute—your *Living in Brisbane* newsletter?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question. Through you, Mr Chair, Councillor GRIFFITHS probably needs to pay more attention. Because I explained very clearly last week. I explained that time and time again, we saw fake urgency motions come up about kerbside collection in this Chamber and their genius funding strategy was to cancel *Living in Brisbane*.

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, firstly there is no such thing as a ‘fake urgency motion’. But my point of order is one of relevance. The question was about the cost of *Living in Brisbane* and if the $6 million wasn’t right, what’s the actual cost?

Chair: I’m sure the LORD MAYOR is addressing the question, LORD MAYOR.

*Councillor interjecting.*

LORD MAYOR: Why don’t I just sit down and let Councillor JOHNSTON run the meeting.

*Councillors interjecting.*

LORD MAYOR: I think it would all go much smoother for everyone if she just got to do all the talking and we were quiet.

*Councillor interjecting.*

LORD MAYOR: That would be better, wouldn’t it? So, what we saw is time and time again—

*Councillor interjecting.*

LORD MAYOR: —they moved what they believed to be urgency motions, the Chamber thought otherwise. Which—

*Councillor interjecting.*

LORD MAYOR: —were about bringing back kerbside collection and their, as I said, genius funding strategy was this. Kerbside collection costs more than $6 million per year, per year. But to pay for that they would take four years’ worth of *Living in Brisbane*, give or take—

*Councillors interjecting.*

LORD MAYOR: How does that add up?

*Councillor interjecting.*

LORD MAYOR: So, they can’t understand basic mathematics here and basic budgeting. That was simply my point last time and that point stands. If they can’t be trusted to come up with even the most basic of strategies, then you really cannot believe anything they say. We see it time and time again. Just putting out fake news, they’ve literally dedicated a whole website to fake news. Which is just Labor Party propaganda. They continue to peddle fake information. They put forward fake figures and I’m simply calling them out on it.

But I did point out earlier, that having a LORD MAYOR on the front cover of a Brisbane City Council publication was not something that was new.

*Councillors interjecting.*

LORD MAYOR: You may recognise this person here on the front cover of a publication called *InsideBrisbane*.

*Councillors interjecting.*

LORD MAYOR: It is Lord Jim—

*Councillors interjecting.*

LORD MAYOR: —with a hard hat on.

*Councillors interjecting.*

LORD MAYOR: With a Hutchies hard hat on actually.

*Councillor interjecting.*

LORD MAYOR: The photo takes up pretty much the entire page.

*Councillors interjecting.*

LORD MAYOR: So, I won’t be lectured by someone—

*Councillors interjecting.*

LORD MAYOR: —who was part of this Administration and that was you, Councillor GRIFFITHS, because you were here.

*Councillors interjecting.*

LORD MAYOR: This is not a case of Councillor CASSIDY or Councillor COOK or other newcomers not knowing. Councillor GRIFFITHS was here.

*Councillors interjecting.*

LORD MAYOR: He actually saw Lord Jim on the front cover of these publications time and time and time again.

*Councillor interjecting.*

LORD MAYOR: Councillor CUMMING saw it as well.

*Councillor interjecting.*

LORD MAYOR: So oooh.

Chair: Councillors please, both sides of the Chamber, please.

LORD MAYOR: So, Councillor GRIFFITHS, really, the cost of *Living in Brisbane,* which is an important community newsletter, has a line item in the budget. Look it up, do the maths and stop trying to misrepresent the facts. It’s in the budget. I’ll tell you what else is in the budget, the record investment in greenspace and parks.

*Councillor interjecting.*

LORD MAYOR: Record investment in public transport that keeps going—

*Councillors interjecting.*

LORD MAYOR: —up and up. The record investment in suburban footpaths and the basics.

*Councillors interjecting.*

LORD MAYOR: And an incredible $90 million worth of investment in repairing and resurfacing roads across the city.

*Councillors interjecting.*

LORD MAYOR: The record investment in supporting local business through our Local Buy Policy. All these things are in the budget too.

*Councillor interjecting.*

LORD MAYOR: Guess what? We want to tell the community about them. That’s why it is important that *Living in Brisbane* goes across the community. So that people have the accountability, that we have the accountability of people knowing what we’re doing on their behalf. That is the right thing to do, rather than Labor’s attempt to gag any kind of information going out.

*Councillor interjecting.*

LORD MAYOR: To keep people in the dark like mushrooms. They would prefer that. They are so cynical—

*Councillor interjecting.*

LORD MAYOR: —that they simply want to stop us communicating with the residents of Brisbane that we represent.

*Councillor interjecting.*

LORD MAYOR: Yet it is okay for them to do that in their wards.

*Councillor interjecting.*

LORD MAYOR: So, Mr Chair, and Councillor GRIFFITHS, through you, Mr Chair. You should know better. You should know better.

*Councillor interjecting.*

LORD MAYOR: You should be ashamed about that question.

Chair: Further questions?

Councillor LANDERS.

**Question 5**

Councillor LANDERS: My question is to the Chair for Infrastructure, Councillor WINES. Councillor WINES, Council recently completed the Hoyland Street upgrade in my ward of Bracken Ridge. Can you outline how this upgrade has improved safety and network reliability for this growing area, while getting residents home quicker and safer?

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair. Can I thank Councillor LANDERS both for the question and for her enthusiastic support of projects in her ward that do in fact get her residents home quicker and safer.

*Councillor interjecting.*

Councillor WINES: The Bracken Ridge LNP Party is the site of another fantastic Schrinner initiative—Schrinner Council initiative that will see her residents be able to use an upgraded Hoyland Street in Bracken Ridge. Now Hoyland Street, for those who don’t know where it is, it’s a major connection between Gympie Road and Bracken Ridge Road. Bracken Ridge Road will take you sort of to the Gateway or to Sandgate, depending on how you want to travel, or in a western direction to say Strathpine. Both major intersections, both major traffic generators.

This piece of road, this particular length of road was only two lanes. But the two pieces of road on the other side, the Bracken Ridge Road and the other side of Gympie Road, were both four lanes. The way they interacted with Hoyland Street was not—let’s just call it sub-optimal, right, sub-optimal.

So, the road upgrade itself was 900 metres long and was principally about expanding the two-lane road to become a four-lane road. Approximately 20,000 vehicles a day travelled on Hoyland Street between those two important links. About somewhere between six per cent and eight per cent of those vehicles were heavy vehicles, each day.

The project not only focused on managing the traffic, but it did also offer some pedestrian and cyclist improvements, which I’ll discuss a little bit later on. The project itself was between Kluver Street intersection at one end and the Bracken Ridge Road at the other. As I said, we will often do works to make sure that the capacity of the upgrade is markedly improved. But also safety and that’s one of the reasons that we did this work.

Because, as I said earlier, the four lanes down to two created a merge and at that merge there was a number of accidents. Now, this morning’s presentation heard that between the years 2013 and 2018, there were five accidents with two hospitalisations. If we include the year 2019, there would have been seven accidents and three hospitalisations.

Now, I trust that three hospitalisations is three too many for me and I hope all Councillors. So that is one of the reasons that this work was done. To ensure that it is—those mergers aren’t there, that the traffic flows freely between those two major trunks and that those 20,000 vehicle users can travel safely and comfortably through that area.

The pedestrian section includes a number of upgrades. There was the upgrade to the cycle way and there’s an upgrade to the pedestrian section. But also, there’s been, as part of this project, an upgrade to the two phase traffic signal protections at Hoyland Street, at the existing left slip lanes at Kluver Street. These will mean that those pedestrians who move through, as I said, what was a very, very busy road and intersection, will now have pedestrian lit protection to move around this area.

Then other upgrades as part of this project, Council has also installed approximately 800 metres of guard rail and upgraded the existing sodium lights to new LED lights. The Council, I’m sure, would be interested to know that the project was delivered five months early with operations taking—the completion of the project on the 9 August, only some weeks ago. Five months early, under budget and it remains an excellent example of this Council’s commitment to improving roads, not only across all Brisbane, but in particular the outer north, a growing and needed part of the city.

Also, it connects other things that we’ll hear about in the future in Norris Road, for example. Councillor LANDERS and I will be discussing those sorts of things in the future. But this is but one more example delivered under budget and with time to spare, that shows that the Schrinner Council is getting its residents home sooner and safer and quicker and safer.

It’s also important for me to remind Councillors at this point—it was remiss of me not to bring it up earlier—can I also thank the Federal Government who also made a substantial financial contribution to this project to ensure that it did occur and that the costs were across a number of governments. That I’d like to personally thank, on behalf of both the city but also Bracken Ridge LNP Party residents—apologies for stealing your thunder on that Councillor LANDERS—to Mr Luke Howard who arranged for that. This project will make a material benefit to the people of outer north Brisbane and I commend it to all Councillors.

*Councillor interjecting.*

Chair: Thank you Councillor WINES.

Further questions?

Councillor SRI.

**Question 6**

Councillor SRI: Thanks, Chair. My question is to the Mayor. In June 2018, the Council Administration released *Brisbane’s Future Blueprint*. Which included a clear and specific commitment that the Council would amend the City Plan 2014 to increase the minimum requirement for deep planted trees in new developments from 10% to 15% of the site area. Graham Quirk gave a written commitment to start this change within six months of the release of the Blueprint.

Over three years later, Council has made many of the other changes promised in the Future Blueprint which were favourable for private developers, such as height bonuses for new developments with green rooves. But the deep planting requirements in City Plan are still set at 10% of the development site area. Why has your Administration not kept its promise to the people of Brisbane to increase the area for deep planted trees in new developments from 10% to 15%?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question Councillor SRI. Look I don’t accept or believe that the premise of your question is correct. But what I can confirm is that I will go back and provide some more information for you, based on what we’re actually doing at the moment.

But I can say this. People have been talking in recent times about what iconic structure building might be constructed for the Olympics. There’s obviously been some proposals floated around. But what I can say, is I want a whole lot of iconic structures created. Not for the Olympics, but for actually people to live in.

I want our buildings to be the greenest and the most sustainable buildings in the world. I want to see a city that has not only buildings that have a good Green Star rating and great sustainability. I want to see them covered with vegetation, I want to see new developments covered with vegetation. I want to see the greening up of development in Brisbane. That is something that I can flag now. We will be moving on to further enhancing our planning regulations and our planning policies.

We’ve done a great job in signalling to developers and requiring from developers various changes over the years. Now, Councillor SRI mentioned one of them and that was the ability to have green rooves and gardens and activation of rooftops. That is something that has happened only in recent years and that is something that’s happened deliberately and only because we have moved in and made this possible.

So, when you see all the fantastic green rooves—

Councillor SRI: Point of order, Chair.

LORD MAYOR: —and gardens around—

Chair: Point of order to you, Councillor SRI.

Councillor SRI: On relevance, the question was about deep planting minimum areas and whether the commitment to increase deep planting minimums from 10% to 15% will be kept. It’s a very specific question about a very specific topic.

Chair: LORD MAYOR, to the question.

LORD MAYOR: Thank you and I have actually addressed that and I did that right up front. That I’ll provide some further information to Councillor SRI. I thought he would be interested to see my vision when it comes to the greening of development in our city. I really do want to see developments become not only more sustainable in terms of their energy use and water use and efficiency. But also literally in the greenery on buildings, in buildings, as part of new developments.

Whatever may have been proposed as part of the Future Brisbane Blueprint or the Brisbane Future Blueprint doesn’t go far enough. We are going to go further, we are going to go significantly more down the road of encouraging this in our new developments.

There are some very simple reasons why. First of all, unlike many cities, particularly in Australia, we have a sub-tropical climate. That climate is absolutely conducive to having things like rooftop gardens and facilities, but also to having more vegetation incorporated into new developments.

We are not the type of climate that Sydney or Melbourne has and in fact many of the cities around the world. We are amongst the few sub-tropical cities that people would be aware of around the world. We’re going to use that as a key point of advantage in the lead up to the Olympics. So, that when people come here in 2032, they see a city that is a green city, a garden city. A city that—like Singapore used its tropical climate—we’re going to use our sub-tropical climate to really green up the city and green up new growth and development in our city. That’s what I want to see.

So, whatever’s in the Future Blueprint, I can tell you doesn’t go far enough. More needs to happen and I have instructed, just in recent times, the CEO to develop new ways, new policies, new changes to actually achieve that outcome. I look forward to communicating and discussing that with not only the Chamber, but also the community, so that we can have a cleaner and greener Brisbane going forward.

Chair: Thank you LORD MAYOR.

Further questions?

Councillor TOOMEY.

**Question 7**

Councillor TOOMEY: Thank you, Chair. My question is to the fashionable Chair for Economic Development and the 2032 Olympics and Paralympic Games, Councillor ADAMS. DEPUTY MAYOR, last week Queensland Premier’s Fashion Week took the runway to King George Square. Can you outline the economic benefit the Brisbane Fashion Festival brought to our city and how Council will continue to support the festival in the future?

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair, and thank you Councillor TOOMEY for the question and the compliment. The Fashion Festival is certainly Queensland’s premier fashion event and there is no better place for that to be held than in the State’s capital, Brisbane. Yes, indeed, last week, the glitz and the glamour was back on showcase again for a festival which attracted over 1,500 people to City Hall and King George Square (KGS).

There was a mild chill factor in the air on some of the later nights. But there was definitely no deterrent because the events were sell outs for every night as well. It is now in its 14th year and the Fashion Festival has been proudly showcasing Brisbane’s best when it comes to fashion and design. A mix of both local and international talent has graced our city over these years and the quality of design continues to grow every time.

This year it was all about BNE, the Brisbane Fashion Festival, bright and bold and beautiful on every night. The Festival’s director, Lindsay Bennett, said he was very heartened by Brisbane’s strong support of the Festival for over a decade. He reported to us that tickets sold out in a record time this year, just in three days. Which is a testament to how strong the reputation is of such a well-run event.

It is all about driving retail and fashion and this has been the primary objective of the festival since it started. It’s been paying dividends for Brisbane’s local designers since this time. Of course since the festival began in 2006, we’ve seen a wide variety of designs, which some of we may baulk at now. We’ve seen a period of crop-tops, we’ve seen some low-rise bootcut jeans that some ladies will remember. Of course, there was the—when baby doll dresses were a formal attire. I may have actually been guilty of that one Councillor DAVIS.

But, obviously, times have changed since then and the items we have been talking about in the past are possibly in the Vinnies’ bin or being recycled down at the World’s Greatest Garage. But now, we are seeing more and more extravagant designs as well.

While the numbers are still being run on the festival’s injection into the local economy, what I can tell you is that it definitely had a positive impact for small businesses. There were more than 50 local businesses supported as a direct result of the event. This include everything from staging to lighting, to catering, seamstresses and more.

In addition, there were more than 100 models booked for the three nights who took to the 78-metre runway—which is the longest outdoor runway in the festival’s history. A further total of 23 local Brisbane brands were showcased. Some, including White Label Noba, which I have to say the Lady Mayoress looked stunning in on Wednesday night. Chamani, Missy D, Wil Valor, Bonita Collective and Sacha Drake and of course some of very popular Brisbane performers like Sheppard and Naomi Price, to make sure everybody got into the groove as well.

There was more than 150 volunteers that worked on the festival and they, of course, got invaluable experience in areas of backstage and front of house management, dressers and event management as well. The events like Brisbane Fashion Festival are important now, more than ever, for the recovery of our CBD. Some people may think it was just a frivolous night that we got to look at pretty people in pretty clothes. But it’s also about supporting the CBD in a very chronic time for the economy as well. There is no better way to do this, than attracting people to the city through major events.

If you were to look at the CBD on Monday, Tuesday and Wednesday night last week, when there was no other major events on other than the Fashion Festival. The bars and restaurants were full around KGS, people were enjoying being out of course and why not, with the beautiful stunning background of City Hall as a backdrop. It was important that, with the soon to be released City Centre Master Plan, we do focus on this economic recovery of cities, through the city, through initiatives like this.

Brisbane’s Economic Development Agency (BEDA) and Council continue to invest and secure events to help boost our city’s economy. We’ve been doing it for many years now and it’s becoming more and more crucial. Due to the incredible success of this year’s event, I am pleased to announce that BEDA has recently engaged with the Festival with a mind to continue sponsoring the event for years ahead. It spurs Brisbane’s economic recovery, it gives people more to see and do in our city and—

Councillor COOK: Point of order, Mr Chair.

DEPUTY MAYOR: —and I can assure you we will definitely be advertising it in *Living in Brisbane*.

Chair: Point of order, Councillor COOK.

Councillor COOK: I had a question for the DEPUTY MAYOR but she’s concluded, so I don’t think I can ask her.

Chair: Well let’s—Question Time continues, you’re entitled to ask a question. But that’s up to your side.

Councillor CASSIDY.

**Question 8**

Councillor CASSIDY: Thanks very much Chair, my question is to the LORD MAYOR in this instance. LORD MAYOR, support for Labor’s job creating, climate change busting and cost saving initiative FOGO (Food Organics, Garden Organics), is gathering pace. With thousands of participants in Labor’s Brisbane wide survey indicating overwhelming support for Brisbane to go FOGO. So, why are you putting on the brakes on a full scale roll out of Food Organics, Garden Organics, here in Brisbane?

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair, and thank you Councillor CASSIDY for another fake news question. Anyone would think from that question that Labor came up with the idea of FOGO, that it was their idea.

*Councillors interjecting.*

LORD MAYOR: Apparently, it’s Labor’s job creatingFOGO strategy. Which actually neglects the simple point that the South East Queensland Council of Mayors have been working on this strategy for quite some time. It’s now progressively being rolled out.

*Councillor interjecting.*

LORD MAYOR: It also neglects another simple fact. That is that the Labor State Government up in George Street loves to come up with great targets. They love a good new tax as well. They come up with targets but those targets are always for other people to achieve. We saw an example, just recently, where we saw TransLink, for example. State Government decided arbitrarily that all new buses in the South East Queensland bus fleet, by 2025, will be zero emission, right. Now neglecting the fact that TransLink doesn’t actually own any buses, they do not own a single bus and in fact—

Councillor CASSIDY: Point of order, Chair.

LORD MAYOR: —these have to be delivered by others.

Councillor CASSIDY: Relevance?

Chair: Sorry, point of order to you Councillor CASSIDY.

Councillor CASSIDY: Yes, thanks, Chair. Relevance, the question was about FOGO not buses.

Chair: LORD MAYOR. The question’s about FOGO, can you come back to the—

*Councillors interjecting.*

LORD MAYOR: So, what we see here is another example of the State Government saying we have all these great targets when it comes to waste reduction and reducing waste to landfill and by the way we’re going to whack a new tax on everyone called the Landfill Levy.

*Councillors interjecting.*

LORD MAYOR: By the way, buried in the budget this year we’re going to secretly remove the subsidy to councils—

*Councillor interjecting.*

LORD MAYOR: —and generate an $88 bin tax on councils.

*Councillors interjecting.*

LORD MAYOR: Which will then be passed on to ratepayers.

*Councillor interjecting.*

LORD MAYOR: But I’m yet to be made aware of any State Government support or funding for a FOGO system.

*Councillor interjecting.*

LORD MAYOR: There’s not a single dollar that has been made available to Brisbane City Council from the State Government, despite the fact that they are collecting hundreds of millions of dollars each year in the Landfill Levy. So Labor’s strategy is actually not a strategy at all. So, as usual, the Council of Mayors comes together to deal with the State Government’s inadequacies. We did that with the Olympics, we led that charge and we’re leading the charge on FOGO as well and—

*Councillor interjecting.*

LORD MAYOR: —we’re leading the charge on waste minimisation and reducing waste to landfill. Why? Because the State Government’s solution to every problem is a new tax.

*Councillor interjecting.*

LORD MAYOR: Our solution to every problem is to actually get better at outcomes. That’s what we’re going to do. I’m pleased that we have funded in the budget this year a—

*Councillor interjecting.*

LORD MAYOR: —FOGO Pilot program. Which will be a very exciting initiative for Brisbane and which will help the industry scale up for what comes next. Because, at the moment, the ability to suddenly switch on every household in Brisbane with a FOGO system is just not there. The facilities are not there, the processing is not there.

*Councillors interjecting.*

LORD MAYOR: In fact, and in fact, as I said last—I think it was last week or the week before—we’re happy to have a FOGO processing facility in the Deagon LNP Party, if Councillor CASSIDY would like that. It’s going to be a smelly place, it’s going to be a very smelly place.

*Councillors interjecting.*

LORD MAYOR: But—

Chair: Order please.

LORD MAYOR: He doesn’t want one, it’s quite clear he doesn’t want one.

*Councillors interjecting.*

LORD MAYOR: The ultimate NIMBY (not in my backyard).

*Councillors interjecting.*

LORD MAYOR: The ultimate NIMBY. He wants a FOGO system but not in his area.

*Councillors interjecting.*

LORD MAYOR: So we’ll see how that plays out. Look, one thing that we know, being involved in local government, is that when it comes to creating new facilities, particularly dealing with organics and otherwise known as putrescibles.

*Councillors interjecting.*

LORD MAYOR: They’re called that for a reason. That there are some impacts that have to be managed here. Now, Labor has previously proposed, in order to fund this without any additional cost, a reduction in the weekly red top bin service. That was their previous policy.

*Councillors interjecting.*

LORD MAYOR: How do you deliver FOGO without any additional costs to ratepayers? Oh Labor’s policy is to reduce the weekly red top bin collection—

*Councillors interjecting.*

LORD MAYOR: —to fortnightly. I still haven’t heard whether that’s part of their policy or not. But the reality is, this needs to be done in a way that doesn’t create an impost on households. But provides a new service which is thought through, planned through and which the appropriate facilities exist.

Chair: LORD MAYOR, your time has expired and that concludes Question Time for today.

We move on to the consideration of Committee Reports.

## 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 23 August 2021, be adopted.

Chair: Is there any debate?

LORD MAYOR: Yes, Mr Chair. September marks Prostate Cancer Awareness Month. The Prostate Cancer Foundation of Australia challenges people to run 72 kilometres, not all in one go, but across the month of September, to raise funds for research and support services. Prostate cancer is the most commonly diagnosed cancer among Australian men with one in six men diagnosed with prostate cancer before the age of 85. So that’s nearly 17,000 people diagnosed with prostate cancer each year.

So to show our support for Prostate Cancer Awareness Month, the Story Bridge and Victoria Bridges as well as the Reddacliff Place sculptures, will be lit in blue tonight.

Tomorrow night is National Wattle Day and Councillor ADERMANN, I see that you’ve got your wattle badge on.

*Councillors interjecting.*

LORD MAYOR: Councillor LANDERS, anyone else got—

*Councillors interjecting.*

Chair: —and the Chair—

LORD MAYOR: —got their wattle badge on? Oh, Mr Chair.

Chair: Councillor CUMMING as well.

LORD MAYOR: Councillor CUMMING did as well. Obviously, wattle is Australia’s national floral emblem and a strong symbol of Australia and Australia’s patriotism as well. Particularly during the World Wars. They also—it helps provide our national colours. So the green and gold actually come from wattle. So that’s something that we should all be proud of. To acknowledge our national floral emblem on National Wattle Day, which is tomorrow, we’re lighting up the Story Bridge and Victoria Bridges and Tropical Dome at Mt Coot-tha and the Reddacliff Place sculptures in green and yellow tomorrow evening.

Friday through to Sunday, the Story Bridge and Victoria Bridges, Tropical Dome at Mt Coot-tha and Reddacliff Place sculptures will be lit in pink to celebrate Brisbane Festival. Now Brisbane Festival last year was the only major cultural and arts festival in Australia to go ahead in the pandemic. It’s back and they are very determined to make sure that they can go ahead again this year. Obviously touch wood that nothing untoward or unexpected happens between now and then.

But one of the things that was really exciting about last year’s Brisbane Festival was Street Serenades. Which saw the Brisbane Festival being brought to 190 suburbs across Brisbane, i.e. every suburb. With performances in each of the suburbs across our city and suburbs. The interesting thing about that, and one of the best things about it, it’s an opportunity to support local artists. We know that local artists have been doing it tough with the current COVID-19 restrictions. With limitations on venues and venue capacity, there are many local artists that are doing it tough.

So Brisbane Festival will provide an opportunity for more than 1,000 different local artists to be involved and they’ll help us with many facets of Brisbane Festival, including the Street Serenades across the city. We’ll be lighting up the assets in pink to celebrate Brisbane Festival. It kicks off on 3 September which is this Friday and runs to 25 September. Culminating in the Sunsuper Riverfire which obviously we all hope goes ahead.

The other thing that’s happening on 3 September is Australian National Flag Day. Now I know that Councillor SRI has a view on this. He’s been quite open about his view on this.

*Councillor interjecting.*

LORD MAYOR: But I actually—I love our Australian flag.

*Councillors interjecting.*

LORD MAYOR: I genuinely love this symbol of our nation. It’s one of many symbols but it is our premier official national symbol.

*Councillor interjecting.*

LORD MAYOR: Just as I love the City of Brisbane flag, but I can tell you I love our Australian flag more. I can tell you up front, I never want to see that flag changed. Never want to see it changed. I am a life member of the Australian National Flag Association and I will damn well celebrate the birthday of our flag.

*Councillors interjecting.*

LORD MAYOR: Despite what Councillor SRI says about it, we should do that. Now you know Australia is a different country to many around the world, but it is a big part of the Aussie ethos to wave the flag and see it as a symbol of our nation. You only have to see what happens in the Olympics and other major sporting events, people really do embrace the flag. This is something that we should encourage because it is something that I think is a great national symbol. It is something that acknowledges our past history, it acknowledges our place in the world with the Southern Cross geographically.

But also having the stars and particularly the Federation stars, it is uniquely an Australian icon. So having those stars represents out future as well as a bright nation with a bright future. So that’s on the 3 September.

Mr Chair, I will table now the Museum of Brisbane and their financial report—annual financial report for the year ended 30 June. Now recently I tabled some other documents for Council-controlled entities. Our requirement and our expectation is that once these statements are prepared, finalised and presented to us, then we will table those statements at the next meeting of Council. Which I am doing today. So they’re available, the Museum of Brisbane statements.

I can say though that the Museum of Brisbane has done an incredible job like everyone in difficult financial times, for a significant period they’ve been impacted by the COVID-19 pandemic. Yes, their budget continues to go from strength to strength. It is a surplus budget, which is a good thing. It is something that we’ll continue to support through grants from Council to make sure that the fantastic history of our city is put on display. Not just in terms of artefacts or art but also the creativity of our people.

So whether that’s the exhibitions like The Storytellers that we’ve had just recently, or the whole breadth of other exhibitions that Museum of Brisbane puts on, they do a fantastic job. I also want to thank the Board in particular and the Chair of the Board, former Lord Mayor Sallyanne Atkinson—

*Councillors interjecting.*

LORD MAYOR: —for her—the enthusiasm which she continues to do the role. I can tell you, I can certainly hope that I approach life with the vigour that she does at her stage in life. If I actually make it to her stage in life.

*Councillors interjecting.*

LORD MAYOR: So she is fantastic, an absolute dynamo and great asset to our city.

*Councillors interjecting.*

LORD MAYOR: Item A on the reports in front of us is the Brisbane Universal Housing Design Incentive Policy. This item relates to the incentive policy I introduced to encourage the creation of more universal housing that is built to a Gold or Platinum standard. So for those of you who may not recall, this is about the simple changes that can be made in the construction of a new property or a new home that makes it accessible for people in all stages of their life.

So universal housing means that it should be accessible across all stages of life. So that includes people with a disability, but also includes the elderly who may struggle in a house that is not designed for their particular needs. Now retrofitting homes for this standard is a costly exercise. So what we’d like to see is more homes being built with this in upfront. Just because our home is designed to a universal standard, doesn’t mean that people without special needs won’t want to live there. It’s actually—it will be accessible for anyone that lives in the home, not just those with a disability or not just those who are elderly.

So our proposal here is two key changes. First of all the extension of time for three years until 30 June 2024. One of the things that we require for this incentive is that the home has to be built and then certified to a Gold or Platinum standard. So it’s only after everything is done that they can then apply for this incentive. So that obviously takes time to roll through. We need to make sure that we signal to the industry that this is not coming to an end right now, that it’s continuing. Because we want to see these houses continue to be built. So we’ll see that extension of time.

Additional criteria has been included to clarify that eligibility only applies if Gold or Platinum performance-level certification has not been made mandatory under separate State or Federal requirements. So this is important. Obviously, we want to see over time the vast majority of new housing developments and new homes being built to a universal standard. It will take a bit of time for us to get there, but at the point at which it becomes mandatory, well then obviously this incentive policy then becomes superseded. If it’s mandatory—

Chair: LORD MAYOR your time has expired.

**112/2021-22**

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

Chair: LORD MAYOR, you have 10 minutes.

LORD MAYOR: Certainly we know that there will come a time when State or Federal requirements will more than likely require this to be a mandatory requirement. In the meantime we’re introducing an incentive to bring it on. It’s the carrot as opposed to the stick. If other people want to wield the stick they are entitled to do so, but obviously we won’t be paying an incentive if it is mandatory.

When it comes to item B it’s the report of the Audit Committee and particularly the meeting that was held on 5 August. Council continues to effectively manage its risks and that is an ongoing process.

Item C the Stores Board submission for significant contracting plan for the supply and application of water for horticultural and industrial use. Water is obviously a critical requirement for Council to continue delivering a clean, green and sustainable city. We use—we require the supply of water for a range of applications including landscaping, horticulture, dust suppression, civil construction—also refilling water storage tanks at Council sites where there hasn’t been rain to fill those up.

The majority of expenditure is for landscaping and horticulture, but also a significant investment on construction works as well. This can be effectively facilitated through contractors and Council currently has a procurement arrangement in place which is due to expire next year. The new procurement arrangement will be for an initial term of three years with options to extend for additional periods of up to four years and a maximum of seven years. Thank you, Mr Chair.

Chair: Thank you, LORD MAYOR.

Any other speakers please?

Councillor CASSIDY.

Councillor CASSIDY: Thanks, Chair.

**Seriatim - Clause B**

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| --- |
| Councillor Jared CASSIDY requested that Clause B, REPORT OF THE AUDIT COMMITTEE MEETING ON 5 AUGUST 2021, be taken seriatim for voting purposes. |

Councillor CASSIDY: Thank you. It’s always interesting to hear the LORD MAYOR talk about assets that are being lit up for days of significance. For the community this—we heard this week it was the Wattle Day and National Flag Day and other—interesting, I don’t recall him last week—perhaps he did and I missed it. Or certainly see our assets lit up purple for Wear it Purple Day, it was 27 August last week, which is a day that strives to foster supportive safe and empowering communities for rainbow young people. I think it’s an important one for us to make sure we mark as a Council.

On Clause A, the Universal Housing Design Incentive Policy. We hope that there are genuine outcomes. We supported this last time and support the extension of this policy to make sure that housing is accessible to all those that are in our communities and seeking housing in our communities across a wide range of housing choices.

*Councillors interjecting.*

Councillor CASSIDY: But we want to make sure—and we’ll certainly be seeking this further after today—evidence that this policy is working. How these discounts are delivering on that and whether Council is following up on those investments we’re making on behalf of ratepayers, in awarding discounts to private developers to actually help deliver universal housing design here in Brisbane. So we support the intent of the policy and we’ll be supporting the policy today. We want to make sure that we actually see those good outcomes for the community.

Clause B the Audit Committee report, as usual there is nothing to see here because there is nothing to see here. We wish there was more to see here so we could see what oversight there is on decisions being made by this LNP Administration. Here there is no transparency, no associated documents, no attachments for Councillors to view and to know whether all the decisions are being made properly and above board.

We note that there are two committee members leaving. We don’t know why, we assume that their term may be up or we don’t know how they’re being replaced and who they’ll be replaced with.

*Councillors interjecting.*

Councillor CASSIDY: We—well yes, we could probably guess. We know that if you’re a former LNP or a Liberal Party Mayor or LNP Councillor you often get—

*Councillors interjecting.*

Councillor CASSIDY: —jobs on boards and committees. We saw that with QUU (Queensland Urban Utilities) recently and South Bank recently and other organisations that Council wholly owns as well. We certainly you know wish there was more transparency around all the things on the Audit Committee. Both the auditing that they are doing, the documents of which they are producing, but also who was on it and why they’re on it and the work they’re doing on it.

So given there is such a lack of transparency when it comes to auditing, and there have been such terrible outcomes on projects under this LORD MAYOR’s watch, we won’t be supporting this item today, as usual. We will be supporting Clause C, the provision of water for horticultural and industrial uses.

Chair: Thank you Councillor CASSIDY.

Further speakers?

Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair, I rise to speak on item A, AP275 the Brisbane Universal Housing Design Incentive Policy. In August 2019, Council approved the procedure for the Universal Housing Design Incentive as part of a range of initiatives aimed at increasing the amount of housing delivered in Brisbane that caters to the accessibility needs of all residents, across their lifetimes. This includes residents who are ageing, have disability, are injured, or families with young children. Just an example of the really basic things that you might see through this policy are wider doorways.

The cost associated with delivering housing stock to a level that responds to the various needs of residents can be significant and can act as a major deterrent in pursuing developments. In response, the incentive provides financial payments equal to 33% of the infrastructure charges paid for eligible developments that deliver universal housing.

The original procedure required the development lawfully commence use and achieve gold or platinum performance level certification from a Liveable Housing Australia Design Guideline Assessor. This was between 1 July 2019 and 30 June 2021. The proposed policy has been created to combine the existing procedure and incentive into a single item. The new policy will retain the same development, eligibility and funding criteria as the existing procedure with the exception of the following key changes, and the LORD MAYOR did touch upon this but it’s important to note. The additional eligibility criteria has been included to clarify that eligibility only applies if gold or platinum performance-level certification has not been made mandatory under separate State or Federal requirements.

Where a Gold performance level of certification has been made mandatory, a Platinum level of certification must be achieved to be eligible for the incentive. The purpose is to ensure eligibility is only granted to applicants delivering a higher standard than the mandatory performance levels under the State or Federal requirements. To Councillor CASSIDY’s point earlier, there will be no incentive paid unless certification is achieved.

The second point was the extension of time. The original procedure was due to end on 30 June 2021. The proposed policy will extend the end date by three years to 30 June 2024. The extension will also apply to the related timeframes for making an application to Council as well as to commence use and achieve certification.

Mr Chair, this is an admirable policy and I commend it to the Chamber.

Chair: Thank you, Councillor ALLAN.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes. I just rise to speak briefly on item C, the Stores Board submission significant contracting plan for water supply for horticultural and industrial use.

Council allocates a bit over $12 million to fund this type of water, which is pretty essentially maintaining public spaces. One of the questions I’ve got is why we’re not considering water tanks and water reticulation and reuse from our Council buildings. Council has made minor steps to do some of that with solar power and we should be doing it with water as well.

But one of the things that Brisbane City Council has in great abundance is land and I don’t really understand why we’re not looking at some strategically placed tanks rather than paying somebody a lot of money, a lot of ratepayers’ money, to get water for, you know, maintaining our public spaces.

I think that this is something that we should be looking at rather than simply paying others and I am genuinely interested in whether or not major tanks are being considered on any Council land and whether or not Council would consider doing that and if they won’t consider doing it, why was that excluded from consideration.

I think building our own capacity as a Council is important. I think it would provide water that we could probably give to community groups as well as for public use in land because, you know, a lot of groups now have to purchase water as well from QUU where before they used to be able to have access to it when we owned all of the water assets.

I think that we could be doing more here to create a sustainable sort of lifecycle for our own organisation, but also, we could support community groups. So I’m genuinely interested in why we’re not considering building water tanks in, let’s say, the four regions to start with and then looking at using that water rather than spending a lot of money purchasing it from others.

Chair: Thank you, Councillor JOHNSTON.

Further speakers?

Councillor MARX.

Councillor MARX: Thank you Mr Chair.

Look, I rise to speak briefly on item C, the Stores Board submission about significant contracting for supply and application of water for horticultural and industrial use.

You’ll be pleased to know, Chair, that that was precisely the question I asked the Council officers about why would be spending that kind of money on purchasing water and their answers were very clear about why that is the case. I do want to also mention that we do actually have water storage tanks at our Council sites and the water we purchase is used to refill those water storage tanks.

The issue with using recycled water is a problem with regarding the spray of the water when you’re dealing with people as well. So it’s a workplace health and safety issue. It’s obviously something that we’re keen to address. I too don’t particularly like the idea of spending a great deal of money on purchasing water. Unfortunately, it’s something that is a necessary evil so we will continue to do it to make sure that the—

Councillor JOHNSTON: Point of order.

Chair: Point of order to you, Councillor JOHNSTON.

Councillor JOHNSTON: Would Councillor MARX take a question?

Chair: Councillor MARX, will you take a question?

Councillor MARX: Sure.

Councillor JOHNSTON: Thank you. Thank you for your explanation but why isn’t Council considering installing additional water tanks then if we already have some and they’re useful?

Chair: Councillor MARX.

Councillor MARX: To continue on with what I was saying. The Council officers are absolutely looking at what we can do in addition to what we have currently and that is something that has been investigated at the moment.

We certainly want to make sure we have all of the sustainable measures that we can, including extra water tanks and stuff off the roof and things like that. It’s definitely something that Council officers are absolutely investigating. Thank you.

Chair: Thank you, Councillor MARX.

Further speakers? Are there any further speakers?

Councillor SRI.

Councillor SRI: Thanks, Chair. Just briefly on the universal housing initiative. I’m obviously on board with the principal and general thrust of this. I do just want to reiterate my previous comments in the Chamber that I think some of these restrictions probably should be mandatory and it sounds like even the Mayor and the Administration is sort of heading in that direction.

This is perhaps one of the more kind of fundamental distinctions in terms of the strategy of how we achieve these outcomes. It seems that where the Council Administration identifies that there’s a social benefit of encouraging a style of development and the general approach is one of proactive incentives, giving developers discounts on infrastructure charges, *et cetera*. My preference would be that if we believe a certain feature, such as accessibility improvements, is needed in new development then we should be making it mandatory for some or all housing stock, depending on the elements in question.

I think the fact that the Council has shown a willingness in this context to at least offer incentives to encourage this kind of change is good, but it also highlights what the Council is not doing and it’s a shame that the Council Administration is not introducing incentives to encourage the provision of genuinely affordable housing, for example, that’s affordable for people on low incomes where rent is capped at a proportion of income, for example.

So the Council has these mechanisms and it’s showing a willingness to steer the market, so to speak, and encourage certain outcomes in terms of the kinds of housing stock that it delivered and well, yes, obviously I’d prefer that we take a stronger approach to this. Even by this Council Administration’s own logic, it would be appropriate and acceptable for the Council to introduce incentives to encourage rent caps—the provision of some rent capped housing as part of new developments.

The Council is showing itself to have that mechanism and it’s disappointing that while the Administration seems to acknowledge that there’s a problem of rising homelessness and housing insecurity in Brisbane, there’s been no tangible steps from the Administration to actually encourage or incentivise the delivery of genuinely affordable housing that’s accessible to people of all demographics.

So hopefully that’s something that the Council officers will be able to continue advocating. I know there are many public servants within Council who have a more progressive approach to development and design than the actual Councillors who run the City Council and hopefully over time they’ll win that struggle. But in the meantime, I guess it’s good to see these small incremental changes, even though I don’t really think they go quite far enough.

I might just also in regard to the two other items we’re voting on reiterate my general concerns about outsourcing the privatisation and highlight that if there are ongoing needs that the Council is paying money for, such as provision of water for industrial uses, it might be better to do more of that in-house rather than going out to private contractors.

I noted the comments about how it would be quite expensive for Council to get its own specialist trucks and its own fleet. There wasn’t really much info that I could see about exactly how much that investment would be. I worry that Council is simply saying we’ll just keep paying for these specialist trucks and renew the contracts every few years when it might actually be more cost-effective in the long term to actually buy some of that infrastructure directly and do more of that work in-house.

Maybe it’s not but the point is we haven’t been given that information to be able to make an informed decision. We’re not actually told in detail how much it would actually cost to the Council to undertake this work in-house on an ongoing basis and I think perhaps that’s a little disappointing and something that we could look at in future, given that we want to have a secure water supply and not be subject to the vagaries of the private market on that front. Thanks.

Chair: Thank you, Councillor SRI.

Further speakers?

LORD MAYOR, right of reply? No right of reply from the LORD MAYOR.

Okay. We’re putting these in order. Clause A and C, voting on Clause A and C together.

**Clauses A and C put**

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

Chair: I'll now put clause B.

**Clause B put**

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

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

The voting was as follows:

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

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillors Fiona Cunningham and Ryan Murphy.

#### A AP275 BRISBANE UNIVERSAL HOUSING DESIGN INCENTIVE POLICY

**152/268/608/6**

**113/2021-22**

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

2. At its meeting of 12 August 2019, the Establishment and Coordination Committee (E&C) approved a procedure for the Universal Housing Design Incentive (the incentive), as part of a range of initiatives aimed at increasing the amount of housing delivered in Brisbane. The incentive was designed to cater to the accessibility needs of all residents across their lifetimes. This includes residents who are ageing, have a disability or are injured, and families with young children. It is proposed that the incentive and procedure be combined into a single policy and that the timeframe be extended for the delivery of universal housing under the incentive.

3. The cost associated with delivering housing stock to a level that responds to the abovementioned needs can be significant and can act as a major deterrent in pursuing these developments. In response to this, the incentive provides financial payments equal to 33% of the infrastructure charge paid for eligible developments that deliver universal housing.

4. As part of its eligibility criteria, the procedure requires that developments lawfully commence use and achieve Gold or Platinum performance level certification from a Livable Housing Australia Design Guidelines Assessor between 1 July 2019 and 30 June 2021.

5. To continue providing an incentive to deliver accessible housing needs in Brisbane, AP275 Brisbane Universal Housing Design Incentive Policy (the Policy) (refer Attachment B, submitted on file) has been created to facilitate the extension of the incentive for a further three years and to replace the existing procedure. The Policy will:

- provide for an additional three years eligibility, extending the period to commence use and achieve certification from between 1 July 2019 and 30 June 2021, to between 1 July 2019 and 30 June 2024, while also extending the related timeframes for making an application

- clarify that eligibility only applies if achieving Gold or Platinum performance level certification under the *Livable Housing Australia Design Guidelines*, or similar performance measures, has not been made mandatory under separate Queensland or Australian Government requirements for the construction of the development

- otherwise retain the same development eligibility and funding criteria as the existing procedure.

6. It is proposed that E&C and the Chief Executive Officer be delegated Council’s powers to approve incentive payments, in accordance with section 238 of the *City of Brisbane Act 2010*. The Policy was endorsed by Council’s Executive Management Team on 28 July 2021.

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

8. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO ADOPT AP275 BRISBANE UNIVERSAL HOUSING DESIGN INCENTIVE POLICY AND DELEGATE POWERS UNDER THE *CITY OF BRISBANE ACT 2010***

As Council:

(i) considers that there is a need for a financial incentive related to the delivery of new universal housing development that meets a range of criteria

(ii) may, pursuant to section 238 of the *City of Brisbane Act 2010,* resolve to delegate a power under the *City of Brisbane Act 2010* to the Establishment and Coordination Committee and the Chief Executive Officer,

then Council:

(i) resolves to adopt AP275 Brisbane Universal Housing Design Incentive Policy as set out in Attachment B (submitted on file)

(ii) resolves to delegate its power under section 242 of the *City of Brisbane Act 2010* specified in Column 1 of Table 1 to the delegate specified in Column 2 of Table 1 on the general conditions of delegation, as set out in Attachment C (submitted on file).

|  |  |  |
| --- | --- | --- |
| Table 1 | | |
| Section | Column 1 – Power | Column 2 – Delegate |
| 242 | Approve incentive payments in accordance with AP275 Brisbane Universal Housing Design Incentive Policy | - Establishment and Coordination Committee  - Chief Executive Officer |

**ADOPTED**

#### B REPORT OF THE AUDIT COMMITTEE MEETING ON 5 AUGUST 2021

**109/695/586/6-02**

**114/2021-22**

9. The Chief Executive Officer provided the information below.

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

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

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

13. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE REPORT OF THE AUDIT COMMITTEE MEETING ON 5 AUGUST 2021, AS SET OUT IN ATTACHMENT A** (submitted on file).

**ADOPTED**

#### **C STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR SUPPLY AND APPLICATION OF WATER FOR HORTICULTURAL AND INDUSTRIAL USE**

**165/830/179/823**

**115/2021-22**

14. The Chief Executive Officer provided the information below.

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

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

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

Purpose

18. The Stores Board recommends approval of the Significant Contracting Plan to establish a Corporate Procurement Arrangement (CPA) for the Supply and Application of Water for Horticultural and Industrial Use. The CPA will be for an initial term of three years with options to extend for additional periods of up to four years, for a maximum term of seven years. The estimated expenditure is $12.25 million over the potential seven-year term.

Background/business case

19. Water is a critical requirement for Council to deliver a clean, green and sustainable city for residents and visitors. Council requires the supply of portable (as opposed to reticulated) water for a range of applications, including:

- landscaping and horticulture

- dust suppression

- civil construction

- refilling water storage tanks at Council sites

- drinking water at selected events.

20. The majority of expenditure is for landscaping, horticulture and construction works. There is also a need for occasional dry hire of specialised water trucks for operation by Council operators. This can most effectively be facilitated through the water supply contractors, rather than a general equipment hire arrangement, as the quality and capability of the equipment is known and proven.

Policy and other considerations

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

Yes. The current CPA 510606 – Provision of Water for Horticultural and Industrial Use commenced on 1 April 2017 and is due to expire on 31 March 2022.

22. Could Council businesses provide the services/works?

No. Delivery of the service requires specialist trucks which Council does not have and to establish such a fleet would be a significant investment.

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

No

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

Yes. The specification places emphasis on workplace health and safety, particularly regarding site work practices. Policies and practices to limit environmental impacts are included in the specifications and will form part of the evaluation. Service providers are expected to be based in Brisbane or South East Queensland. Local benefits, including office location, the number of jobs supported by the services and any subcontracting arrangement will be considered as part of the evaluation criteria.

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

No

26. Does this proposed contract involve leasing?

No

Market analysis

27. Suppliers of bulk water seek a profit from a margin on their services, rather than adding a mark‑up to the cost of the water itself. The cost of water is often set by the water wholesaler and transparent to both the suppliers and their customers. The suppliers typically compete on cost of transport/application and seek to differentiate themselves from competitors by focusing on value-adding aspects of their services (delivery times, size of tankers, water additives, etc).

28. There is a large number of smaller bulk water carriers in South East Queensland. Barriers to entry for suppliers of limited capacity are low. There are few large suppliers in the local market with the capacity to meet Council’s requirements.

29. The current contractor has expressed a keen interest in tendering again.

Procurement strategy and activity plan

30.

|  |  |
| --- | --- |
| Procurement objective: | To procure Supply and Application of Water for Horticultural and Industrial Use 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 Application of Water for Horticultural and Industrial Use |
| Type of procurement: | Establishing a CPA either in the form of a Preferred Supplier Arrangement or a Panel Arrangement, to be determined as a result of tender negotiations. |
| Process to be used: | Request for Proposals (RFP) |
| RFP standard to be used (and any amendments to the standard): | The RFP standard will be Council’s corporate standard with no amendments. |
| Market engagement: | Offers are to be sought publicly via Council’s supplier portal. |
| How RFP is to be distributed and submitted: | Via Council’s supplier portal |
| How tenders/proposals are to be lodged: | Via Council’s supplier portal |
| Part offers: | Part offers will not be considered. |
| Joint offers: | Joint offers will not be considered. |
| Contract standard to be used (and any amends): | Council standard Goods/Services contract with a Participating Agency Clause included. |
| Period/term of contract: | An initial term of three years with options to extend for additional periods of up to four years, for a maximum term of seven years. |
| Insurance requirements: | Public liability of $20 million, motor vehicle insurance of $30 million, and workers’ compensation insurance to an amount as required by legislative requirements in Queensland. |
| Price basis: | Schedule of rates |
| Price adjustment: | Prices will be subject to adjustment by Consumer Price Index/Labour Cost Index on each anniversary of the commencement date. The cost of water is subject to annual variation as determined by Urban Utilities. |
| Liquidated damages: | Not applicable |
| Security for the contract: | Not applicable |
| Defects liability period/warranty period: | Not applicable |
| Other strategy elements: | Water supply alternatives are being considered e.g. a proposal from Economic Development Queensland is under negotiation which may result in reduced water costs for a term of 12 months. Rainwater collected at Mt Coot-tha Quarry is pumped to a dam in the botanical gardens and used for irrigation purposes. There is limited excess water available to contracted water suppliers. Use of recycled water is not operationally feasible at this point because of limited availability. During the term of the CPA, should availability increase, this will be incorporated into delivery requirements. |
| Alternative strategies considered: | An alternative strategy would be to undertake the services internally, which would require significant capital investment. This alternative was considered as not viable. |

Anticipated schedule

31. Pre-market approval: 31 August 2021

Date of release to market: 10 September 2021

Tender closing: 1 October 2021

Evaluation completion: 12 November 2021

Contract prepared: 15 November 2021

Post-market approval: 13 December 2021

Contract commencement: 1 April 2022

Contract expenditure and budget availability

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

Estimated expenditure is anticipated to be $12.25 million over the potential maximum seven‑year term of the CPA.

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

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

34. Anticipated procurement savings (if any):

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

Procurement risk

35. Summary of key risks associated with this procurement:

| **Procurement risk** | **Risk rating** | **Risk mitigation strategy** | **Risk allocation** |
| --- | --- | --- | --- |
| Low number of tenderers | Low | * Advertise on Council’s portal. * Potential tenderers have been identified and will be notified of the opportunity. | Council |
| Non-compliance to Council’s proposed contract | Low | * Negotiations with tenderers to resolve non-compliance issues. | Council |
| Service delivery | Medium | * Comprehensive specification addressing capability and service requirements. * Monitoring and reporting of contractual Key Performance Indicators. | Council and contractor |
| Risk of business discontinuity | Low | * Evaluation of tenderers’ financial viability. | Council |
| Price increases over the term of the contract | Low | * Schedule of rates and price variation formula to be negotiated. | Council and contractor |

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

No

Tender evaluation

37. Evaluation criteria:

(a) Mandatory/essential criteria:

- Has the required insurances or is committed to obtaining these if successful.

- Satisfactory response relating to legislative and regulatory obligations (e.g. Fair Work, safety and environmental).

- Satisfactory financial position.

(b) Non-price weighted evaluation criteria:

|  |  |
| --- | --- |
| **Weighted evaluation criteria** | **Weighting**  **(%)** |
| Local benefits | 30 |
| Capacity and operational methodologies | [Commercial-in-Confidence] |
| Track record and experience | [Commercial-in-Confidence] |
| Environmental, safety and quality systems | [Commercial-in-Confidence] |
| **Total:** | **100** |

(c) Price model:

Basket of services

38. Evaluation methodology:

(a) Shortlisting process:

Submissions will be shortlisted, if required, using the total score against the non‑price weighted criteria. Further shortlists, if required, will be based on the value for money (VFM) index.

At any time during the evaluation, a submission may be excluded from further evaluation or a shortlist where:

- a score against any criterion (regardless of the weighting) is so low that the proposal is considered to be high risk or not advantageous for Council

- the submission contains non-compliances with the specification or draft contract that the Evaluation Team considers to be unacceptable/not advantageous for Council

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

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

(b) VFM method:

Council’s standard VFM methodology. This is non-price score divided by price to create a VFM index.

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

40. **RECOMMENDATION:**

That the Stores Board recommends approval of the Significant Contracting Plan to establish a Corporate Procurement Arrangement (CPA) for the Supply and Application of Water for Horticultural and Industrial Use. The CPA will be for an initial term of three years with options to extend for additional periods of up to four years, for a maximum term of seven years. The estimated expenditure is $12.25 million over the potential seven-year term.

**ADOPTED**

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

DEPUTY MAYOR, please, your report.

DEPUTY MAYOR: Thank you, Mr Chair.

### 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 Sandy LANDERS that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

DEPUTY MAYOR: Thank you, Mr Chair.

Last week’s presentation was on the intellectual property protections with the Olympic and the Paralympic and logos, something that is very close to the heart of AOC (Australian Olympic Committee) and IOC (International Olympic Committee) right across the world. The Olympic brand, in particular the rings, is very popular and of course a very widely known brand throughout the world as well.

But that is why the logos, all emblems, mascots and words associated with both the Olympic and the Paralympic Games have intellectual property protections on them. So the Olympic brand itself is protected by legislation which goes much further than conventional consumer protection or trademark laws.

Having said this, Council has been given permission by the AOC to use their transitional logo with certain approvals in place and the logo however can’t be used for commercial reasons, self-promotion or fundraising events. The transitional logo is a temporary branding for Brisbane 2032 prior to the actual logo that will be created by OCOG, the Olympic Coordinating Organising Committee of the Olympic Games—I’ll get it out.

So that will—the one that is currently featured on the Council website, Facebook and other accounts is a transitional one which you may be familiar with that has the Olympic rings on the left-hand side, the Agitos of the Paralympics on the right-hand side and the Queensland underneath in the middle as well.

All requests to use the logo can be made to City Communications. So if Councillors are interested in the transitional logo, they need to contact City Communications branch within Council and then they, as the one-stop-shop, will channel that request through to the AOC who are the body that give the final approval for use.

While there’s some leniency and ability to please all posts within an immediate 24 hours following the announcement, now that Brisbane has been named as the Host City, we are required to abide by these rules and have signed contracts with the AOC and IOC to that effect. So the reason we brought it to Committee was to make sure that the members of the Committee are aware of it and I’m hoping that the members of the Chamber have now heard loud and clear. Nina Crawford in City Communication is happy to hear from you if you would like to use that transitional logo. Thank you, Mr Chair.

Chair: Thank you, DEPUTY MAYOR.

Are there any other speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes. I rise to speak on item A and make some comments on the Committee presentation.

It’s only now after Council is locked into this contract with the State and Federal Government for the Olympics that the full details of what’s going on will come out. Without question, the Olympics is one of the most proprietorial organisations in the world in terms of how it manages its brand identity and collateral.

I’d be interested to know how much, if anything, Council had to pay for the use of the transitional logo and if there is any licensing fee attached to its production, either on Brisbane City Council’s marketing materials like the website and other devices, or if requests are made by Councillors whether there is a licensing fee attached to the cost of using the transitional logo.

So the first thing I’d like to know, which is not disclosed in the report and perhaps anybody who is on the Committee could tell me is, what, if any cost, is associated with these logos and whether or not, as Councillor ADAMS very helpfully just told us all, ask our City Communication and they’ll seek approval for you. Well, I’d like to know whether there’s a cost attached to that.

The second thing it’s very clear that it is—when it is set up it’s OCOG that’s going to enter into all of the commercial arrangements with the IOC for the Olympic branding identity and so forth and it will be fascinating to understand the cost of all of that as well. I suspect it will end up being a great State secret and Brisbane ratepayers will never know how many millions and millions of dollars it costs for Council to use the logos.

So there’s one thing that I’ll be pursuing over the course of this journey as we head towards the Olympics and that is to identify the actual costs involved to Council. At the moment, of course, OCOG has not been established. Presumably Brisbane City Council will have to then enter into an arrangement with OCOG to use the official Olympics logos and branding material and I’m really interested in how much that might be down the track as well.

So it’s all good for Councillor ADAMS to stand up here and say, you know, we’ve got these transitional logos, great, let’s find out how much, if anything, they cost but the devil will be in the detail when OCOG enters into some arrangement with IOC and then we have to negotiate and pay money for the use of the Olympic logo.

So I look forward to Councillor ADAMS disclosing those costs in full so the residents of Brisbane know how much the Olympics is actually costing.

Chair: Councillor JOHNSTON.

Any other speakers?

DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair.

We don’t pay any fees associated with the transitional logo or any logo going forward. We are the Host City. We are the Host City of the 2032 Olympics. We are an Olympic City. So we are able to use the transitional logo as we will be able to use the actual logo when OCOG does make that decision. There will be no cost charge to Councillors but there will also be very often times when you are told no. So be prepared for that as well.

Council is the Host City, therefore we pay no costs to OCOG and the reason, as we’ve heard many times in this place, that it was so enthusiastically embraced for Brisbane to be the Host City is that we were doing so many of the works already to become the best city in Australia so that they thought of course, it makes sense that we would be the Olympics. So all of the budgeting for the Olympics will be very clear in the budget process. Thank you, Mr Chair.

Chair: Thank you, DEPUTY MAYOR.

The motion before us is the committee presentation, item A, the Economic Development and Brisbane 2032 Olympic and Paralympic Games Committee report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – INTELLECTUAL PROPERTY PROTECTIONS

**116/2021-22**

1. The Manager Brisbane City Host Office and Chief Planner, City Planning and Economic Development, City Planning and Sustainability, attended the meeting to provide an update on Intellectual Property Protections. She provided the information below.

2. The Olympic brand is an attractive proposition for sponsors, and due to the global visibility and goodwill associated with the event, the International Olympic Committee’s (IOC) intellectual property is protected.

3. Legislation polices who can capitalise on the Olympic brand, including the *Olympic Insignia Protection Act 1987* (Cth) and *Major Sporting Event (Indicia and Images) Protection Act 2014* (Cth), together with rules set out under the IOC Charter. These laws go much further than conventional consumer protection or trademark laws.

4. For Council, all logos, emblems and designs including the transition logo and emblem already created, or yet to be created, for the Brisbane 2032 Olympic and Paralympic Games (the Games), are protected.

5. For the IOC, the Olympic symbol (the five rings), the Paralympic symbol, emblems such as the flag and motto, mascots, pictograms, Games’ titles, images, sounds, terms (including the words ‘Olympic’ and ‘Paralympic’) and related hashtags, are the intellectual property of the Games.

6. Council is licenced by the Australian Olympic Committee (AOC) to use the transition logos, and may, with prior AOC approval, use the Olympic symbol and the word ‘Olympic’, to promote and communicate the awarding of the Olympic and Paralympic Games to Brisbane in 2032 until the Games emblems are approved.

7. Council is not licenced to:

- use any other Olympic property or IOC and AOC intellectual property

- authorise a third party to use or reproduce the transition logos, the Olympic symbol or any other Olympic property

- agree to any other third parties using or reproducing the transition logos, the Olympic symbol, or any other Olympic property for advertising, marketing or fundraising activities. This includes external parties working with, or engaged by, Council, even where the activities or events may be for Council or mutual benefit.

8.The transition logo is available for limited use on:

- Council’s website homepage and Olympic and Paralympic Games webpage

- Council’s Facebook profile page

- PowerPoint presentations for external and internal audiences meeting a required set of principles.

The transition logo is not available:

- for commercial purposes including fundraising

- to be separated out into individual elements such as the five rings and used.

9. All use of the AOC and IOC intellectual property (including references to the Olympic and Paralympic Games) and the transition logo by Council is subject to consideration and approval by City Communication, City Administration and Governance (CAG). Requests will be managed as follows:

- City Communication will refer the request to City Legal, CAG, for advice

- City Communication will request any necessary AOC approval

- no approval requests are to be made directly to the AOC or IOC through any other means.

10.Any unauthorised use by a business which attempts to make a link between themselves and the Games without being an official sponsor is considered ambush marketing. Council is obliged to dissuade businesses from ambush marketing to protect the interests of Council, the IOC, the AOC and legitimate sponsors, and to make businesses aware of the potential repercussions of such unauthorised use. In the Summer Olympics of 1996, an athlete was photographed in the Nike shoes he wore in the Games. Nike used this imagery in a campaign and people began to believe that Nike had sponsored the Games, rather than Reebok. The IOC required Nike to desist with the ambush marketing campaign.

11. In relation to social media, a member of the public posting in their personal capacity about the Games to their followers will generally not contravene the relevant laws. However, if a person’s social media identifies that person by reference to their business or employment, this may be considered self‑promotion leading to potential commercial, advertising or other benefit contrary to intellectual property rights. If in doubt, guidance should be sought by emailing City Communication, City Administration and Governance: [communication@brisbane.qld.gov.au](mailto:communication@brisbane.qld.gov.au).

12. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Manager Brisbane City Host Office and Chief Planning Officer for her informative presentation.

13. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor MURPHY, the Transport Committee report.

### TRANSPORT COMMITTEE

Councillor Ryan MURPHY, Civic Cabinet Chair of the Transport Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor MURPHY: Thank you, Chair.

Last week Transport for Brisbane provided the Committee with an update on the impact of COVID-19 on public transport patronage, which has been an ongoing challenge throughout the pandemic, as all Councillors would appreciate. We know that prior to the pandemic, public transport usage in Brisbane was strong with bus patronage particularly increasing year on year and ferry patronage performing very well.

Throughout 2021, we’ve seen an overall flatter trend with bus and ferry patronage continuing to slowly recover with an increasing trend. Of course, there has been some dives in patronage numbers that have coincided generally with lockdowns. Before the most recent lockdowns, bus and ferry patronage was sitting around 70% and 87% of pre-COVID-19 levels respectively. However, the lockdown related to the Indooroopilly cluster has seen some residual effects. Last week, bus patronage was around 45% pre‑COVID-19 levels and ferry patronage was reduced to 37% of pre-COVID-19 levels.

The good news is that from June 2019 to June 2021 seniors travel on public transport was actually up by 12% as a result of the Schrinner Council’s commitment to free off-peak travel for seniors. It’s the only demographic that is actually catching public transport more now than they were two years ago.

Of course, there is some uncertainty around the long-term impacts of COVID-19 on public transport usage, Chair. This is largely related to considerations like the continuation of work from home arrangements, universities switching to online learning, the return of international students being delayed and changed customer practices like social distancing. That being said, we know the bus transport is generally the most resilient transport mode and will return to high patronage levels quicker than other types.

As buses carry two-thirds of public transport trips in Brisbane, we’re hopeful that this will help return this city to normal post-pandemic, Mr Chair. There’s been no better time for the Schrinner Council to commit a record investment that we are committing into public transport and we need to do all that we can to encourage people to get back on our buses and ferries and we’ll continue to do that.

This is why we’ve recently rolled out the articulated buses on the Blue CityGlider route, which was also covered in the presentation. Now, prior to COVID-19, the Blue CityGlider was experiencing among the highest levels of full standing loads on the network as you’ll know, Chair. CityGlider patronage continues to recover from COVID-19 and what will assist with this is the rollout of articulated buses on this busy route.

The rollout started in July and by the end of 2021, 18 articulated buses will be in action on the Glider route. The articulated vehicles will add an additional 50% passenger capacity without needing additional trips or additional buses. This equates to approximately 39 additional passengers per trip, 10,000 additional passengers per week and a whopping 3.5 million additional passenger capacity per year, Chair.

So it means less waiting and more comfortable rides, which is particularly important during the pandemic when we are all trying to do our best to socially distance on public transport. Another way we’re trying to encourage greater public transport is through the ferry network review. I won’t focus too much on this today, considering we’ve discussed this at length recently but I wanted to remind all Councillors in this place and everyone tuning into the livestream now that the second round of consultation on the ferry network review is now open.

It launched yesterday, and just like the first route, it has an online survey which anyone in the entire city is welcome to fill in. Everyone, no matter what suburb they’re from, has the opportunity to have their say online or in person at any of Council’s community sessions listed on Council’s website until 17 September.

Finally. Chair, our record investment in public transport is helping to modernise the fleet and to deliver the City Loop electric bus trial. So far, we’ve been really pleased with how the trial is going. I just wanted to touch on it today because last week Councillor CASSIDY tweeted about electric buses having numerous issues, quote, with doors and exit levers operating in the rain. Of course, as we know, Chair, this was fake news.

I want to be clear. This claim is inaccurate. The reported fault was as a result of human error, not an issue with the buses themselves. In relation to the emergency exits, everything functioned as intended. So we look forward to—okay, yes, I hear laughs, laughs from Labor Councillors opposite, many of whom have never worked a day in their life and don’t understand that operating a bus is actually quite a complicated thing and sometimes mistakes do happen.

We are a little bit more forgiving than them on this side of the Chamber, Chair. We know that our over 2,000 operators do a tremendous job. They won’t always get it right. Sometimes they do make mistakes and when that happens, we back them. We don’t abuse them on Twitter and we don’t have a crack at them because it’s a cheap shot, Chair. We actually support our drivers each and every day for the work that they do on the road.

So, Chair, you know, we look forward to continuing to assess the electric bus trial on the facts, on the truth of the matter, not on spurious tweets and fake news.

I’ll leave further debate on the report to the Chamber, Chair, but look, I’d just like to quickly take a moment to mention something that’s often been mentioned in this Chamber, in the media, and that is safety using e-mobility devices. I’m very proud of the fact personally, Chair, that our e-mobility strategy and the recent tender process that we have undergone puts safety upfront. Safety was the number one priority when assessing those tenders.

Since our recent contracts with Beam and Neuron came into force with 2,000 e‑bikes and 800—sorry, 200 e-scooters and 800 e-bikes, we have seen more than 120,000 e-scooter trips and 18,500 e-bikes trips. In fact, these numbers would be even better if it wasn’t for the recent lockdowns that we’ve seen.

One user of our shared scooters, user, Katie Dibbs, recently posted a story about her experience with a Beam scooter on the Brisbane subreddit and it was not without incident and I want to share that story with you today.

‘Shout out to how awesome our city is. Yesterday arvo, I was heading to the Botanic Gardens from South Bank and my friend suggested we ride over the Goodwill Bridge on those new Beam scooters. I hadn’t ridden one before but it looked pretty straightforward, so we gave it a crack. Five minutes later, as I crested the hill of the bridge and started to go downhill and pick up speed, I realised that I had no idea how to brake the damn thing. One effing faceplant later, my nose was pissing blood—sorry about that, Chair—and my forehead was swelling up like a water balloon.

My friend heard the bang and came back and as she had pulled ahead a bit within the few minutes that that took, I swear every single person that walked by took a moment to ask if I was okay or if I needed help. Someone called a lifesaver over from South Bank and she and one of the security guards looked after me until the ambos arrived. I fell right next to the coffee car and the guy there made sure I had napkins for my nose and checked I was all right before he left.

Then I had two awesome ambos who took me to the Royal and the ED (emergency department) team were amazing. They took the time to make sure that they only cut off the clothes they needed which saved my favourite bra. I know it’s unlikely that any of these people will see this post but I just wanted to put it out there. I’m so grateful to all of them and that I live in a city where people are this kind and caring in it. I can only hope to pay it forward if I ever have a chance in the future.’

I want to thank everyone who stopped to help Katie Dibbs and I also hope she’s doing very well. Hopefully a few more people will see your post now, Katie, and make sure that the relevant staff at South Bank and the paramedics who assisted you will receive your gratitude. We will certainly pass that on.

It’s timely reminder, Chair, to take e-mobility seriously and I remind every Councillor in the Chamber no form of transport is without risk. All users should familiarise themselves with the device before jumping on, check the brakes and tyres, watch their speed, use the bell on the device, wear a helmet and definitely don’t drink and ride.

Our two local operators run free safety how to ride sessions, free for any user and I encourage everyone, a visitor or a local that take part in this training, if you’re unsure how to operate an e-scooter, before you actually jump on them. So thank you to Katie Dibbs for sharing her story. It’s a cursory warning and all of us at Brisbane City Council hope that you’re getting back on an e-scooter in no time. Thank you, Chair.

Chair: Thank you, Councillor MURPHY.

Further speakers?

Councillor SRI.

Councillor SRI: Thanks, Chair.

I rise to speak on the report as well. I would just say it is interesting that apparently neither the State Government nor Council are collecting hard data on how many accidents there are involving e-scooters.

*Councillor interjecting.*

Councillor SRI: So no one actually knows how many injuries there are that are occurring. Yes, we had another message to our office just the other day about a woman who’s 76‑year-old mum was bowled over by two people riding Beam scooters. They came up behind her and knocked her over and she’s been hospitalised, she’s lost the use of her right arm, she can’t change herself anymore and she’s needed extensive physiotherapy because some careless riders hit her and we just have no data at all on how often that sort of thing is happening because no one is collecting it. Yes, I do think that’s a concern.

Anyway, the report itself. I wanted to particularly speak about the Blue CityGlider service and the transport needs of the western side—of the western side of West End and Councillor MURPHY is aware of these issues but I also particularly wanted to ensure that the LORD MAYOR was hearing this directly and highlight that the Blue CityGlider was at capacity for quite some time. Finally, Council got to the point of agreement with the State Government to put on those larger buses and that’s great, that’s really positive that we managed to secure those larger vehicles.

But those larger vehicles are now filling up as well and the LORD MAYOR needs to understand that as we come out of COVID-19, those large articulated buses are going to be at capacity and we’re going to be facing the same issue that we’ve dealt with over the last few years and the reality which Council’s transport plan has acknowledged in the Committee presentation is that the CityGlider route can’t really carry many more people.

We can make the buses bigger. We’ve done that. We can make them more frequent. We’ve done that. They’re now running as frequently as every four minutes in peak periods, but they’re still going to be struggling to carry the volumes of passengers that are communing in and out of that part of the 4101 postcode. So what that means is that Council needs to be working together with the State Government to find other public transport options to move people in and out of the western side of West End.

Now, obviously I’ve been a strong advocate of an additional CityCat terminal on the western side of West End and I think that’s still an important change that we need to be looking at. We also need improvements to the frequency of the 192 bus service. This service stops outside the Woolworths along Montague Road. It services both that western side of West End and also Highgate Hill running along Dornoch Terrace. It fills an important gap in the transport network but it doesn’t run on weekends and it doesn’t run on weeknights.

Really, I think if we’re going to be able to address the congestion issues in public transport, capacity issues, both down on the flat floodplain of West End but also through Highgate Hill, we’re going to need improvements to that 192 service. I think for a while now that Council has sort of said our priority is improving bus services in the outer burbs and obviously, I don’t think it should be an either/or proposition. I think we need service improvements everywhere.

But the simple fact is that in that suburb of West End and in the 4101 postcode, public transport usage is incredibly popular and our buses are literally filling up and, in some cases, people have been left behind at the stops. We need to improve the 192 service and we need to introduce a CityCat terminal or a ferry terminal for the western side of West End because we can no longer make any further capacity improvements to the Blue CityGliders.

We can’t put it on more frequently that every four minutes and we can’t put on bigger buses than we’ve already introduced. So we’re kind of running out of options there. Now, I know the Council Administration is to some extent aware of this issue but I worry that we’re not proactively addressing it now and that very quickly we’re going to find ourselves playing catch up because as more people move into that precinct and as we come out of COVID-19 and there’s more demand for public transport in general, we’re going to very quickly hit capacity limits on the Blue CityGlider service and then Council is going to have to spend several years playing catch up, trying to get improvements negotiated with those other services in order to meet that need.

So, I’m highlighting very clearly to the Administration, I want the LORD MAYOR to be on clear notice that simply putting in bigger buses on to the Blue CityGlider route is unfortunately not enough. There is so much demand for that service, that putting on bigger buses alone won’t meet it. We need to improve other services that are running through that part of West End and Highgate Hill and/or we need to introduce a new CityCat terminal to the western side of West End because we simply don’t have the room on our existing transport services.

This is somewhat of an unusual problem in Brisbane. I know there are lots of services where it’s quite rare for them to reach full capacity but it’s pretty common for the Blue CityGliders to feel quite full and we don’t want a situation where patrons are getting left at the stop because the bus was literally too full. It also doesn’t make for a positive commuter experience when people feel like they’re crammed in like sardines.

So let’s get ahead of this issue and let’s not wait and end up playing catch up. Let’s make some tangible improvements to the 192 bus service to increase not only its frequency but its service times. It should be running on weekends. It is an inner city bus service in one of the highest density neighbourhoods in the entire State of Queensland. This is a very high-density population and the idea that people can’t catch a bus after 7pm or they can’t catch a bus on weekends is kind of laughable.

When you heard our speaker, Mr Victor Feros, speak earlier in the public submissions section, he highlighted the traffic concerns with Dornoch Terrace. There again, this is the same corridor that the 192 runs down. If we make improvements to the 192 service and give people viable alternatives to driving, then we’ll be able to get on top of those traffic congestion issues. If we don’t improve the 192 service, we’re going to continue to see worsening congestion along Dornoch Terrace and the complaints from residents about safety, traffic congestion, *et cetera*, are only going to continue.

So let’s get onto it now and improve that 192 service before it’s too late. Thank you.

Chair: Thank you, Councillor SRI.

Further speakers?

Councillor MURPHY?

No further speakers.

The motion before us is item A of the Transport Committee report.

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

The report read as follows⎯

**ATTENDANCE:**

Councillor Angela Owen (A/Civic Cabinet Chair), and Councillors Jared Cassidy, Steven Huang, David McLachlan and Jonathan Sri.

**LEAVE OF ABSENCE:**

Councillor Ryan Murphy (Civic Cabinet Chair)

#### A COMMITTEE PRESENTATION – COVID-19 IMPACT ON NETWORK

**117/2021-22**

1. The Manager Strategy and Network Services, Transport for Brisbane, attended the meeting to provide an update on the impact of COVID-19 on public transport patronage and the Blue CityGlider service. He provided the information below.

2. Prior to COVID-19, public transport demand was strong, with bus patronage generally increasing year on year and ferry patronage performing well. The Committee was shown graphs highlighting bus and ferry patronage from 2014-15 to 2020-21.

3. Bus and ferry patronage declined in January 2020 following a fare increase, and then reduced significantly in March 2020, with the lowest patronage recorded in April 2020. Bus patronage fell to 18.92% of normal levels, and ferry patronage fell to 13.96% of normal levels. The decline in patronage was driven by concerns surrounding COVID-19 and social distancing, an increase to working from home, and universities and schools conducting online learning. During 2020‑21, public transport saw a flatter patronage trend, in part due to lower university attendance. The Committee was shown graphs comparing bus and ferry patronage in 2018-19, 2019-20 and 2020-21.

4. Bus and ferry patronage continues to recover with an increasing trend. The dips in patronage numbers align with lockdowns and some normal seasonal variations in Brisbane.

5. Office building occupancy and pedestrian activity in the Brisbane CBD remain below pre‑COVID-19 levels. Ferry travel is more discretionary than buses, with a greater proportion of recreational use resulting in more elasticity of patronage during COVID-19.

6. Bus patronage remains significantly down at:

- 70% of pre-COVID-19 levels prior to the recent lockdowns

- 13.5% of pre-COVID-19 levels during the recent Indooroopilly lockdown

- 45% of pre-COVID-19 levels currently

Ferry patronage also remains significantly down at:

- 87% of pre-COVID-19 levels prior to the recent lockdowns

- 10.5% of pre-COVID-19 levels during the recent Indooroopilly lockdown

- 37% of pre-COVID-19 levels currently.

7. Infrastructure and road constraints affect the ability for services to accommodate high-capacity vehicles (HCV). The Blue CityGlider route was designed for articulated vehicles, with the service already operating at every five minutes, which is generally the threshold for requiring additional capacity, rather than additional trips. Prior to COVID-19, the Blue CityGlider was averaging approximately 41 passengers per trip, and approximately 55 passengers per trip during peak periods. Growth in bus patronage from the suburbs on the Blue CityGlider service is well above network average. The Teneriffe to West End corridor is expected to be a future high growth area.

8. Prior to COVID-19, the Blue CityGlider was experiencing among the highest full standing loads in the network and Council received feedback regarding buses being at capacity, particularly at the Teneriffe ferry terminal, Skyring Terrace (Gasworks) and James Street bus stops. The Committee was shown a graph comparing the Blue CityGlider’s full standing loads between 2015 to 2019.

9. The Blue CityGlider patronage continues to recover from COVID-19 and articulated vehicles are being rolled out gradually from July to October 2021. Articulated vehicles on the Blue CityGlider route will add approximately 50% additional passenger capacity without needing additional trips or buses, this provides approximately:

- 39 additional passengers per trip

- 10,000 additional passengers per weekday

- 3.5 million additional passengers per year.

10. Public transport patronage continues to gradually recover from COVID-19, however, there is a high level of uncertainty as to the duration and long-term impacts of COVID-19 on public transport. Such impacts on patronage include:

- people working from home

- increased ability for people to alter travel times due to constraints around school, childcare and work expectations

- online learning at tertiary institutions

- the return of international students

- reduced revenue and implications for service levels, potentially exacerbating overcrowding on certain trips

- long-term changes to customer practices or expectations in relation to social distancing.

11. Post COVID-19 travel patterns show a continued increase in working from home, which results in reduced public transport use against previous patronage levels. Working from home is generally more common for Brisbane CBD workers and public transport users than other travellers. The Committee was advised that there is likely some residual short-term shift from public transport use to private vehicle and active transport use.

12. Based on research projections for Melbourne, it is estimated that public transport patronage will level out at 80% of pre-COVID-19 levels. By comparison, Perth’s public transport patronage returned to approximately 80% of pre-COVID-19 levels in October 2020. Bus transport is generally more resilient than other public transport modes, therefore it is expected to return to higher patronage levels more quickly than other modes of transport. Should the reduced level of public transport usage endure, population growth is expected to result in patronage returning to pre‑COVID-19 levels in a few years.

13. There remains an underlying trend of growth and shift towards public transport in response to growth in traffic congestion and population. Cities remain constrained with finite available road space to transport large numbers of people. Technology solutions in transport generally do not change this fundamental challenge, although there is risk if private vehicles or low-capacity modes of travel become more attractive. Mobility as a Service is growing in interest, which is underpinned by mass transit as a major component. E-mobility has uniquely been a growth transport mode during COVID-19, but is a supplement to rather than replacement for mass transit.

14. Public transport trips are expected to grow by 3.4% per annum to 2041, with weekday mode share expected to grow from 7.3% in 2016, to 11.7% in 2041. A graph showing the anticipated growth in public transport mode share and decline in private vehicle use for trips to the CBD, between 2016 to 2041, was shown to the Committee.

15. There has been a short-term shift of public transport patronage to private and active transport modes. However, there is an underlying trend of continued population growth driving public transport patronage and mode share. Medium to long-term public transport growth driven by increases in population and traffic congestion and is anticipated to make up for reduced demand due to working from home. Public transport is expected to remain the primary transport mode for the Brisbane CBD and inner city workers during peak periods.

16. Following a number of questions from the Committee, the A/Civic Cabinet Chair thanked the Manager Strategy and Network Services for his informative presentation.

17. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor WINES, the Infrastructure Committee report.

Councillor WINES: Thank you, Mr Chair.

### INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor WINES.

Councillor WINES: Briefly, Mr Chair.

The report presented to the Committee last week was on road asset management innovations and that translated for the room was about sustainability and recycling of materials to make sure that the road assets are made up of up to 20% recyclable material. We are working on a whole range of things, whether they be sand made of glass, recycled glass, whether it be recycled road base, sustainability sits at the heart of what this Council is about. What the Schrinner Council seeks to achieve is strong and sustainable uses of all materials.

It’s something that I as Chair of the Infrastructure Committee would like to champion that the materials continue to be at a minimum 20% recyclable and reused materials and that’s something that we are seeking constant innovation for. So the group heard a whole range of rubbers and glass and a whole range of things that are used in these materials in our roads, in our footpaths, to make sure that the salvageable material is salvaged and used again and again to make our city cleaner and greener for many years to come.

Chair: Thank you, Councillor WINES.

Is there any debate?

Councillor COOK.

Councillor COOK: Thank you, Mr Chair.

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

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| Councillor Kara COOK requested that Clause B, PETITION – REQUESTING COUNCIL INSTALL TRAFFIC LIGHTS AT THE INTERSECTION OF MOLLOY AND RICHMOND ROADS, MORNINGSIDE; Clause C, PETITION – REQUETING COUNCIL UPGRADE LYTTON ROAD, MORNINGSIDE, INCLUDING THE JUNCTION ROAD ROUNDABOUT AND THYNNE ROAD INTERSECTION; and Clause D, PETITION – REQUESTING COUNCIL UPGRADE THE JUNCTION ROAD, LYTTON ROAD AND COLMSLIE ROAD ROUNDABOUT IN MORNINGSIDE AS A PRIORITY, be taken seriatim *en bloc* for voting purposes. |

Councillor COOK: Thank you, Mr Chair.

Starting with item B—obviously speaking on B, C and D today. The petition requesting Council install traffic lights at the intersection of Molloy and Richmond Roads, Mr Chair.

I have to pull out my notes from over 12 months ago when this exact same issue was before this Chamber and here we are again today with no resolution. The same dangers exist and there has been no action taken by this LNP Council.

This petition was presented to the Chamber back in September 2020 and I have no idea why it has taken so long to return to this place, given it seems the LNP Council’s position has not changed since the last time we considered this issue. The local Councillor for this area, which is located in the Doboy Ward, is Councillor Lisa ATWOOD and she has done absolutely nothing to improve the situation, despite hundreds of residents petitioning and campaigning for change.

In fact, what we see here today, once again, is Councillor ATWOOD taking the LNP Party line, despite her being well aware of the dangers of this intersection and not sticking up for the residents in her community and their safety. She says this petition response by Council is fine. She doesn’t think there is an issue and supports the fact that there are no plans to install traffic signals, or in fact do anything to improve safety at this location; that’s for pedestrians, cyclists or motorists.

There is no change from her position last year, despite the fact that we have Cannon Hill State School, we have St Oliver Plunkett Primary School, Cannon Hill Community Kindy, a local swim school and another local kindy, all within 500 metres of this intersection.

This intersection has been raised by residents as a concern, as has the pedestrian crossing some 15 metres next to it and we are asking, and the residents of this area and my ward as well, are asking for safety to be put first, above the interests of the LNP Administration. Sadly it’s not going to happen today or ever, it seems. This intersection and the residents who attend these schools and the kindy, they’ve been, I know, have approached Councillor ATWOOD directly for a number—the last 12 months and prior to that, they have also run a number of other petitions in relation to this issue.

Speeding on Richmond Road has also been raised as an issue and I just want to also put on the record today that certainly I would support a reduction of speed on Richmond Road perhaps from the current 60 kilometres an hour to 50 kilometres an hour. I’d also encourage Council to consider supporting that change through the appropriate channels. This might open up opportunities for other improvements along this stretch of road and improve pedestrian crossings at other locations where we do have a very well-utilised park, being Keralgerie Park, where improvements are also on the way.

I’ve been regularly raising issues about Richmond Road with Council officers and particularly this intersection as well and in the past Council officers have in fact advised that installing traffic signals at one of the intersections of the more heavily traffic connecting roads between Wynnum and Richmond Roads, i.e. Lang Street, Molloy Road and Muir Street, would provide a safely controlled pedestrian crossing point.

They’ve also said that as the intersection of Molloy and Richmond Road is a four‑way junction, signals at this location would also provide a safe option for residents in the catchment area to the south of Richmond Road to turn right or cross Richmond Road. I’ve put these comments on the record last year when another petition on this same issue came before the Chamber.

It’s interesting to note that the position of Council officers in the response today doesn’t reflect those previous comments and I’d be interested in an explanation from the Chair as to why that’s the case. Councillor ATWOOD has also put out on social media and into the community that she thinks there should be lights on Richmond Road but here we are again today with a petition that says Council does not support lights.

In the response today, Councillor ATWOOD has said that she in fact does support Council’s position, that is, she does not support lights at this intersection. So again, what is being put out online and what is out—she’s putting out in the community is clearly at odds with what she does in this place, Mr Chair, and where we vote on these exact issues and she has the opportunity to put on record her position.

Labor has always supported this intersection being upgraded. The only roadblock is this LNP Council not funding or supporting it. Labor won’t be supporting the petition response because it does not deal with the petitioners’ concerns. Council officers themselves have previously acknowledged the enhanced safety traffic lights would bring to this, in their words, heavily trafficked intersection, but sadly no support for any upgrade today. Mr Chair, we do not support the response in relation to item B.

Turning to item C and D, Mr Chair, Labor will also not be supporting these petition responses either. There were 606 and 591 signatories on these petitions respectively. One of the petitions was started by myself as the local Councillor and the other was started by the East Bicycle User Group and I want to thank them specifically for their continued support and advocacy in my local area.

I certainly value their input and the time they take to consider proposals and priorities in the Morningside Ward and of course across the city to improve safety and the experiences of all road users.

The response to these petitions is so—look, it’s just so out of touch with the reality of this road and it’s so incredibly disappointing to anyone who has tried to navigate this road by foot, bike or vehicle. Everyone agrees that the safety issues along this stretch of road and of course the Junction Road roundabout are a fatality waiting to happen and this LNP Council has been on notice for some time now about the dangers along this entire stretch of road and of course the roundabout.

Mr Chair, I can’t count the number of times my office or myself have logged concerns about this section of road and specifically about the roundabout. We are seeing development and we’re going to see more development with The Barracks development in the next couple of years and of course with the Rivermakers precinct where we are seeing high levels of industrial use. We’re also competing with the school traffic and concerns around Balmoral State High School and Cannon Hill Anglican College and it is residents from across the city that are using this section of road.

Again they are listed and have been listed for a number of years as budget priorities in my local budget submission but no funding has been allocated. My question again to the Chair of the Infrastructure Committee through you, Mr Chair, would be we know in the petition response that these are prioritised against citywide priorities. I would like to know exactly which projects across the city are taking precedence of a similar scale. I admit this is a huge project and a huge undertaking by Council but it is time for this to be considered as a priority.

We know that the development at record levels, we have some of the highest levels of development applications in the city in Morningside Ward and this precinct in particular is becoming increasingly used by not just vehicles. We have B-double trucks using the commercial precinct. We have students trying to ride their bikes. When Council has done small minor upgrades along this section of road, particularly over the last 12 months—

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

Councillor COOK: —with little, if any, consultation with the local BUG (bicycle user group)—and we will not be supporting this petition.

Chair: Councillor COOK, your time—your time has expired. Thank you.

Councillor LANDERS: Point of order, Chair.

Chair: Point of order to you, Councillor LANDERS.

**ADJOURNMENT:**

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| **118/2021-22**  At that time, 3.07pm, it was resolved on the motion of Councillor Sandy LANDERS, seconded by Councillor Andrew WINES, 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 3.09pm. |

**UPON RESUMPTION:**

Chair: Councillors, are there any further speakers on the Infrastructure Committee report? No further speakers?

Councillor WINES, right of reply.

Councillor WINES: Yes, thank you, Mr Chair. I just rise to respond to some of the comments around the petitions in particular and thank Councillor COOK for her contributions. Can I please direct the room, there were three petitions she made mention of and I’ll deal with the two that are linked to Lytton Road earlier.

I just want to point out to both Councillor COOK and to the Council, that the response inside the petitions is not a no but rather a Council has recognised the issue and is considering upgrades.

I’ll quote from them, ‘upgrade of the roundabout at Lytton Road, Junction Road and Colmslie Road intersection is identified through the LGIP (Local Government Infrastructure Plan) under reference number MOR-RI-001, within the 2021 through 2026 period. To facilitate this future upgrade, land is being preserved through conditioning adjoining developments as they occur’.

In regard to the other note, the petitioner’s request to upgrade the roundabout has been noted and the intersection of Lytton Junction, Colmslie Roads is listed in the local government or the LGIP for upgrade between 2021 through 2026 on the same reference and Council is currently investigating options for the purpose of developing a preliminary design to replace the roundabout with traffic signals.

So the idea that this Council is not paying attention to this intersection is not true. It’s wrong. This Council, as it says here, is preserving land and doing preliminary designs to a conversion—

Councillor COOK Point of order, Chair.

Councillor WINES: —from a roundabout to a set of traffic lights.

Chair: Sorry, Councillor COOK. Point of order?

Councillor COOK: Just claim to be misrepresented. Thank you.

Chair: Thank you, Councillor COOK. Noted.

Councillor WINES: I just think it’s important to reflect that the Council has a high regard for Lytton Road and what’s required to do and that these items have been identified for potential upgrade into the future.

Even if you were to drive on Lytton Road right now, you would see—well not right now, wait until the evening because there’ll be night works with significant works occurring on Lytton Road this evening and I imagine most of the week because we take the condition of Lytton Road seriously and we’ll be continuing to maintain it and looking to improve it.

I also want to make mention of some of the comments around Councillor ATWOOD. I just think it’s really sad and unfair of Councillor COOK to go Councillor ATWOOD like that, knowing full well that Councillor ATWOOD is on maternity leave and that Billie is only weeks old. That what makes it particularly sad is that if anybody had said about Councillor COOK what Councillor COOK had said about Councillor ATWOOD, Councillor COOK would have been very, very upset.

*Councillors interjecting.*

Councillor WINES: I just ask her to consider that the standard that she puts onto others is one that she would conduct herself in, I suppose, on those sort of matters.

*Councillors interjecting.*

Chair: Thank you, Councillor WINES.

Councillor COOK, your claim of misrepresentation.

Councillor COOK: Thank you, Mr Chair. I never said that Council had not identified these things. What is specifically asked for and what I spoke about was that they be urgently actioned. I note that the questions I asked of the Chair weren’t responded to and—

Councillor WINES: Point of order. Point of order. This isn’t a speech.

Councillor COOK: —I’m not sure if that was an oversight or if he just simply doesn’t know the answers.

Councillor WINES: This is a misrepresentation—

Chair: Sorry, Councillor WINES.

Councillor WINES: —and Councillors can’t—

Chair: Councillor WINES, you need to wait till I’ve called you on your point of order.

Councillor WINES, on your point of order? No? Okay.

Thank you, Councillor COOK, your point of misrepresentation has been well and truly made.

Council, before us we have items A and E of the Infrastructure Committee report.

**Clauses A and E put**

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

Chair: In relation to item B, C and D.

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

The voting was as follows:

AYES: 16 - Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

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 COMMITTEE PRESENTATION – ROAD ASSET MANAGEMENT INNOVATION

**119/2021-22**

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

2. Circular economy is a restorative, regenerative system which aims to keep products, components and materials at their highest utility and value at all times. An image showing a comparison between when circular economy being utilised or not utilised, was shown to the Committee.

3. Recycling will be a key part of sustainably managing the city’s road assets. Some key considerations are:

- the whole-of-lifecycle cost, asset performance and reducing environmental impact by building in quality

- the use of reclaimed asphalt pavement (RAP), ‘waste’ glass, soft plastic, other plastic, crumbed rubber, crushed concrete, and stabilisation, reduces the demand for raw materials, landfill and carbon emissions

- repurposing waste into usable products so that waste can be seen as a resource.

4. Council maintains approximately 5,800 km of road network and 96.5% of these roads have an asphalt surface. The construction and maintenance of Council roads has the potential to generate significant waste material and consume new resources. Council has the opportunity to use circular economy by recycling existing pavement materials, and including the use of other recycled materials.

5. To ensure these opportunities are met, Council has an Asphalt Innovations Working Group (AIWG), which is made up of:

- Asset Management, Brisbane Infrastructure – Chair/Secretariat looking at whole-of-lifecycle perspective, specifications and manuals

- Asphalt and Aggregates, Brisbane Infrastructure – quarries, asphalt plants and recycling facility

- City Projects Office, Brisbane Infrastructure – delivery and pavement design

- City Standards, Brisbane Infrastructure – community interface and delivery.

6. The purpose of the AIWG is to advance the investigation and implementation of asphalt surfacing technologies. They aim to find new, cost-effective, pavement solutions over the long term. The AIWG look at pavement design, new products, construction compliance, testing, trials and demonstrations, feedback from technical presentations/conferences, recycling, and re-use opportunities.

7. An image was shown to the Committee, outlining the different components of a typical road and when recycled material can be used. This included cross section, wearing surface, base, sub-base and sub‑grade.

8. The Committee was shown examples of crumb rubber, recycled asphalt and various other materials used in road maintenance.

9. Council currently has a number of recycling practices, including:

- commitment to circular economy

- utilisation of RAP in asphalt production

- utilisation of crushed and recycled concrete or demolition waste

- in-place stabilisation by reusing existing pavement gravels.

10. A table showing other projects which have been undertaken, to investigate the use of recycled materials, was shown to the Committee. These included:

- reclaimed plastic as asphalt modifier

- foam mix – recycling trial project

- ground limestone and crushed glass in concrete

- thin surfacing treatment - potential use of glass sand.

11. Council has commenced a project to facilitate the use of crumb rubber modified asphalt on local government roads in South East Queensland. This project involves adding small amounts of crumbed tyre rubber into residential street asphalt to reduce the rate of ageing of asphalt in residential streets. Demonstrations of five per cent crumb rubber in bitumen in the residential surfacing mix were undertaken in February 2021 at Muir Street, Cannon Hill, and Marble Street, Keperra.

12. There are a number of anticipated benefits to using crumb rubber modified asphalt, including significant environmental and sustainability benefits from recycling end-of-life tyres, performance improvements from using crumb rubber in asphalt and lower whole-of-life costs of road surfacing.

13. Council is a leader in asphalt innovation and continues to maintain industry engagement and participate in opportunities to advance the use of recycled materials in pavement.

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

15. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL INSTALL TRAFFIC LIGHTS AT THE INTERSECTION OF MOLLOY AND RICHMOND ROADS, MORNINGSIDE

**CA20/938529**

**120/2021-22**

16. A petition from residents, requesting Council install traffic lights at the intersection of Molloy and Richmond Roads, Morningside, was presented to the meeting of Council held on 1 September 2020, by Councillor Kara Cook, and received.

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

18. The petition contains 78 signatures. All the petitioners live in various suburbs in the City of Brisbane.

19. Richmond Road has a 60 km/h speed limit and performs a suburban road function in Council’s road hierarchy under *Brisbane City Plan 2014*, carrying traffic between Creek Road, Cannon Hill, and Morningside Station, as well as providing access to the adjoining neighbourhood. Molloy Road has a 50 km/h speed limit and performs a neighbourhood access road function, providing access to local residential properties and two schools. While the northern end connects Richmond Road and Wynnum Road, it is a ‘no through road’ south of Britannia Avenue. Richmond Road is also used as a bus route. Attachment B (submitted on file) shows a locality map.

20. There is a pedestrian crossing located on Richmond Road, approximately 12 metres west of the intersection of Molloy Road. This staggered zebra crossing includes a median refuge island which provides a safe point for pedestrians to wait for gaps in traffic to cross the road. This crossing is supervised during school drop-off and pick-up periods. To make motorists aware of pedestrians that may be using this crossing, a number of awareness signs are positioned on both Richmond Road approaches, including pavement markings.

21. The intersection of Molloy and Richmond Roads has ‘Stop’ control signs and line markings on both the northern and southern approaches of Molloy Road. These controls recognise Richmond Road as the priority traffic route at this location and vehicles travelling on Molloy Road are required to stop and observe oncoming traffic until it is safe to enter the intersection and/or turn onto Richmond Road. At the subject intersection, Richmond Road is straight with a relatively flat profile, providing acceptable visibility on both Molloy Road approaches when vehicles are positioned at the stop-bar of the existing controls.

22. In September 2017, Council installed a Speed Awareness Monitor (SAM) on Richmond Road on the westbound approach to its intersection with Molloy Road. SAMs promote safety through driver awareness and help minimise speeding on Brisbane roads. This citywide program has seen a marked decrease in the number of motorists travelling over the speed limit after passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013. SAMs are installed for a minimum of one month before rotating to another site, with the footing remaining in place for future site rotations. The next SAM rotation is scheduled for this location on Richmond Road within the 2020-21 financial year.

23. A traffic count and speed survey undertaken in September 2020 on Richmond Road, approximately 300 m to the west of the subject intersection, recorded a two-way 85th percentile speed of 61 km/h, which indicates a good level of compliance with the posted speed of 60 km/h.

24. In response to this petition, Council officers have assessed the safety of the intersection of Richmond and Molloy Roads. Council has reviewed the most recent data from the past five years using the official Queensland Government crash history for the intersection. There were two reported crashes, however, neither of these could be attributed to the configuration of the intersection. It is acknowledged that the intersection receives increased demand during school drop-off and pick-up times, as is the case with many intersections near schools across the city. However, an assessment of Council’s traffic survey data has determined that neither the intersection of Richmond and Molloy Roads, or the adjacent pedestrian crossing, meet the accepted Austroads thresholds for vehicle and pedestrian volumes or crash rates warranting the installation of traffic signals.

25. Council’s assessment has identified that the intersection configuration is acceptable for the current traffic and pedestrian volumes, and that motorists who are driving with due care and attention can safely navigate this intersection. As a result, there are no plans to install traffic signals at this time.

Consultation

26. Councillor Kara Cook, Councillor for Morningside Ward, has been consulted and does not support the recommendation.

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

Customer impact

28. The submission will address the petitioners’ concerns.

29. The Manager recommended as follows and the Committee agreed, with Councillor Strunk and Councillor Griffiths dissenting.

30. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** CA20/938529

Thank you for your petition requesting Council install traffic lights at the intersection of Molloy and Richmond Roads, Morningside. Council has investigated your petition and the outcome is outlined below.

There is a pedestrian crossing located on Richmond Road approximately 12 metres west of the intersection of Molloy Road. This staggered zebra crossing includes a median refuge island which provides a safe point for pedestrians to wait for gaps in traffic to cross the road. This crossing is supervised during school drop-off and pick-up periods. To make motorists aware of pedestrians that may be using this crossing, a number of awareness signs are positioned on both Richmond Road approaches, including pavement markings.

The intersection of Molloy and Richmond Roads has ‘Stop’ control signs and line markings on both the northern and southern approaches of Molloy Road. These controls recognise Richmond Road as the priority traffic route at this location and vehicles travelling on Molloy Road are required to stop and observe oncoming traffic until it is safe to enter the intersection and/or turn onto Richmond Road. Richmond Road is straight with a relatively flat profile at the point of the intersection, providing acceptable visibility on both Molloy Road approaches when vehicles are positioned at the stop-bar of the existing controls.

In September 2017, Council installed a Speed Awareness Monitor (SAM) on Richmond Road on the westbound approach to its intersection with Molloy Road. SAMs promote safety through driver awareness and help minimise speeding on Brisbane roads. This citywide program has seen a marked decrease in the number of motorists travelling over the speed limit after passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013. SAMs are installed for a minimum of one month before rotating to another site, with the footing remaining in place for future site rotations. The next SAM rotation is scheduled for this location on Richmond Road within the 2020-21 financial year.

A traffic count and speed survey undertaken in September 2020 on Richmond Road, approximately 300 m to the west of the subject intersection, recorded a two-way 85th percentile speed of 61 km/h, which indicates a good level of compliance with the posted speed of 60 km/h.

In response to your petition, Council officers have assessed the safety of the intersection of Richmond and Molloy Roads. Council has reviewed the most recent data from the past five years using the official Queensland Government crash history for the intersection. There were two reported crashes, however, neither of these could be attributed to the configuration of the intersection. It is acknowledged that the intersection receives increased demand during school drop-off and pick-up times, as is the case with many intersections near schools across the city. However, an assessment of Council’s traffic survey data has determined that neither the intersection of Richmond and Molloy Roads, or the pedestrian crossing, meet the accepted Austroads thresholds for vehicle and pedestrian volumes or accident rates warranting the installation of traffic signals.

Council’s assessment has identified that the intersection configuration is acceptable for the current traffic and pedestrian volumes, and that motorists who are driving with due care and attention can safely navigate this intersection. As a result, there are no plans to install traffic signals at this time.

Should you wish to discuss this matter further, please contact Mr Damian Burke, Senior Strategic Transport Planner, Road Network Planning, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3403 7676.

**ADOPTED**

#### C PETITION – REQUETING COUNCIL UPGRADE LYTTON ROAD, MORNINGSIDE, INCLUDING THE JUNCTION ROAD ROUNDABOUT AND THYNNE ROAD INTERSECTION

**CA21/121613**

**121/2021-22**

31. A petition from residents, requesting Council upgrade Lytton Road, Morningside, including the Junction Road roundabout and Thynne Road intersection, was presented to the meeting of Council held on 9 February 2021, by Councillor Jared Cassidy, on behalf of Councillor Kara Cook, and received.

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

33. The petition contains 606 signatures. Of the petitioners, 546 live within suburbs of the City of Brisbane, and 60 live outside the City of Brisbane.

34. The petitioners are requesting prioritisation of the upgrade to Lytton Road, from Bulimba to Morningside, to make it safe for all road users and ensure it is at an appropriate standard for a primary cycle route and principal freight access route. Attachment B (submitted on file) shows a locality map.

35. Lytton Road mostly has a 60 km/h speed limit, with some 70 km/h sections west of Barrack Road and is classified as a suburban road between Junction Road and Thynne Road, and a district road between Thynne Road and Oxford Street in Council’s road hierarchy under *Brisbane City Plan 2014* (City Plan). Suburban roads connect to arterial routes in and around suburbs forming an important link in the public transport and inter‑suburban freight network. Suburban roads are typically designed to carry traffic movements, rather than provide property access, and high volumes of traffic are expected. District roads facilitate the movement of people and goods to and through suburbs, including buses and heavy vehicles.

36. Council’s long‑term road planning includes upgrading Lytton Road to four lanes, between Thynne and Junction Roads, to improve safety and capacity through this road corridor. This long‑term plan includes the installation of traffic signals at the intersection of Lytton Road and Thynne Road, and at the roundabout at the Lytton Road, Junction Road and Colmslie Road intersection.

37. Upgrade of the roundabout at the Lytton Road, Junction Road and Colmslie Road intersection is identified in the Local Government Infrastructure Plan, under reference number MOR-RI-001, within the 2021-2026 period. To facilitate this future upgrade, land is being preserved through conditioning adjoining developments as they occur. Construction of this intersection upgrade is subject to future funding in Council’s budget, prioritised against other similar citywide projects.

38. Council recognises Lytton Road, including the section between Thynne Road and Creek Road, as a primary bicycle route under Council’s City Plan – Bicycle network overlay. There are currently on and off-road cycle facilities along sections of Lytton Road, including at the intersections of Apollo Road and Baldwin Street, from Taylor Street to the Perrin Creek Bridge, and from Breene Place to the Gateway Motorway. Given the narrow width of the Perrin Creek Bridge, there are no plans for cycle facilities at this section of the road, at this time.

39. Council acknowledges the value of this route and agrees there is demand for continuous bicycle facilities along this corridor, including the eastbound section between Barrack and Creek Roads. Transport Planning and Operations, Brisbane Infrastructure, is currently reviewing Council’s Active Transport Network Plan (ATNP) to investigate improved route options to enhance active transport connections. The review of the ATNP will investigate options for extending the cycle facilities along Lytton Road and Junction Road and improving safety at intersections along the route.

40. The petitioners’ comments about footpaths are noted. In 2020-21, $14.6 million has been distributed evenly between each ward to build new footpaths and make local park improvements. You may be interested to know the local Councillor decides which new footpath projects are funded from their Suburban Enhancement Fund, following consultation with adjacent property owners.

41. The petitioners’ request for installation of footpaths along Lytton Road, which will be along the north side of Colmslie Recreation Reserve, Morningside, and Colmslie to Barrack Roads and Barrack to Creek Roads, Murarrie, have been forwarded to the local Councillors for their consideration.

Consultation

42. Councillor Kara Cook, Councillor for Morningside Ward, has been consulted and does not support the recommendation.

Customer impact

43. The submission will address the petitioners’ concerns.

44. The Manager recommended as follows and the Committee agreed, with Councillor Strunk and Councillor Griffiths dissenting.

45. **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:** CA21/121613

Thank you for your petition requesting Council upgrade Lytton Road, Morningside, including the Junction Road roundabout and Thynne Road intersection

Council’s long‑term road planning includes upgrading Lytton Road to four lanes, between Thynne and Junction Roads, to improve safety and capacity through this road corridor. This long‑term plan includes the installation of traffic signals at the intersection of Lytton Road and Thynne Road, and also at the roundabout at the Lytton Road, Junction Road and Colmslie Road intersection.

Upgrade of the roundabout at the Lytton Road, Junction Road and Colmslie Road intersection is identified in the Local Government Infrastructure Plan, under reference number MOR‑RI‑001, within the 2021-2026 period. To facilitate this future upgrade, land is being preserved through conditioning adjoining developments as they occur. Construction of this intersection upgrade is subject to future funding in Council’s budget, prioritised against other similar citywide projects.

Council recognises Lytton Road, including the section between Thynne Road and Creek Road, as a primary bicycle route under Council’s City Plan – Bicycle network overlay. There are currently on and off-road cycle facilities along sections of Lytton Road, including at the intersections of Apollo Road and Baldwin Street, from Taylor Street to the Perrin Creek Bridge, and from Breene Place to the Gateway Motorway. Given the narrow width of the Perrin Creek Bridge, there are no plans for cycle facilities at this section of the road, at this time.

Council acknowledges the value of this route and agrees there is demand for continuous cycle facilities along this corridor, including the eastbound section between Barrack and Creek Roads. Transport Planning and Operations, Brisbane Infrastructure, is currently reviewing Council’s Active Transport Network Plan (ATNP) to investigate improved route options to enhance active transport connections. The review of the ATNP will investigate options for extending the bicycle facilities along Lytton Road and Junction Road and improving safety at intersections along the route.

Should you wish to discuss the upgrade further, please contact Mr Damian Burke, Senior Strategic Transport Planner, Policy Strategy and Planning, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3403 7676.

Your comments about footpaths are noted. In 2020-21, $14.6 million has been distributed evenly between each ward to build new footpaths and make local park improvements. You may be interested to know the local Councillor decides which new footpath projects are funded from their Suburban Enhancement Fund, following consultation with adjacent property owners.

Your request for installation of footpaths along Lytton Road, which will be along the northside of Colmslie Recreation Reserve, Morningside, and Colmslie to Barrack Roads and Barrack to Creek Roads, Murarrie, has been forwarded to the local Councillors for their consideration.

If you wish to discuss your request for the installation of footpaths along Lytton Road, please contact Councillor Kara Cook, Councillor for Morningside Ward, on (07) 3407 8200 or Councillor Lisa Atwood, Councillor for Doboy Ward, on (07) 3407 8800.

**ADOPTED**

#### D PETITION – REQUESTING COUNCIL UPGRADE THE JUNCTION ROAD, LYTTON ROAD AND COLMSLIE ROAD ROUNDABOUT IN MORNINGSIDE AS A PRIORITY

**CA21/250091**

**122/2021-22**

46. A petition from residents, requesting Council upgrade the Junction Road, Lytton Road and Colmslie Road roundabout in Morningside as a priority, was presented to the meeting of Council held on 9 March 2021, by Councillor Steve Griffiths, on behalf of Councillor Kara Cook, and received.

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

48. The petition contained 591 signatures. Of the petitioners, 337 live in Morningside Ward, 109 live in Doboy Ward, 132 live in other wards in the City of Brisbane and 13 live outside the City of Brisbane.

49. The petitioners are requesting prioritisation of funding for the upgrade of the roundabout at the intersection of Junction Road, Lytton Road and Colmslie Road. Attachment B (submitted on file) shows a high-level locality map.

50. Lytton Road has a 60 km/h speed limit, with some 70 km/h sections east of Barrack Road and is classified as a suburban road between Junction Road and Thynne Road, and a district road between Thynne Road and Oxford Street in Council’s road hierarchy under *Brisbane City Plan 2014*. Suburban roads connect to arterial routes in and around suburbs, forming an important link in the public transport and inter suburban freight network. Suburban roads are typically designed to have a primary function of facilitating the movement of traffic, rather than provide property access, and high volumes of traffic are therefore expected. District roads facilitate the movement of people and goods to and through suburbs, including use by buses and heavy vehicles.

51. Council’s long-term road planning includes upgrading Lytton Road to four lanes, between Thynne and Junction Roads, to improve safety and capacity through this road corridor. This long-term plan includes the installation of traffic signals at the intersection with Thynne Road, and also at the roundabout at Lytton Road, Junction Road and Colmslie Road.

52. The petitioners’ request to upgrade the roundabout has been noted. The intersection of Lytton Road, Junction Road and Colmslie Road is listed in Local Government Infrastructure Plan (LGIP) for an upgrade between 2021 and 2026 (LGIP reference MOR-RI-001). Council is currently investigating options, for the purpose of developing a preferred preliminary design to replace the roundabout with traffic signals. However, there is no funding and/or timeframe to undertake the detailed investigations required to progress this to detailed design and construction at this time.

53. Due to a high demand for traffic signals and other large-scale road network improvements throughout Brisbane, all proposed upgrades must be prioritised to ensure Council’s resources are directed to areas most in need of such traffic management works, including those that offer the greatest benefit in terms of safety and amenity to the wider community. Council’s considerations for the upgrade of the roundabout, as well as the upgrade of Lytton Road, will therefore be subject to an assessment of their priority relative to other, similar citywide projects.

Consultation

54. Councillor Kara Cook, Councillor for Morningside Ward, has been consulted and does not support the recommendation.

Customer impact

55. The submission will address the petitioners’ concerns.

56. The Manager recommended as follows and the Committee agreed, with Councillor Strunk and Councillor Griffiths dissenting.

57. **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:** CA21/250091

Thank you for your petition requesting Council upgrade the Junction Road, Lytton Road and Colmslie Road roundabout in Morningside as a priority.

Lytton Road has a 60 km/h speed limit, with some 70 km/h sections east of Barrack Road, and is classified as a suburban road between Junction Road and Thynne Road, and a district road between Thynne Road and Oxford Street in Council’s road hierarchy under *Brisbane City Plan 2014*. Suburban roads connect to arterial routes in and around suburbs, forming an important link in the public transport and inter‑suburban freight network. Suburban roads are typically designed to have a primary function of facilitating the movement of traffic, rather than provide property access, and high volumes of traffic are therefore expected. District roads facilitate the movement of people and goods to and through suburbs, including use by buses and heavy vehicles.

Council’s long‑term road planning includes upgrading Lytton Road to four lanes, between Thynne and Junction Roads, to improve safety and capacity through this road corridor. This long‑term plan includes the installation of traffic signals at the intersection with Thynne Road, and also at the roundabout at Lytton Road, Junction Road and Colmslie Road.

Your request to upgrade the roundabout has been noted. The intersection of Lytton Road, Junction Road and Colmslie Road is listed in Local Government Infrastructure Plan (LGIP) for an upgrade between 2021 and 2026 (LGIP reference MOR-RI-001). Council is currently investigating options, for the purpose of developing a preferred preliminary design to replace the roundabout with traffic signals. However, there is no funding and/or timeframe to undertake the detailed investigations required to progress this to detailed design and construction at this time.

Due to a high demand for traffic signals and other large-scale road network improvements throughout Brisbane, all proposed upgrades must be prioritised to ensure Council’s resources are directed to areas most in need of such traffic management works, including those that offer the greatest benefit in terms of safety and amenity to the wider community. Council’s considerations for the upgrade of the roundabout, as well as the upgrade of Lytton Road, will therefore be subject to an assessment of their priority relative to other, similar citywide projects.

Should you wish to discuss this matter further, please contact Mr Damian Burke, Senior Strategic Transport Planner, Road Network Planning, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3403 7676.

Thank you for raising this matter.

**ADOPTED**

#### E PETITION – REQUESTING COUNCIL INSTALL A RAISED TRAFFIC ISLAND AT THE BEND ON NORMAN STREET, WOOLOOWIN

**CA21/460088**

**123/2021-22**

58. A petition from residents, requesting Council install a raised traffic island at the bend on Norman Street, Wooloowin, was received during the Autumn Recess 2021.

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

60. The petition contains five signatures. Of the petitioners, three live on Norman Street, one lives in the suburb of Auchenflower and one lives outside the City of Brisbane.

61.Norman Street is recognised as a neighbourhood access road under Council’s road hierarchy under *Brisbane City Plan 2014*, providing access to residential properties and surrounding streets. Norman Street has a 50 km/h speed limit and runs between Lutwyche Road and Kedron Park Road. The street is approximately 400 metres long and 12 metres wide, containing a bend in its mid-section, which is approximately 8.6 metres wide. There are two bus routes operating along Norman Street. Attachment B (submitted on file) shows a locality map.

62. The petitioners’ feedback regarding motorists crossing the solid white centreline at the bend has been noted. Norman Street has advanced warning signage to alert motorists of the bend, and yellow lines have been installed through the bend’s narrowest point to ensure the road is kept clear and adequate lane width is maintained. Narrow road sections have a natural traffic calming effect as motorists are required to slow down to negotiate the road safely.

63. In response to a previous petition raising concerns regarding safety on the bend in Norman Street, Council installed a painted median island at the bend to further reinforce and guide vehicles through the bend safely. The painted median was installed in February 2021. A plan for the painted median is shown at Attachment C (submitted on file).

64. A Registered Professional Engineer of Queensland (RPEQ) has assessed the bend for the provision of a raised traffic island (median) against the Queensland Government’s Department of Transport and Main Roads *Manual of Uniform Traffic Control Devices* and *Transport and Road Use Management Manual*, and the Austroads Guide to Road Design. The outcome of the RPEQ’s assessment was that it was not an acceptable location to install a raised median, taking into consideration factors such as the available road space, lane widths, geometry of the road, and road users such as buses and long vehicles. Installing a raised median at the location would create a significant safety issue for road users were they to collide with the raised median.

65. A previous traffic count and video survey conducted in 2019, shows that motorists do cross the solid white centreline, however, this is only when there is no oncoming traffic and it is safe to do so. A review of the latest available data from the Queensland Government’s crash database identified no recorded crashes of any kind between 1 January 2015 and 30 November 2020, indicating that the bend on Norman Street does not present a significant safety risk to motorists driving with due care and attention. In addition, the Queensland Road Rules permit drivers to cross a solid centreline to access driveways or to pass an obstruction on the road where it is safe to do so. Installing a raised median would prevent residents from turning into and out of their driveways, or to pass an obstruction on the road if required.

66. Taking all of the above factors into consideration, a raised median is not proposed to be installed at the location.

Consultation

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

Customer impact

68. The submission will address the petitioners’ concerns.

69. The Manager recommended as follows and the Committee agreed.

70. **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:** CA21/460088

Thank you for your petition requesting Council install a traffic island (median) at the bend on Norman Street, Wooloowin.

Your feedback regarding motorists crossing the solid white centreline at the bend has been noted. Norman Street has advanced warning signage to alert motorists of the bend, and yellow lines have been installed through the bend’s narrowest point to ensure the road is kept clear and adequate lane width is maintained. Narrow road sections have a natural traffic calming effect as motorists are required to slow down to negotiate the road safely.

In response to a previous petition raising concerns regarding safety on the bend in Norman Street, Council installed a painted median island at the bend to further reinforce and guide vehicles through the bend safely. The painted median was installed in February 2021.

A Registered Engineer Professional Queensland (REPQ) has assessed the bend for the provision of a raised median against the Queensland Government’s Department of Transport and Main Roads *Manual of Uniform Traffic Control Devices* and *Transport and Road Use Management Manual*, and the Austroads Guide to Road Design. The outcome of the REPQ’s assessment was that it was not an acceptable location to install a raised median, taking into consideration factors such as the available road space, lane widths, geometry of the road, and road users such as buses and long vehicles. Installing a raised median at the location would create a significant safety issue for road users were they to collide with the raised median.

A previous traffic count and video survey conducted in 2019, shows that motorists do cross the solid white centreline, however, this is only when there is no oncoming traffic and it is safe to do so. A review of the latest available data from the Queensland Government’s crash database identified no recorded crashes of any kind between 1 January 2015 and 30 November 2020, indicating that the bend on Norman Street does not present a significant safety risk to motorists driving with due care and attention. In addition, the Queensland Road Rules permit drivers to cross a solid centreline to access driveways or to pass an obstruction on the road where it is safe to do so. Installing a raised median would prevent residents from turning into and out of their driveways, or to pass an obstruction on the road if required.

Taking all of the above factors into consideration, a raised median is not proposed to be installed at the location.

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, Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 2019.

Thank you for raising this matter.

**ADOPTED**

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

### 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 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor ALLAN: Thank you, Mr Chair. Before moving to the Committee report, I did want to respond to the question that Councillor SRI raised earlier, specifically related to *Brisbane’s Future Blueprint* and deep planting requirements.

So the Plan your Brisbane project was the largest planning engagement exercise ever undertaken by a local government in Australia. It involved more than 277,000 residents from every suburb across Brisbane and generated more than 100,000 contributions. From that, *Brisbane’s Future Blueprint*—

*Councillor interjecting*.

Chair: Excuse me, Councillor JOHNSTON.

Councillor ALLAN: —was developed with a—

Chair: No interruptions, please.

*Councillor interjecting.*

Councillor ALLAN: From that, *Brisbane’s Future Blueprint* was developed with eight guiding principles and 40 action items. Specifically, Principle 5, Ensure best practice design that complements the character of Brisbane. Councillor SRI would be well aware that amendments to City Plan are lengthy and resource-intensive exercises that can take between two to three years to progress through Council and the State Government before they are adopted into the planning scheme.

More than eight separate amendment packages have been progressed through Council as a result of the Blueprint and this in itself is a massive achievement. We saw the ban on townhouses and we also improved car parking ratios for developments in the suburbs.

In September 2020, we adopted major amendment package E, which increased the minimum dimension for deep planting in multiple-dwellings. Where previously City Plan did not specify this requirement, multiple-dwelling developments are now required to provide a minimum four-metre dimension to ensure deep planting areas are practical and usable and to achieve an overall better design outcome.

To answer Councillor SRI’s question, we have in fact commenced the amendment to increase the requirement for deep planting areas from 10% to 15%.

That package of work was commenced within the six-month timeframe commitment that was made by the previous Lord Mayor, Graham Quirk, as outlined in the Blueprint.

The changes to increase deep planting requirements is included within major amendment package L and this package was presented to Council on 26 March 2019, to decide to make a major amendment to update design provisions in Brisbane’s City Plan.

The resolution was approved and Council officers have been working on the amendments, which also includes updates to a range of other residential design and character provisions. You can expect to see major L presented back to Council early next year to approve the draft amendments, which will then be sent to the State for their first State interest check and requesting approval to consult with the community. So I hope that provides Councillor SRI with a bit of a status report.

Now, turning to the City Planning and Suburban Renewal Committee report. Last week, we had a presentation on a development at 58 Morgan Street, Fortitude Valley. The presentation covered a contemporary mid-rise commercial tower on a site next to the 124-year-old heritage listed St Patrick’s Church in the heart of Brisbane’s Fortitude Valley.

The sub-tropical eight storey building on the north-east section of the grounds will look to complement the existing heritage church with open archways on the first two levels and an expansive ground-level public plaza. It will incorporate a mix of business and professional services, a community care centre, educational facilities, communal rooftop recreation area and great food and beverage offerings.

There were several heritage considerations for the development application including that the development is well separated and maintains existing view lines to St Patrick’s Church from James Street, Fortitude Valley, and ensures other important heritage elements of the church, such as the stained glass windows and statuary in front of the church are not unduly impacted.

The church is a Queensland Heritage place and as such, the Queensland Government State Assessment and Referral Agency has reviewed the development application and is satisfied that it has no impact on the heritage values of St Patrick’s Church.

This development also has the community in mind. The office space is close to residential areas and key public transport hubs and routes. It is expected to sustain about 1,000 jobs. It includes an expansive plaza for ground-floor activation, significant trees on the site have been retained and there are improvements of the site through a creative lighting strategy incorporating up-lighting on the St Patrick’s Church as a showcase.

Approval was granted for many reasons and a few of them are, obviously, retention of existing buildings, varied and diverse architecture and that reflects the creative and heritage elements of the site. It’s consistent with our green and ‘buildings that breathe’ objectives. It supports growth and demonstrates balanced social, economic and environmental outcomes that complement Fortitude Valley’s social, cultural and heritage diversity.

In the Committee, we also resolved a petition requesting the Council overturn the development approval of 49 to 51 Gresham Street, East Brisbane. The petition contained 218 signatures. I note that whilst Council’s experienced independent officers assessed and approved the application on 28 April this year, that an appeal was lodged against Council in the Planning and Environment Court on 28 May.

As the matter is before the Court and a process underway, it is not appropriate to further comment on or speculate about any outcome. Thank you.

Chair: Thank you, Councillor ALLAN.

Is there any further debate or discussion? No other speakers?

Councillor STRUNK.

Councillor STRUNK: Yes, Chair.

**Seriatim - Clause B**

|  |
| --- |
| Councillor Charles STRUNK requested that Clause B, PETITION – REQUESTING THAT COUNCIL OVERTURN THE DEVELOPMENT APPROVAL FOR 49-51 GRESHAM STREET, EAST BRISBANE (APPLICATION REFERENCE A004313175), be taken seriatim for voting purposes. |

Chair: Okay.

No other discussion?

Councillor ALLAN?

Okay. We’ll now—the motion before us, two items. Item A, the Committee presentation for City Planning and Suburban Renewal.

**Clause A put**

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

Chair: On item B.

**Clause B put**

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

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

The voting was as follows:

AYES: 16 - Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY and Andrew WINES.

NOES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor Lisa Atwood.

#### A COMMITTEE PRESENTATION – 58 MORGAN STREET, FORTITUDE VALLEY (A005698653)

**124/2021-22**

1. The Planning Services Manager, Development Services, City Planning and Sustainability, attended the meeting to provide an update on 58 Morgan Street, Fortitude Valley (A005698653) (the site). She provided the information below.

2. The Committee was shown an aerial view and a zoning map of the site. The site is zoned Mixed use (inner city) under *Brisbane City Plan 2014*.

3. The Corporation of the Trustees of the Roman Catholic Archdiocese of Brisbane is the applicant. The site area is approximately 10,690 square metres and the land use is Material change of use and Building work for Community care centre, Community use, Educational establishment, Food and drink outlet, Office, and Shop on the site of a Heritage place. The built form is an eight-storey building on the north‑east section of the grounds of St Patrick’s Church, including an expansive ground level public plaza.

4. The Committee was advised of the following heritage aspects of the development application for the site.

- Development maintains existing view lines to St Patrick’s Church from James Street, Fortitude Valley.

- Development ensures other important heritage elements of the church, such as the stained glass windows and statuary in front of the church, are not unduly impacted.

- The church is a Queensland heritage place and the Queensland Government’s State Assessment and Referral Agency has reviewed the development application and accepts that it has no impact on the heritage values of St Patrick’s Church.

5. Key assessment matters included:

- an urban common:

- provision of a plaza (urban common) required by the Fortitude Valley neighbourhood plan

- the plaza area is 512 square metres

- there will be provision of a six-metre arcade to connect through to Robertson Street in the future

- landscaping:

- includes established fig trees being retained (green cloud)

- includes the provision of boundary landscaping

- containerised and deep planting meets dimensions, depth and quality requirements

- includes a rooftop outdoor room for office users

- parking and transport:

- 132 parking spaces are provided across two basement levels, including three disability parking spaces

- inclusion of bicycle parking, with 88 spaces for staff and 27 for visitors

- electric bicycle charging ports provided for 18 bicycles

- end-of-trip facilities provided on the ground floor

- the site is well located and close to bus and train services.

6. The Committee was advised of the following community benefits:

- office space is close to residential areas and key public transport hubs and routes

- an expansive plaza for ground floor activation

- retention of significant trees

- improvement of the site through a creative lighting strategy, incorporating up-lighting on St Patrick’s Church as a showcase.

7. The development application was approved for the following reasons.

- The application retains the existing buildings and sensitively integrates infill development with heritage places, reflecting and complementing Fortitude Valley’s character to maintain the prominence of landmark sites and vistas.

- The application provides varied and diverse architecture and urban form that distinguishes Fortitude Valley from the CBD and other parts of Brisbane, through innovative building construction, architecture and urban design that reflects the creative and heritage values of Fortitude Valley, and is responsive to each site’s specific shape, size, context and setting.

- The application is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub‑precinct or site.

- The application focuses on promoting the neighbourhood’s vital role in the growth and economy of the city by providing both a supportive commercial function to the city centre and ensuring the cultural heritage of the area.

- The application supports growth and demonstrates balanced social, economic and environmental outcomes that complement Fortitude Valley’s social, cultural and heritage diversity.

- The application protects and enhances the special heritage and character through the retention, refurbishment and re-use of heritage places and character buildings.

- The application preserves the view to St Patrick’s Church from James Street.

- The application enhances public open space.

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

9. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING THAT COUNCIL OVERTURN THE DEVELOPMENT APPROVAL FOR 49-51 GRESHAM STREET, EAST BRISBANE (APPLICATION REFERENCE A004313175)

**CA21/563194**

**125/2021-22**

10. A petition from residents, requesting that Council overturn the development approval for 49‑51 Gresham Street, East Brisbane (application reference A004313175), was presented to the meeting of Council held on 25 May 2021, by the Deputy Mayor, Councillor Krista Adams, on behalf of Councillor Fiona Cunningham, and received.

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

12. The petition contains 218 signatures.

13. The petitioners seek to overturn the approval on the proposal on the following grounds:

- reduction in the availability of on-street parking in the neighbourhood

- increase of traffic in local roads

- exceeding the *Brisbane City Plan 2014* (City Plan) dwelling yield for the Character (infill housing) zone

- setting an undesirable precedent for similar development across Brisbane.

14. On 16 February 2016, a development application was made to carry out building work for the partial demolition of a house in the Traditional Building Character Overlay and a development permit for a material change of use for Multiple Dwellings at 49-51 Gresham Street, East Brisbane.

15. The application was subject to Impact assessment and was assessed against the assessment benchmarks of City Plan and in accordance with the now superseded *Sustainable Planning Act 2009*.

16. Public notification was carried out for 10 business days between 27 April and 19 May 2017 and 26 submissions were received, of which 22 were properly made. It is noted that the head petitioner is not recorded as a submitter to the application.

17. On 28 April 2021, Council’s Development Services team, following an assessment against the requirements of City Plan and in accordance with the provisions of the *Planning Act 2016*, approved the application.

18. An appeal against Council’s decision was filed with the Planning and Environment Court on 28 May 2021 (Court reference ‘1316/21’). Petitioners can follow the process of the application on the Queensland Court’s website at www.courts.qld.gov.au by searching on the court reference number.

19. Petitioners can also view a copy of the development application, including all documents relating to the approval of the development online at www.brisbane.qld.gov.au/Development.i and entering the application reference A004313175.

Consultation

20. Councillor Fiona Cunningham, Councillor for Coorparoo Ward, has been consulted and supports the recommendation.

21. The Divisional Manager recommended as follows and the Committee agreed, with Councillors Kara Cook and Charles Strunk dissenting.

22. **RECOMMENDATION:**

**THAT THE HEAD PETITIONER BE ADVISED IN ACCORDANCE WITH THE DRAFT RESPONSE SET OUT IN ATTACHMENT A,** hereunder**.**

**Attachment A**

**Draft Response**

**Petition Reference:** CA21/563194

Thank you for your petition requesting Council overturn the development approval for 49‑51 Gresham Street, East Brisbane (application reference A004313175).

Council notes the concerns raised in the petition, including:

- reduction in the availability of on-street parking in the neighbourhood

- increase of traffic in local roads

- exceeding the *Brisbane City Plan 2014* (City Plan) dwelling yield for the Character (infill housing) zone

- setting an undesirable precedent for similar development across Brisbane.

On 16 February 2016, a development application was made to carry out building work for the partial demolition of a house in the Traditional Building Character Overlay and a development permit for a material change of use for Multiple Dwellings at 49-51 Gresham Street, East Brisbane.

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An appeal against Council’s decision was filed with the Planning and Environment Court on 28 May 2021 (Court reference ‘1316/21’). As a party to that appeal, Council is obliged to follow the requirements of the Court and, as such, it is not appropriate for Council to discuss any detail of the appeal. You can follow the process of the application on the Court’s website at www.courts.qld.gov.au by searching on the court reference number.

You can also view a copy of the development application, including all documents relating to the approval of the development online at www.brisbane.qld.gov.au/Development.i and entering the application reference A004313175.

Should you have any further questions, please call Mr David Cunningham, Development Assurance and Outcome Manager, Development Services, City Planning and Sustainability on 3178 7570.

Thank you for raising this matter.

**ADOPTED**

Chair: Thank you.

Councillor DAVIS, the Environment, Parks and Sustainability Committee report please.

### ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE

Councillor Tracy DAVIS, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor DAVIS: Thanks, Mr Chair. Our Committee presentation last week was on the Pallara integrated open space network plan. In 2013, Council adopted the Lower Oxley Creek South neighbourhood plan which will help guide the development and infrastructure needs for Pallara. Pallara is one of Brisbane’s last greenfield development areas and has seen a significant rate of growth, and as a result of this growth, the LGIP was updated this year to outline the infrastructure needs over the next few years.

The LGIP outlines an opportunity to provide future residents with an ecological corridor, parkland and sports park that also address the stormwater and drainage needs for the area. In response to the LGIP, the LORD MAYOR’s 2021 budget introduced a new project, Pallara Stormwater and Park Infrastructure. The funding in this project is to invest in significant stormwater and park infrastructure in the Pallara area.

Already Council has been securing land in Pallara to establish a corridor from the Pallara District Sports Park on Van Dieren Road to the west towards Sweets Road. Council is in the final stages of securing the missing links for this important ecological and recreational corridor. With Council’s next step to undertake detailed design work for drainage works and new network, I look forward to seeing the outcomes of this investment made only possible by the Schrinner Council.

Mr Chair, we also had before the Committee the formal naming of Chalk Street Park to Vera Canale Park. I understand that Councillor HAMMOND engaged with her local community on the park naming and I’ll leave further debate to the Chamber.

Chair: Thank you, Councillor DAVIS.

Further speakers?

Councillor GRIFFITHS.

Councillor GRIFFITHS: Yes, thank you, Mr Chair and it was interesting this presentation came to Parks Environment Committee. It was, yes, very useful presentation. I have a fair bit to say on it. I note that this project has been under way for a number of years and in fact when I was a representative of Pallara, I couldn’t get a briefing about it so it was interesting to have a briefing now about this plan that has been developed down there for that community. It’s also a bit disappointing that as the local councillor at the time, I couldn’t get that briefing.

I note that it doesn’t show the whole suburb of Pallara, it only shows or only gave us an indication of part of Pallara and specifically it leaves out the Stockland development which is a huge development down there and isn’t contained in this image. So it is at this stage we aren’t talking about the whole of the suburb.

I suppose the presentation for me was concerning in that the local Councillor was there and we heard from the presenter that that Councillor is guiding decisions in relation to the type of sport to be played at the sports park and I don’t think that’s something that I have ever been given the opportunity to guide what sport should be played at a sports park and I don’t necessarily know whether it should be the local Councillor’s role either. So I just leave that sit but I would think we should be taking that advice from the officers, not from the Councillor.

Now there is a lot of substance to this presentation and there are a number of things we agree with. So yes, there is a need for drainage issues down there. It’s very low lying, it does flood. Yes, they do need sport and rec and they do need more parklands so we support that and yes, the area is growing and very quickly and it was this LNP Administration who voted through the changes for this area.

I know when I represented this area and it was largely rural, residents didn’t want to see the change that was proposed here. They fought it, but they got this. They got significant increase in density. So what this plan does show and I suppose we’ve got the picture from 2017 and then we’ve got this other picture from 2021, that there is massive tree clearing of bushland and koala habitat happening down there at the behest of this Council. Massive tree clearing.

This is the real story the LORD MAYOR and the LNP aren’t telling residents but it is shown here very clearly in these pictures. Even today in our presentation we heard that 30% of our wildlife uses hollows or old growth trees and yet here, we’re removing the trees, just obliterating old growth trees and it’s a real—we had the opportunity of doing something different, doing something amazing down there with retaining our old growth trees and allowing development around it but we chose the easy way out, the way out for developers.

Our way of dating this has been to allow clearing at a massive scale. So Brisbane, unfortunately even though we say we’re a sustainable city, we have allowed massive tree clearing down there and it’s still going on and it will go on.

Now, I heard the LORD MAYOR talk about iconic structures earlier and he talked about greening the city. This is not how you go about greening the city. Pallara is not an example of that. Pallara is an example of what developers want to do with this city and so I think for me, Pallara is the opposite. It’s the Russ Hinze, it’s the Joe days, it’s the Campbell Newman days of tree clearing and this Brisbane City Council, this LORD MAYOR SCHRINNER is in his ears—up to his ears in terms of doing the clearing of this area.

Now secondly, the sport and rec land we bought in Van Dieren Road is significantly covered with old growth bushland and all of this has to be cleared. This is old growth bushland that is actually koala habitat. So do we really think we should be clearing sports fields, clearing old growth bushland for sports fields?

You can’t tell me there weren’t alternatives. We didn’t look for alternatives. We didn’t find better ways of doing this. How does this once again stack up as a sustainable city? This is where we’re building, this is where we’re putting in new residents. How does this possibly stack up with our message of being a sustainable Administration? It is a really disappointing outcome, I believe, for the city, for Pallara and for what we really stand for.

Finally, I did ask the Councillor for just an update in terms of the bushland levy and I’m hoping Councillor DAVIS can at some stage just explain the changes to the bushland levy or bushland report in relation to what the auditor had recommended. I know she had the intention of doing that.

Finally, the last thing that’s missing from this that the local Councillor and the LNP won’t talk about is there’s still no library. They’re getting parkland, they’re getting waterways but this is the only ward without a library and these residents are missing out really significantly because they aren’t being represented properly by their local Councillor. Thank you.

Chair: Further speakers?

Councillor OWEN.

Councillor OWEN: Thank you, Mr Chair and once again we have those on the opposite side trying to rewrite history and coming out with personal attacks and all smears, no ideas. It is clearly obvious that those on the other side are forgetting how Pallara came to be developed. It was as a result of former State Labor Premier Anna Bligh declaring it a greenfield site ripe for development for 6,000 to 10,000 homes and she referred to it as the Oxley Wedge.

Look it up. I’m sure Dr Google might help you with that research because clearly, you have been here long enough and you should know and remember that that is the case. That is why the entire suburb of Pallara commenced going through this neighbourhood planning process and let’s be clear that the development that went through with that neighbourhood plan went to the Labor State Government for verification under the State planning legislation.

So you can’t have your cake and eat it too. You can’t cast aspersions over the LNP Administration in Council when it is your State Labor mates down in George Street that have had a hand in this all the way through, but let me say that their hand in this was to determine that that area was to be developed. Our focus has been to support the process through in an orderly way and in a way that we are looking to ensure that the services that are there are delivered for the residents coming in.

Now when we’re talking about 4,500 blocks in the last couple of years in that precinct, that is a significant amount of people that are coming in and day to day, week to week, the topography of that landscape is changing as more houses are being built, as more people are moving in.

What this presentation did was actually explain how the Council officers have been working across multiple divisions in a collaborative way to ensure that we address many things such as running the pedestrian walkways and bikeways through the actual local access corridor parks that run along that complete spine of all of the blocks that are highlighted in that particular map which then adjoin to the Vied Road park and the Pallara parklands on Brookbent Road, which is why that is not on there because that is already done.

It doesn’t need any more enhancement because there are the walkways, there is the parkland, there is the natural waterway channels and it is already in place but that is what the Councillor from Moorooka doesn’t seem to grasp. It’s not about excluding part of Pallara. It is about connecting to that other part that already has these sort of enhancements in place.

What the presentation was actually about was the forward thinking of the Council officers. It has been their planning process that they have been working on for a number of years and I have met them onsite to walk through what their plans are so that we could go out there and ground truth. I am sure if the Councillor for Moorooka had actually taken the time to go out and see Van Dieren Road, which I’m pretty sure he’s not very well accustomed to even though he had it in his ward for four years, he would actually see that there is a great—

*Councillor interjecting.*

Chair: Councillor STRUNK.

Councillor OWEN: —expanse of greenspace that is not heavily treed. You go onto Van Dieren Road and I challenge any Councillor, any resident to drive up Van Dieren Road and you will see on your right-hand side if you’re coming from Ritchie Road that there are bollards up along the extent of the roadway and there is green open space. Not a heavily treed area like the Councillor over there wants people to be fooled into believing.

Well I’m sorry, I’m not going to let your fairy tales get in the way of the facts. The facts are about what this is about—

Councillor SRI: Point of order, Chair.

Councillor OWEN: —and let’s talk facts.

Chair: Point of order to you, Councillor SRI.

Councillor SRI: Will Councillor OWEN take a question?

Chair: Councillor OWEN, will you take a question from Councillor SRI?

Councillor OWEN: Not right now, thank you.

*Councillor interjecting.*

Councillor OWEN: So when we’re talking about what is going in, we are talking about $931,116 for shared bike paths and pedestrian walkways, from Vied Road park all the way up to Kraft Road, which is the area that they have been working on the acquisitions from.

There is also $4,110,847 for local access corridor parks and that will take into account many of the natural channels and the wetlands and also help to specifically preserve the remnant vegetation and the high ecological value vegetation along that corridor. This is why it has been so important to have the people from the different areas of Council working collaboratively, because they are looking at all these different ways to manage this.

Now I have another big corridor in my ward from a waterway perspective and that is Sheep Station Gully and it comes into Pallara from the other end. There have been different approaches that have been applied across the years and it was really wonderful to actually meet the officers on site and talk through their strategies for how we can get a modern day approach to this, because they are looking at doing many natural channels, combining it with traditional stormwater culverts and pipes and with the wetlands, the natural wetlands.

So there is $19,924,706 committed for that to really work towards a positive outcome for that community. At the present time, there are still some acquisitions that are required for the future Pallara sports fields and that will benefit many different cultures that are residing within Pallara and are moving into Pallara.

The twisted interpretation that the Councillor for Moorooka seems to have about is what the Council officer has said. I have been providing feedback from my constituents as to what they would like to see as far as sporting facilities in the growing suburb of Pallara. So for him to infer it has been anything but a feedback process is incorrect and completely out of line.

So one thing that is so important and when we did the bike safety review with the Council officers, one of the things that I raised with them as a matter of concern was making sure that when we implemented bikeways through that corridor, that we did so in a very safe manner. By putting these shared pathways and bikeways through the recreational corridor, this is going to mean that there is going to be a nearly continuous bikeway from the Stockland estate all the way up to Pallara State School so that the children are not having to go onto the main corridor of Ritchie Road until they get almost to the school gate. So there is just that last little trek when they reach the end of Devries Road where they will actually be travelling up Ritchie Road and there is already a significant footpath there for them to travel.

This is what we’re trying to do. We’re trying to look at ways that we can promote an active and healthy lifestyle, active travel to school and safer routes to school by using these methodologies. So I say thank you to all the Council officers working so diligently behind the scenes to try to get a collaborative approach and get this right so we can make the suburbs of tomorrow even better than the suburbs of today.

Chair: Thank you Councillor OWEN.

Further speakers?

Councillor STRUNK.

*Councillor interjecting.*

Chair: Councillor JOHNSTON, you don’t have the call.

Councillor STRUNK: Thank you, Chair. Listen, before I commence my comments, I just want to make an observation in regards to this open space network plan. It was a presentation in the Committee and unfortunately, I am not a member of that Committee and I did have other duties at that time and unfortunately of course we have to totally rely upon the presentation pack that’s given and some information from my colleagues who sit in that Committee as well.

Unfortunately, of course, there is no minutes for any Committee meeting, so any other Councillor who wants to actually see what was actually verbally said, there is no recording whether it be written or electronic. So I just wanted to preface that.

So, in regards to the network plan, I was interested when I saw it come into the papers and so I followed up on that and asked for a copy of the presentation. Really it’s a tale of—for me, it’s a tale of two wards, the ward that I represent which is Forest Lake and the ward of Calamvale now that Councillor OWEN represents. I say that simply because it’s—what’s happened here is you know, if it’s an LNP ward, you sort of get a lot more infrastructure and other items and you get a plan and you actually get a plan, right?

Now I know it started back supposedly in 2017, right, but let’s put some context into this as well. Yes, Anna Bligh designated it but Campbell Newman could have just said no, we’re not doing it, right, non-action, we withdraw it. So let’s be clear, right, he was the Premier and if you went to him and said no, that’s just too many, we want to do something else, I’m sure he would have recalled it as state governments can do.

I think of course it was a greenfield site that probably definitely needed to be developed and they put a plan in place, which we never had a plan for Doolandella and we still don’t. We never had a plan for Ellen Grove and we still don’t and Richlands an absolute—I could use an ‘S’ word but I won’t, right?

*Councillors interjecting.*

Councillor SRI: Point of order, Chair?

Chair: Councillor SRI, point of order.

Councillor SRI: There’s interjections from the other side of the room. I’d ask you to call the Councillors to order.

Chair: Could the speaker be heard in silence please, all sides?

Councillor STRUNK: Thank you, Chair. So I have three suburbs in my wards that were greenfield sites back in the day and they have all been developed very, very badly.

Chair: Councillor STRUNK, can you point to where in the report these suburbs are mentioned?

Councillor STRUNK: Beg you—

Chair: Can you point to where in this report the suburbs you’re talking about are mentioned?

Councillor STRUNK: Well I was—I believe you allowed Councillor OWEN some degree of space in this area and what she talked about so I would hope that I would get the same consideration—

Chair: Specific to Pallara, Councillor STRUNK. I bring you back to the report.

Councillor STRUNK: I will, I will come back to the report, yes. So the presentation was in regards to the plan for Pallara and I was really interested in what the significant progresses are—progress are, so far down the road here, simply because none of these progresses or significant progress has been made in the summary, right, were ever undertaken in my ward for those greenfield sites.

If we have a look at—I don’t know what the neighbourhood plan for Pallara was, I haven’t actually physically seen that but I know if it was anything like those suburbs that I mentioned, right, they weren’t followed. The neighbourhood plans just weren’t followed. So I just hope that Pallara neighbourhood plan is being followed because certainly in my ward, neither of those other three suburbs were ever followed.

So as I say, it’s just interesting that an LNP ward seems to get a plan, well when it becomes an LNP ward seems to get a plan and that plan gets to be followed and those residents should get a benefit from a plan that’s being followed, but if we have a look at a ward right next to, right on the border of Pallara and Doolandella, the plan was never—the neighbourhood plan was never followed and there wasn’t any significant plan for that whole greenfield site.

So I just want to finalise my comments there I think Chair, and I do note that Councillor GRIFFITHS said that it was—it was a bit strange when I was told that the Councillor for Calamvale was able to recommend which particular sporting groups or organisations would be—

Councillor DAVIS: Point of order, Mr—

Chair: Point of order, Councillor DAVIS.

Councillor STRUNK: I’m quoting Councillor GRIFFITHS here—

Chair: Thank you, Councillor STRUNK. Please sit while another point of order is being taken.

Councillor DAVIS: Councillor STRUNK could come back to the item in the report. He’s gone way off—

Chair: Yes—

*Councillors interjecting.*

Chair: I bring you back to relevance, Councillor STRUNK. If you can address the report itself please, not some of the comments that have been made by others.

Councillor STRUNK: Okay. I believe the comments were made by Councillor OWEN in the Committee room in regards to she nodded when the presentation was being undertaken and she was consulted and those words were alluded to in regards to her input in which particular sporting organisations would be using those sort of fields that were being developed.

I think, like Councillor GRIFFITHS, I think our very good Council officers have a greater degree of expertise in this area and I always follow their recommendations. I sometimes make a suggestion and sometimes that gets followed but certainly they have the expertise to decide on what type of organisation or sorry which particular sporting groups should be considered in regards to new developments of new sporting fields. I think we should always follow our direct—or not so much direction but recommendations from Council officers and I think I’ll finish my comments there. Thank you Chair.

Chair: That’s probably a good idea.

Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I rise to speak on item A, the Committee presentation on the Pallara integrated open space network plan. I was again delighted to attend in the gallery to watch the Parks, Environment and Sustainability Committee and state again that I might not be speaking in the meeting right now if I was actually on the Committee and could take part in the debate there, but the LNP Councillors decided that they would block me from being on that Committee.

Chair: To the report please, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you and that’s—this is the report. So the first thing I’d like to acknowledge and thank Councillor OWEN for really clarifying how the LNP Schrinner Council goes about doing the bidding of the ALP Palaszczuk Government. She was fascinating in her vocal support for the Premier Annastacia Palaszczuk and I just think it was really quite instructive that Councillor OWEN was so effusive in saying look, this was a Labor initiative and Labor did this and now she’s taking all the credit for it, so that’s all fine.

Personally speaking, I know that when the LNP Councillors have to get down as low as saying well Labor did it so we’ll do it too, that the merit and quality of their argument is completely absent because I don’t trust the Labor Party, their planning scheme is just about—is just as bad as Council’s and it is—

Chair: Councillor JOHNSTON, can you point to—

Councillor JOHNSTON: Yes.

Chair: —where the Labor Party is mentioned in this report please?

Councillor JOHNSTON: Well the Palaszczuk—

Chair: Please go to the report.

Councillor JOHNSTON: Yes thank you and the Palaszczuk Government as we’ve heard is funding all of the initiatives as Councillor—well most of the initiatives as Councillor OWEN outlined.

*Councillor interjecting.*

Councillor SRI: Point of order, Chair.

Chair: Point of order, Councillor SRI.

Councillor SRI: Councillor OWEN has been interjecting repeatedly and you’re not calling her into line. I’d ask that you treat all Councillors fairly in this space.

Chair: Can all speakers be heard in silence, please.

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, so thank you. So the big issue here is of course the neighbourhood plan that did over the residents in this part of Brisbane and I remember the residents who came forward week after week and spoke in the Chamber here or spoke to me at events in our local area and they were extremely concerned about the level of density that the neighbourhood plan was putting into this very significant environmental area in the south of Brisbane.

They were ignored of course and Council approved this huge planning scheme, which we’ve heard today from Councillor OWEN who is on a unity ticket with Annastacia Palaszczuk that this is a great initiative. So I just want to put a couple of things on the record about this. Firstly, I didn’t support the neighbourhood plan and I don’t support what’s going on here. Putting 4,500 residences into a known flooding hotspot is just a future disaster waiting to happen. It is unacceptable to me that both the State Government and Brisbane City Council are allowing development in an area where there just should not be development. It just should not be happening.

The fact that this Council is going to try and engineer a solution, it will not stop flooding and it will not stop the heartbreak of those residents down the track. What was really interesting in the presentation was the impact of the development here and certainly the amount of trees that will be cut down. At no point was there any clarification about how many trees had been cut down already to make way for development and certainly there’s been no advice provided about how many trees are going to be cut down for future development and—

*Councillor interjecting.*

Councillor JOHNSTON: Yes of course. So Councillor OWEN thinks this is a great idea. She thinks that this is a brilliant plan, that there’s no problem with cutting down old growth habitat, koala habitat—

*Councillor interjecting.*

Councillor JOHNSTON: — for houses. That’s a bit of a problem in my view, from an environmental point of view as well as a flooding point of view, but what brought it into stark contrast was the pictures in the presentation, sort of a before and after shot of how many—how much development was there versus how much there would be and it showed—oh thank you so much, Councillor GRIFFITHS. It showed very, very clearly a beautiful, still some buildings, but a fairly limited development footprint in July 2017.

When you fast forward to July 2021, I reckon three or four times as much development footprint. So this is all environmental habitat on a floodplain that this Council is headlong rushing in to chopping down. It’s doing so, as we’ve heard from Councillor OWEN, on a unity ticket with the Palaszczuk Government, Labor’s doing it so we’ll do it too.

*Councillors interjecting.*

Councillor JOHNSTON: I can—I can hear—I can hear Councillor ADAMS, the DEPUTY MAYOR, chirping away over there. I mean well I have to thank Councillor OWEN for being so clear about who started this and why they started it and just—and why she’s following along, she thinks Annastacia is doing a great job. I’m sure we’re going to see you out there campaigning for Annastacia Palaszczuk next time, but anyway I must thank Councillor Owens for that—sorry, Councillor OWEN for that.

Look, just to finish up, I was present when the officers, and I think I can only say this, deferred to Councillor OWEN in the presentation. Now they very clearly indicated that they were working with Councillor OWEN and they would be taking her advice about what was going to happen at the sports fields. Very clearly, that’s what the officers said. They looked at Councillor OWEN and she’s nodding her head away and I’m sitting there thinking oh, this is a bit interesting.

Because I thought we actually had a process by where you had expressions of interest for who got to use sporting fields. That’s always the way I’ve been told that it works. I didn’t realise I had the power as a Councillor to choose who went onto a sporting field.

*Councillor interjecting.*

Councillor JOHNSTON: It was, yeah, what sport was going to be played there? It was an absolutely fascinating presentation and let me be clear and sum up. I don’t think the Palaszczuk Government’s got this right. I don’t think that the Schrinner LNP Council has got it right by tagging on claiming yes me too, me too, we can do it. I certainly don’t think Councillor OWEN understands the impact of simply headlong joining on to the ALP. She’s the newest sort of faux member of the ALP I think out there and maybe that’s her strategy now her margin’s down, I don’t know.

I don’t support this much development on the floodplain and I absolutely do not support trees being cut down for residential development.

Chair: Further speakers?

Councillor HAMMOND.

Councillor HAMMOND: Thank you, Mr Chair. First of all, I would like to just touch on a few comments on item A and then talk about the good news of the day, item B. First of all, I thought it interesting that Councillor STRUNK said that the councils in South East Queensland can overrule the State Government on their South East Regional Plan. I thought that was—

*Councillors interjecting.*

Councillor HAMMOND: I thought that was very, very entertaining. I also—

Councillor STRUNK: Point of order.

Councillor HAMMOND: I also found it very—

Chair: Point of order, Councillor STRUNK.

Councillor STRUNK: Claim to be misrepresented, thanks.

Chair: Noted.

Councillor HAMMOND: I’m not sure how because that’s exactly what he said. I also find it very interesting that Councillor STRUNK—oh my goodness, I’ve got to stop laughing—Councillor STRUNK said that they should always, always, ALP should always follow Council officers’ representation and support—recommendations, sorry, and support the officers wholly and solely. Well I find it—

*Councillors interjecting.*

Councillor HAMMOND: I find it really, really interesting when every time I see a petition through, response through, they go against the Council officers’ recommendations sitting in this—

Chair: DEPUTY MAYOR, please.

Councillor HAMMOND: —place for the last 13 years, I don’t know how many times I’ve seen them vote no against Council officers’ recommendations or if they don’t have the courage to actually vote no, they actually stand behind the bars. So I find it very interesting and I look forward so much to your next petition that you put through, Councillor STRUNK, and supporting the hard working, dedicated Council officers in this team.

Again, Councillor JOHNSTON, all I heard from you is a nasty, repetitious, misleading attack on a female Councillor on this side. At not one stage—

*Councillors interjecting.*

Councillor JOHNSTON: Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Point of order. Come on, none of that was nasty, none of it was personal, none of it was a personal attack.

*Councillors interjecting.*

Chair: Councillors can we please confine our debates to the issues before us and not make any personal observations and that’s true on all sides please. Thank you.

Councillor HAMMOND.

Councillor HAMMOND: Thank you. I would like to just say that there should have been a misrepresentation but I was sitting in the hot desk during this COVID-19 thing and Councillor OWEN could not come up. At not one stage, not one stage did Councillor OWEN mention Annastacia Palaszczuk. Not once. So it was funny that five minutes of that speech was all about her mates down in George Street and Annastacia Palaszczuk.

I’d like to speak on item B. Item B is a wonderful story of the Schrinner Administration. Part of the Lutwyche neighbourhood plan, there was to be a new park in Lutwyche and we have now delivered. Councillor McLACHLAN, I know you’re very upset that the boundary changes and I’m not upset because it’s now in the Marchant Ward, this beautiful new park in the Lutwyche area.

I’d like to start by saying Mrs Canale was an integral member and very significant member of our Italian community. Not only was Mrs Canale very integral on the part of the All Saints Festival and I know Councillor McLACHLAN and Tim Nicholls, the State Member for the area, has been to many of those Three Saints Festivals. Unfortunately, the last couple of years they weren’t as big as normal. I’ve got to scrub up on my Sicilian because it wasn’t that good but, luckily, I’m a Catholic so I could follow on what was happening in the service.

The most exciting thing about that service was the Italian community then go down the local streets in all their bright colours and people go hang out over their balconies, whether it’s units or houses in the area and cheer them on. It’s a beautiful, festive environment down there when they have the Three Saints Festival.

The Canale family—and I know Mr Canale wanted to be here today—the Canale family have had a business in the northside of Brisbane for 60 years, 40 of those years has been in the Lutwyche area. The Canale family and Mrs Canale were very generous to our local community and supporting—okay they are Italian so it was mostly our soccer clubs, but very strong supporters of our soccer and sports in the area. They were very supportive of the Italian community and also sharing their culture in the local area.

I’ll just say, there was one resident—and I’ll only say their first name is Greg who is Italian—said no better person deserves the naming of a park and recognitions than Mrs Vera Canale. Another resident, Grace, said Mrs Canale was so well known and well respected for her kindness, her generosity; she was quite a quiet lady—I didn’t have the privilege of meeting her but I understand she was quite a quiet lady, but would almost give her back shirt for somebody who needed help.

I would also like to thank the Windsor Historical Society who gave some names for us to go out and survey with. Also the Italian community of course, it’s a big Italian community round there in Lutwyche, big Italian and Irish community actually, in that Lutwyche area, so I’d like to thank them for their input. There were names that unfortunately didn’t make the short cut. There were three names put up, but certainly Mrs Canale actually won by an outstanding number to be recognised.

So I’d like to thank everybody involved, thank everybody who voted and supported the Canale family and I look forward to the official opening of this beautiful parkland with the LORD MAYOR Adrian SCHRINNER on Sunday 12 September where we’re having a very small COVID-19 safe opening at this park to acknowledge the hard work and also the beautiful new greenspace that is now in Lutwyche. Thank you.

Chair: Thank you, Councillor HAMMOND.

Councillor STRUNK, your point of misrepresentation.

Councillor STRUNK: Yes, thank you, Chair. Councillor HAMMOND said that I made reference to the councils of South East Queensland which I clearly did not and I’m really disappointed that she didn’t clearly listen to every word that I said more carefully.

Chair: Don’t—no debate, thank you. Any further—

*Councillors interjecting.*

Chair: Any further speakers?

Councillor DAVIS.

Councillor DAVIS: Thank you, Mr Chair and thank you for Councillors participating in the debate. It was really interesting to hear that Councillor GRIFFITHS doesn’t think that Councillors should be consulted about projects that impact their wards. What I can say is that Councillor OWEN has made—

Councillor GRIFFITHS: Point of order.

Chair: Point of order, Councillor GRIFFITHS.

Councillor GRIFFITHS: Claim to be misrepresented.

Chair: Noted.

Councillor DAVIS: What I would say is that Councillor OWEN has made very strong representations on behalf of her community to ensure that they get the infrastructure that they need. Councillor STRUNK, well his contribution was interesting and not the Committee report but what I did take away from it is that you’re not allowed to nod in Committee meetings. Interesting, I think Councillor JOHNSTON’s contribution—I wondered, Mr Chair, whether Councillor JOHNSTON was flying a little close to misleading the Chamber because I’m pretty sure that there was very little chance that Councillor JOHNSTON would not speak to this item if she was on the Committee. Again, I would like to thank Councillors for their participation in the debate.

Chair: Thank you, Councillor DAVIS.

Councillor GRIFFITHS, your point of misrepresentation.

Councillor GRIFFITHS: Yes, thank you, Mr Chair. I actually didn’t make any suggestion that Councillors shouldn’t be providing advice to officers. What I said is they shouldn’t be directing.

Chair: Thank you.

The motion before us is the report of the Environment, Parks and Sustainability Committee.

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, Sandy Landers and David McLachlan.

#### A COMMITTEE PRESENTATION – PALLARA INTEGRATED OPEN SPACE NETWORK PLAN

**126/2021-22**

1. The Major Projects and Asset Coordination Manager, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an update on the Pallara Integrated Open Space Network Plan. He provided the information below.

2. The Pallara Integrated Open Space Network Plan (the Plan) is derived from the Lower Oxley Creek South neighbourhood plan (LOCSNP), which commenced in 2013. LOCSNP enabled a change in land‑use zoning from rural to low density residential and low-medium density residential use.

3. Images taken between July 2017 and July 2021 show significant development and increases in density over this time. Development in this area was forecast to occur post 2026, and as a result infrastructure was not included in the Local Government Infrastructure Plan (LGIP) schedule of works until post 2026.

4. Pallara is now one of the fastest growing areas in the city and Council adapted its approach to planning for this area to ensure Council can deliver the more greenspace to meet the needs of the growing population. Council has implemented an integrated approach to planning and service delivery for the Pallara area across a number of outcome areas. These include water management, pedestrian movement, recreational opportunities and ecological values. A number of areas of Council have worked together to bring about these outcomes.

5. The LGIP was amended in 2021 in response to industry demands for the Pallara area. It represents an important opportunity to provide the future community with a long-term ecological corridor, a parkland and a sports park. Council has undertaken a process to acquire the properties necessary for these features. The project links to Oxley Creek, and also aims to improve water quality as well as to increase amenity for residents.

6. Pallara began as a greenfield site and represents a long-term investment for Council. There is a need to ensure future development does not impact a parcel of Council-owned remnant vegetation in the area. The area is very flat, and it is a challenge for Council engineers to develop a solution to link to existing trunk drainage and manage overland flow impacts. Council is working with developers to facilitate this.

7. A key budget focus in 2020-21 was stormwater and park infrastructure to ensure infrastructure is in place in time for new development in the area.

8. Work completed to date includes a planning and environmental assessment, an ecological survey, a communication and engagement plan, a topographical survey, groundwater sampling, geotechnical investigations, a contaminated land investigation, preliminary flood modelling and a draft design plan.

9. Other significant work in progress from the Plan includes infrastructure planning, acquiring more land to support park, stormwater, water quality and bikeway outcomes. Stormwater and water quality infrastructure work is scheduled to commence in early 2022. Infrastructure will be prioritised over the coming years to ensure Council delivers more greenspace, park and recreation facilities to meet the needs of the growing population in Pallara, which is developing faster than previously anticipated.

10. The delivery of infrastructure will commence in early 2022. Other activities for the project will include acquiring land to support the drainage and park network, commencing a detailed design of upstream drainage infrastructure and commencing the initial planning for the new park network.

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

12. **RECOMMENDATION:**

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

**ADOPTED**

#### B PARK NAMING – FORMAL NAMING OF THE PARK KNOWN AS CHALK STREET PARK, 3 WELLINGTON STREET, LUTWYCHE, AS ‘VERA CANALE PARK’

**161/540/567/218**

**127/2021-22**

13. The A/Manager, Asset Services, Program Planning and Integration, Brisbane Infrastructure, provided the following information.

14. North Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, received a request from Councillor Fiona Hammond, Councillor for Marchant Ward, requesting the park known as Chalk Street Park (D2236, B-RE-2832), 3 Wellington Street, Lutwyche, be formally named as ‘Vera Canale Park’.

15. Chalk Street Park is a new, local recreation park that is due to be completed in late September 2021, as part of the Lutwyche Corridor neighbourhood plan. The project involves the installation of new picnic shelters, new playground equipment, pathways, tree plantings and fitness equipment.

16. Councillor Hammond surveyed the local community with 305 out of 329 responses favouring the name ‘Vera Canale Park’.

17. Ms Vera Canale was an integral member of the very significant Italian community which has been prominent in Brisbane’s inner north since the mid-1900s. Vera was instrumental in organising many cultural and community events for the northside, and Brisbane’s large Italian community more broadly. The most notable event was the Feast of the Three Saints which is still celebrated today at the nearby Catholic Holy Cross Church, Lutwyche. In addition to her cultural investment, Vera was a Justice of the Peace and also taught painting.

18. North Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, has considered the park naming request and given the majority support for the name ‘Vera Canale Park’, has recommended that approval be granted to formally name the park.

Funding

19. Funding for the name sign is available in the North Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, recurrent budget allocation for 2021-22.

Consultation

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

Customer Impact

21. Formally naming the park will acknowledge Ms Vera Canale’s contribution and service to the local community.

22. **RECOMMENDATION:**

**THAT APPROVAL BE GRANTED TO FORMALLY NAME THE PARK KNOWN AS CHALK STREET PARK, 3 WELLINGTON STREET, LUTWYCHE, AS ‘VERA CANALE PARK’, IN ACCORDANCE WITH COUNCIL’S OS03 NAMING PARKS, FACILITIES OR TRACKS PROCEDURE.**

**ADOPTED**

Chair: We now move onto the City Standards report. Councillor MARX, City Standards Committee report.

### CITY STANDARDS COMMITTEE

Councillor Kim MARX, Civic Cabinet Chair of the City Standards Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor MARX: Yes, thank you, Mr Chair. Look I just want to start before I go to the report answering some questions on notice from this morning’s Committee meeting. The question was the average length of stay for every dog and then regulated dogs in our homes. So from 1 July 2019 to 30 June 2020, seized dogs was an average of 49.39 days and non-seized were 13.74 days.

From 1 July 2020 to 30 June 2021 the seized dogs was 36.78 days and non-seized was 8.37 days. Just to clarify, the seize dogs/puppies, it’s based on the incoming dogs and includes regulated under investigation as well as declared dogs. We don’t have a system to separate just for regulated dogs.

Now we did see a decrease in the number of dogs that was taken in, in the period of 2021 and that was mainly due to wandering dogs intake. Majority of the stray dogs that are identified are generally identified and reclaimed within two days. For the non-seized dogs the Animal Rehoming Centre did receive, there was an increase in difficult cases that required additional time and resources for behaviour of or health needs and that affected the length of stay in that period.

The second question was regarding the costs for the AWLQ (Animal Welfare League Qld) to manage the shelter. So, from 18 April 2021 to 17 April 2022, it’s $1,567,538 pre-GST. So, there’s a monthly fee paid of $138,628.17. Now, just keeping in mind, that doesn’t include costs such as replacement of vet equipment and maintenance and/or improvements of the facilities. Final question was total number of seized dogs as of 31 August was at Warra there’s five and Willawong there is 18.

So, moving on to last week’s Committee presentation which was on the electric vehicle within our fleet services. It was all about the truck that we had purchased. I have to apologise to the officers who managed to work so hard on getting that electric truck out and about. It was actually in the King George Square on the same day that the original chevy, the restored chevy, was also on show. Unfortunately, the truck got no love at the time and the chevy got all the credit. But, look, the truck is a very welcome addition to our fleet. We look forward to rolling out more of them as technology permits.

There was a petition there regarding to install measures to deter speeding and a safe pedestrian path along Pinjarra Road. I’m happy to leave debate to the Chamber. Thank you.

Chair: Any further speakers?

Councillor ADERMANN.

Councillor ADERMANN: Yes, thank you, Chair. I rise to speak about item B, a petition requesting Council to install measures to deter speeding and a safe pedestrian path on Pinjarra Road in my ward. I’m pleased to advise this Chamber that not only am I aware of the concerns expressed by residents on Pinjarra Road, the Schrinner Council has already initiated a number of measures to help address that.

*Councillor interjecting.*

Councillor ADERMANN: Sorry?

Chair: Please continue, Councillor ADERMANN.

Councillor ADERMANN: I was first contacted by local residents regarding ongoing safety concerns along Pinjarra Road in February this year. Excessive speeding was highlighted as the major concern, contributed to by rat-running to avoid congestion along Moggill Road. It’s not helped by Google Maps offering Pinjarra Road as an option between Bellbowrie and Kenmore, particularly when there should be no need for anyone, other than residents living on that road, to divert off Moggill Road between both of those locations.

Chair, I arranged a meeting on site soon after with the delegation of local residents, together with representatives from the Queensland Police Service. Police provided a history of their speed enforcement data, which demonstrated that the road is well patrolled, and insisted that the current speed limit of 60 kilometres is appropriate for the conditions. It was suggested that more speed limit signage be deployed along Pinjarra Road, along with the installation of more guideposts.

A review of the number of trees that are particularly close to the road towards the western end was undertaken. I referred these suggestions, along with a request for a traffic study, to Council’s Transport Network Operations (TNO) division. Chair, I’m pleased to advise that the TNO review has been completed and the outcome is that extra and larger speed limit signage has been deployed along Pinjarra Road, with the intention being to remind and reinforce the legislated speed limit to motorists.

The provision for more guideposts and the review of the trees close to the road at the western end of Pinjarra Road is currently under investigation by Council’s PPI (Program Planning and Integration) West team. I’m pleased to advise the Chamber that the Schrinner Council, in its 2021-22 budget, recognised the need for safety improvements and allocated funding for the installation of a guardrail along a section of Pinjarra Road.

In addition, I propose allocating funding from my Suburban Enhancement Fund for the provision of a footpath at the top end of Pinjarra Road, where it meets Moggill Road. This won’t be cheap, but it will be worth it, as it will mean commuters and young mothers pushing prams won’t have to walk along the edge of Pinjarra Road to get to the nearby bus stop on Moggill Road. Chair, I’m advised that Council officers undertook an inspection of Pinjarra Road in June to investigate the possible installation of additional street lighting, as there is only lighting, on average, one in five lots.

The good news for residents is that Council is arranging for Energex to install, in total, up to 10 lights along Pinjarra Road, with these works anticipated to be completed by the end of October. We also have an existing footing for a SAM on Pinjarra Road, opposite number 87. When the SAM was last located at this site, it resulted in an average speed reduction of 11 kilometres an hour. Given that success, I will look to include this site for inclusion on the next rotation of SAMs in my ward.

Chair, in conclusion, the concerns raised in this petition were legitimate and I thank the head petitioner, Allana Allman, for her persistence and commitment to having these issues addressed. Equally, I thank the Schrinner Council for the manner in which it has responded to ensure improved road safety on Pinjarra Road, to the benefit of residents in that part of my community. Thank you.

Chair: Thank you, Councillor ADERMANN.

Are there any further speakers?

Councillor MARX?

Councillor MARX: No, sorry, no.

Chair: Okay. The motion before us is the report of 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 Kim Marx (Civic Cabinet Chair), Councillor Steven Toomey (Deputy Chair), and Councillors Greg Adermann, Peter Cumming, Sarah Hutton and Nicole Johnston.

#### A COMMITTEE PRESENTATION – ELECTRIC VEHICLE

**128/2021-22**

1. The Manager Public Space Operations, City Standards, Brisbane Infrastructure, attended the meeting to provide an update on electric vehicles (EV). He provided the information below.

2. A brief history of the electric vehicles project was provided to the Committee, which included the following.

- Council made initial contact with SEA Electric in mid-2019 at the Australasian Fleet Management Association conference.

- The project was approved in February 2020.

- The final vehicle specification was decided, and an order placed with SCI Fleet Hino, Brisbane, in April 2020.

- The build of the vehicle commenced in July 2020.

- The build (EV and body) was completed in March 2021.

3. The vehicle is based on the HINO 917 chassis and uses an SD100-15 power system which is the first of its kind. Being an electric vehicle means there are direct current and alternating current fast charge capabilities, allowing full charge within two to six hours. The vehicle can travel 150 km per charge. It has low maintenance requirements, removing the need for oil changes and services.

4. SEA Electric provided two training sessions to Council in May 2021. Driver and system training were both covered off in these sessions, to more than 20 Council employees.

5. The electric vehicle is currently based at the City Botanic Gardens and is being used to transport green waste for recycling.

6. Some benefits of the electric vehicle were outlined, including:

- the truck has wrapping applied which ensures that we continually promote Council’s clean and green initiatives

- the truck is quiet and has zero tailpipe emissions

- the electric truck has a moderate range available and will be consistently evaluated to ensure optimal usage

- the vehicle reduces our carbon footprint and has low maintenance costs.

7. When considering future fleet expansion, several strategic considerations will need to be made, including:

- charging facilities/infrastructure

- housing

- driving range

- fitness for purpose

- cost.

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

9. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL INSTALL MEASURES TO DETER SPEEDING AND A SAFE PEDESTRIAN PATH ALONG PINJARRA ROAD, PINJARRA HILLS

**CA21/578653**

**129/2021-22**

10. A petition from residents, requesting that Council install measures to deter speeding and a safe pedestrian path along Pinjarra Road, Pinjarra Hills, was presented to the meeting of Council held on 1 June 2021, by Councillor Greg Adermann, and received.

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

12. The petition contains 14 signatures.

13. Pinjarra Road is a rural road with no formal concrete kerb and channel and footpath (as shown in Attachment B, submitted on file). The area was recently inspected by Council officers from West Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, to ascertain if a concrete footpath could be constructed along the length of Pinjarra Road. It has been determined that with substantial earthworks a concrete footpath can be constructed along Pinjarra Road.

14. The request for a new concrete footpath along Pinjarra Road, has been forwarded to Councillor Greg Adermann, Councillor for Pullenvale Ward, for his consideration as part of the Pullenvale Ward Suburban Enhancement Fund.

15. A Council officer from City Lighting, Construction, City Standards, Brisbane Infrastructure, inspected Pinjarra Road on 15 June 2021, to investigate possible installation of street lighting. As Pinjarra Road is located in a rural residential area, streetlights are only provided as flag lighting at intersections and on average one light every five lots. Currently, Pinjarra Road is provided with a light at each intersection. However, there are several gaps where lighting has not been provided between intersections or at an average of one light per five lots. Additional lighting is a *Brisbane City Plan* *2014* requirement, and the proposed streetlights will be placed approximately every 200 to 250 m. The lighting will have low wattage (17 watts) and will be installed on existing poles. The proposed arrangement takes into consideration the fact that the road goes through a rural area, hence the large spacing between streetlights and the low wattage.

16. Council will arrange for Energex to install up to 10 lights along Pinjarra Road. Energex is anticipated to complete this work by the end of October 2021.

17. The petitioners’ request for measures to prevent speeding are noted. Council assesses the use of speed limit signage in accordance with the Queensland Government’s Department of Transport and Main Roads (TMR) *Manual of Uniform Traffic Control Devices* (MUTCD). The MUTCD specifies the use of repeater signage for 60 km/h zones at one‑kilometre intervals. A recent review in May 2021 of speed limit signage has identified opportunities to improve the speed limit signage delineation. Following the installation of four additional speed limit signs and the improvements to sign size and location, there are now 12 speed limit signs along Pinjarra Road, all of the largest sign size appropriate for the road environment. The average spacing between these existing 60 km/h signs is now at less than 500 m, significantly less than the one-kilometre interval recommendation based on current guidelines. In view of this, Council is satisfied there is sufficient signage to alert motorists to the posted speed limit.

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

19. An existing footing for a SAM is located on Pinjarra Road (opposite number 87). A SAM was previously rotated to this location in 2019, resulting in an average speed reduction of 11 km/h. The rotation of SAMs across Brisbane wards is guided by ward Councillor feedback. With this site located within Pullenvale Ward, the petitioners may wish to contact Councillor Adermann, to request that SAM be considered for rotation to this site.

20. Speeding and reckless driving are primarily behavioural issues. Enforcement of such behaviour is under the jurisdiction of the Queensland Police Service (QPS) as Council is unable to enforce moving traffic violations. The petitioners are encouraged to raise any concerns with speeding motorists directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

Funding

21. Funding for the installation of a new footpath along Pinjarra Road, can be obtained from the Pullenvale Suburban Enhancement Fund.

Consultation

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

Customer impact

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

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

25. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** CA21/578653

Thank you for your petition requesting that Council install measures to deter speeding and a safe pedestrian path along Pinjarra Road, Pinjarra Hills.

Council has completed an onsite investigation and considered your request.

Each local Councillor decides which new footpath projects are funded from their Suburban Enhancement Fund, following consultation with adjacent property owners. In the 2020-21 financial year, $14.68 million has been distributed evenly between each ward to enable delivery of ward-focused projects relating to pedestrian infrastructure, parks, road reserve and community facility improvements.

Your request for a new footpath in Pinjarra Road, Pinjarra Hills has been forwarded to Councillor Greg Adermann, Councillor for Pullenvale Ward, for his consideration and action.

If you would like to discuss your request directly with Councillor Adermann, please contact his ward office on (07) 3407 0220.

An inspection of Pinjarra Road was conducted on 15 June 2021 to investigate possible installation of street lighting. Pinjarra Road is located in a rural residential area and streetlights are only provided as flag lighting at intersections and on average one light every five lots. Currently, Pinjarra Road is provided with a light at each intersection. However, there are several gaps where lighting has not been provided between intersections at an average of one light per five lots.

Council will arrange for Energex to install up to 10 lights along Pinjarra Road. It is anticipated to complete this work by the end of October 2021.

Council assesses the use of speed limit signage in accordance with the Queensland Government’s Department of Transport and Main Roads (TMR) Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD specifies the use of repeater signage for 60 km/h zones at one-kilometre intervals. A recent review of speed limit signage has identified the average spacing between existing 60 km/h signs at less than 500 m, with a total of 12 speed limit signs along the corridor. In view of this, Council is satisfied there is sufficient signage to alert motorists to the posted speed limit.

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

An existing footing for a SAM is located on Pinjarra Road (opposite number 87). A SAM was previously rotated to this location in 2019, resulting in an average speed reduction of 11 km/h. The rotation of SAMs across Brisbane wards is guided by ward Councillor feedback. With this site located within Pullenvale Ward, the petitioners may wish to contact Councillor Adermann, to request that a SAM be considered for rotation to this site.

Speeding and reckless driving are primarily behavioural issues. Enforcement of such behaviour is under the jurisdiction of the Queensland Police Service (QPS) as Council is unable to enforce moving traffic violations. The petitioners are encouraged to raise any concerns with speeding motorists directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

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

Should you wish to discuss this matter further, please contact Mr Petar Lazarevic, Regional Coordinator Civil Engineering, West Region, Program Planning and Integration, City Standards, Brisbane Infrastructure, on (07) 3407 0013.

Thank you for raising this matter.

**ADOPTED**

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

### COMMUNITY, ARTS AND NIGHTTIME ECONOMY COMMITTEE

Councillor Vicki HOWARD, Civic Cabinet Chair of the Community, Arts and Nighttime Economy Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor HOWARD: Thank you, Chair. Just before moving to the report, I would like to update the Chamber on the nighttime economy, because I know Councillor CUMMING always asks about this in Committee. So, as we heard from the DEPUTY MAYOR, there was the most amazing nighttime economy event happening right there in King George Square, with our wonderful Brisbane Fashion Festival. Can I just add to the comments of the DEPUTY MAYOR to say how amazing Lindsay Bennett and his team is to bring this to Brisbane.

Lindsay is a local resident of mine and so I’ve known him for a long time. I know his passion and commitment to fashion, not only in Brisbane, but right throughout Queensland. So, I know that it was a major, major event for him to put that on. It was just nothing short of amazing after all of our COVID-19 lockdowns. I’d also like to report to the Chamber that some of the businesses within Fortitude Valley particularly and the CBD are doing it very tough because of the most recent lockdowns that we’ve had and quite looking forward to the fact that now some of those restrictions have eased, we’ll be moving forward.

I’d also like to just mention that I did attend the Queensland Shakespeare Ensemble at the amphitheatre at Roma Street Parkland on Friday evening, where they had an amazing performance of *Romeo and Juliet*. I really encourage everyone in the Chamber to look at some of these small productions that we have that are just nothing short of amazing, and to give a big shout-out to the Queensland Shakespeare Ensemble and for the work they did. It was a very enjoyable night. We all sat on the amphitheatre stage and we had the curlews joining us. It was just really wonderful. So, I really want to thank them for what they do. I’m looking forward to our nighttime economy just getting better and better.

Moving to the report, we had a wonderful tour of the Museum of Brisbane. Renai Grace, the Director of the Museum of Brisbane, led us on that tour of the wonderful new City in the Sun exhibition. The City in the Sun exhibition is a stunning curation that tells the story of Brisbane’s subtropical history, whilst reimagining our city’s subtropical image, showcasing large-scale new contemporary artworks, alongside historical imagery, it reveals how Brisbane’s history of migration, tourism, climate, environment and geographic location has contributed to the images of a subtropical oasis of leisure and abundance.

We had a guided tour of newly commissioned works from local artists, Kinly Grey, Christopher Bassi, Laura Patterson, Rachael Sarra, Sam Tupou, Sebastian Moody, Holly Anderson and Rachel Burke, coupled with works by Gerwyn Davies, Michael Zavros—a very interesting painting by Michael Zavros—Tracey Moffatt, Scott Redford and Olive Ashworth. We also had a sneak peek at one of Museum of Brisbane’s workshops, with the one-and-only dazzling queen of glitter herself, Rachel Burke.

Rachel Burke is famous for her unique fashion designs and has taken the fashion and art world by storm from right here in Brisbane. Rachel designed an extraordinary exhibit for City in the Sun, which you can visit anytime. Thanks to the Museum of Brisbane, you can join Rachel, as she shows you how to create your very own sparkling, shimmering work of art. City in the Sun is a stunning exhibition and I highly encourage you to visit the Museum of Brisbane and experience the exhibition for yourself. Jump online to check out one of the incredible workshops on offer. On that note, Chair, I will recommend the report to the Chamber.

Chair: Thank you, Councillor HOWARD.

Any further speakers? No further speakers.

We’ll move the report.

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

The report read as follows⎯

**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 – MUSEUM OF BRISBANE EXHIBITION TOUR: CITY IN THE SUN AND THE STORYTELLERS

**130/2021-22**

1. The Director, Museum of Brisbane, led a tour of the Museum of Brisbane (MoB). She provided the information below.

2. The City in the Sun exhibition uncovers and reimagines Brisbane’s subtropical image. It showcases large-scale new contemporary artworks alongside historical imagery, and reveals how the city’s history of migration, tourism, climate, environment and geographic location has contributed to the images of a subtropical oasis of leisure and abundance. It contains newly commissioned works from local artists Kinly Grey, Christopher Bassi, Laura Patterson, Rachael Sarra, Sam Tupou, Sebastian Moody, Holly Anderson and Rachel Burke, coupled with works by Gerwyn Davies, Michael Zavros, Tracey Moffatt, Scott Redford and Olive Ashworth.

3. The Storytellers exhibition features stories by Victoria Carless, Simon Cleary, Matthew Condon, Trent Dalton, Nick Earls, Benjamin Law, Hugh Lunn, Kate Morton and Ellen van Neerven. It includes immersive and interactive elements combining historical objects, artworks, and written and narrated histories. Visitors to the exhibition can explore aspects of Brisbane and its history including Boggo Road Gaol, the origin of name ‘Kangaroo Point’, and domestic life in Brisbane during WWII, through stories from some of Brisbane’s most famous authors.

4. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Director for her informative tour.

5. **RECOMMENDATION:**

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

**ADOPTED**

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

Excuse me, Councillor HUANG, your microphone’s not on.

Councillor HUANG: Oh, sorry.

Chair: Can you start again, please?

### FINANCE AND CITY GOVERNANCE COMMITTEE

Councillor Steven HUANG, A/Civic Cabinet Chair of the Finance and City Governance Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 24 August 2021, be adopted.

Chair: Is there any debate?

Councillor HUANG: Yes, thank you, Mr Chair. Our Committee presentation last week was a guide to rates notices for Committee members. As Councillors, we are the public face of Council. Residents often ask us questions about rates notices. So, it is important that we understand all the elements of a rates notice to allow us to better assist our constituents. There’s a lot of information carefully placed into the small rates document. So, the presentation was a good chance to go through it in more detail.

There were a number of questions asked during the interactive presentation. I think we all learnt something that will help us when we next get questions from our residents. Of course, residents can now opt to receive their rates notices electronically or by email or BPAY View. Currently around 30% of ratepayers use the electronic option, it would be great to see this increase further. The easiest way to go paperless is to visit the Council website and search email rates.

The Committee also noted the financial reports for receivables, rates payables, provisions and more for the year ended 30 June 2021. Corporate Finance were at the meeting to assist and answer any questions from the Committee about this report. Before I conclude, I would like to take this opportunity to thank Mitchell Petrie, who was a member of the Audit Committee, for his service on this Committee for more than 10 years. In fact, he started back on 14 July 2008, so it’s more than 10 years. I’ll leave further debate to the Chamber.

Chair: Thank you, Councillor HUANG.

Are there any further speakers?

Councillor HUANG?

We’ll move the motion.

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

The report read as follows⎯

**ATTENDANCE:**

Councillor Steven Huang (A/Civic Cabinet Chair), and Councillors Angela Owen, Jonathan Sri and Charles Strunk.

**LEAVE OF ABSENCE:**

Councillors Fiona Cunningham (Civic Cabinet Chair) and Lisa Atwood.

#### A COMMITTEE PRESENTATION – GUIDE TO RATES NOTICES

**131/2021-22**

1. The Revenue Manager, Support Services Centre, Organisational Services, attended the meeting to provide an overview of Council rates notices. She provided the information below.

2. The Committee was advised that Council rates notices are issued every quarter. Ratepayers can receive their rates notices via post, email and BPAY View.

3. Rates notices consist of three sections of information: summary, property and account details, and general information.

4. The Committee was advised that billing details, summary of charges and payment details are outlined on page one of the rates notice and were shown examples of how they appear on the rates notice. For all enquiries, the Contact Centre’s details are provided and consultants are available 24 hours a day, seven days a week.

5. The Committee was advised that property details, account details and other information are outlined on page three of the rates notice and were shown examples of how they appear on the rates notice. The different categories for rates and charges are listed under the account details section.

6. The Committee was advised that general information, payment options and language options are outlined on page two of the rates notice and were shown examples of how they appear on the rates notice.

7. Rates notices provide important billing information and are accessible and produced in an inclusive format with varied payment options. Rates notices include an option to donate to the Lord Mayor’s Charitable Trust. On page two of the rates notice, under general information, ratepayers are encouraged to review their rates notice and contact Council to keep their details up to date or if they have any queries. The Committee was advised that further information is available on Council’s website by searching ‘rates’.

8. Following a number of questions from the Committee, the A/Civic Cabinet Chair thanked the Revenue Manager, Support Services Centre, for her informative presentation.

9. **RECOMMENDATION:**

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

**ADOPTED**

#### B COMMITTEE REPORT – FINANCIAL REPORTS (RECEIVABLES, RATES, PAYABLES, PROVISIONS AND MALLS) FOR THE YEAR ENDED 30 JUNE 2021

**134/695/317/1133**

**132/2021-22**

10. The Chief Financial Officer, Corporate Finance, Organisational Services, provided a detailed report (submitted on file) on Council’s position relating to accounts receivable, rates, payables, provisions and malls for the year ended 30 June 2021.

11. The A/Civic Cabinet Chair and the Committee noted the report. The financial report on Council’s position relating to accounts receivable, rates, accounts payable, provisions and malls for the year ended 30 June 2021 is now presented for noting by Council.

12. **RECOMMENDATION:**

**THAT THE INFORMATION CONTAINED IN THE REPORT**,as submitted on file, **BE NOTED.**

**ADOPTED**

Chair: Councillors, I draw to your attention the Notice of Motion at item 6 on the Agenda.

Councillor JOHNSTON, would you please move the motion?

## CONSIDERATION OF NOTIFIED MOTION – ANNERLEY PEDESTRIAN SAFETY:

*(Notified motions are printed as supplied and are not edited)*

**133/2021-22**

The Chair of Council (Councillor David McLACHLAN) then drew the Councillors’ attention to the notified motion listed on the agenda, and called on Councillor Nicole JOHNSTON to move the motion. Accordingly, Councillor Nicole JOHNSTON moved, seconded by Councillor Steve GRIFFITHS, that—

*Brisbane City Council allocates funding from the 2021-22 Budget, Service 2.1.1.1 operating expense, to install zebra crossings or green walk signals, as appropriate, on the uncontrolled and unsafe slip lanes at the intersections of:*

*- Cornwall St and Ipswich Rd, Annerley/Woolloongabba (3 corners); and*

*- Cracknell Rd and Ipswich Rd, Annerley (1 corner); and*

*- Ekibin Rd and Ipswich Rd, Annerley (1 corner); and*

*- South St and Ipswich Rd, Annerley (1 corner).*

Chair: Is there any debate?

Councillor JOHNSTON: Yes, thank you, Mr Chairman. Look, I’ve moved this motion today because we are about to move into a walking month for Brisbane in September. Queensland Walks has a very big campaign going on to improve and get more people out walking. To do that safely on busy roads, particularly arterial roads, you need to have safe crossing points. Now, Ipswich Road runs through three wards, Councillor GRIFFITHS’, mine and Councillor SRI’s. It is an arterial road. It carries over 60,000 vehicles a day.

There’s been 100 crashes in the past five years, hundreds more near misses, two pedestrian deaths in Annerley: at Annerley Junction and one just off Ipswich Road in Venner Road. I note that when there’s an issue in LNP wards, for example the Walter Taylor Bridge, where there’s been 24 crashes over five years, they get $180 million to fix their intersection.

*Councillor interjecting.*

Councillor JOHNSTON: All I’m after here is a few thousand dollars to put in some zebra crossings which I think would be perfect in these locations, or green walk signals. Ipswich Road is an incredibly busy and dangerous road. It divides the community of Annerley and Moorooka. I’m sure Councillor SRI will talk about Buranda and Woolloongabba. We have many schools along the corridor and we have thousands of children every day crossing these roads. In fact, the pedestrian counts done by the State Government last year showed that there are about 10,000 people a day crossing Ipswich Road along the length of the corridor that’s been converted into 40 km/h.

It is an extremely busy road. It carries trucks. It’s a major bus route, 60,000 vehicles and of course thousands of people crossing the road. Now, at all the corners of these major intersections that are outlined here, with Cornwall Street, Cracknell Road, Ekibin Road and South Street, the slip-lanes are uncontrolled. So, people take their life in their hands trying to cross the road. Now, of course, the Queensland Road Rules say that cars should give way to pedestrians when they’re crossing the road, but when you’re coming off an arterial road at 60 km/h into a side street, you’re not giving way to pedestrians.

So, we need to install the appropriate devices, line markings and warning signage to make it safe for pedestrians to safely cross the road at these four intersections. Now, the reason we know that this is something that our community wants is that Council did do the Move Safe report back in 2017 and 2018. Annerley and Woolloongabba were both top 10 suburbs identified by pedestrians for pedestrian safety improvements.

All four of these intersections were highlighted on the interactive map, including very clearly Cornwall Street, Cracknell Road and Ekibin Road. South Street, slightly different, that’s been an initiative of Yeronga State School to have that signalised for some time. The Yeronga State School catchment is split across Yeronga, Yeerongpilly and Annerley. We have tried for lights at this intersection previously and this Council rejected it. So, we know that residents in the area want to see safer pathways to work, to school, to public transport and to their community services.

That’s just not happening. There’s no investment from this Administration in pedestrian improvements along Ipswich Road. We know that it was also an outcome recommended in the Corridor Report two years ago and still Council has done nothing to improve pedestrian safety along Ipswich Road. I note that the LORD MAYOR’s not here, he’s been absent since his report earlier in the day.

*Councillor interjecting.*

Councillor JOHNSTON: The DEPUTY MAYOR’s not here. The Infrastructure Chairman’s not here.

*Councillors interjecting.*

Councillor JOHNSTON: Oh, sorry, I apologise, Councillor ADAMS is here. Yes, Councillor ADAMS is here, but the LORD MAYOR’s not here, he’s MIA (missing in action). So, I’m really concerned that the message is not getting through to the LNP Administration that Annerley residents deserve safer pedestrian pathways. Now, we know that there is fat in this LNP budget. Last year, Council underspent in the infrastructure portfolio by $20 million. We know that they underspent in Walkable Brisbane—oh, sorry, we know that they underspent in the Public and Active Transport space by another $40 million. I think I’ve got those figures right.

So, there was a significant underspend by this Administration, as we heard last week in this Chamber. We know that by the time we get to the end of the year, this Administration woefully fails to deliver on their budgeted projects. So, knowing that, knowing that this is an initiative of Move Safe, knowing that it is Queensland Walks Month, know that there have been multiple pedestrian deaths and this is a crash hotspot, I believe that some of the money that the LNP will simply just not spend should be invested into improving these pedestrian points.

I suspect that we could do all four of these with zebra crossings for maybe $100,000/$150,000. I don’t think it would take very much. Certainly, it would be more if green walk signals are required. Now, Brisbane has another objective in its *Transport Plan,* which is to create a Walkable Brisbane. So, not only is this an affordable measure, not only is this a measure that responds to community need, it responds to the accident history, it responds to Council’s own reports through Move Safe. It also meets the Walkable Brisbane initiative, as part of our *Transport Plan*.

I cannot stand by and watch more people die on roads in Annerley. There have been two on Annerley Junction in the last four years and, yes, there’s a degree of pedestrian error involved in this and that’s why we campaign very hard to get the speed limit reduced. But I cannot sit by and watch somebody else, like Dr Copland, die, when we could make these very busy intersections better. The one at Cornwall Street and Ipswich Road services the PA Hospital. So, we have elderly and sick people trying to cross the road every day outside the PA Hospital across an uncontrolled slip lane.

The other side of that intersection is the shopping centre, Buranda. There are shops on either corner in my ward and Councillor GRIFFITHS’ ward. The intersection at Cracknell Road is also a busy hub. This is the intersection that Council failed to fund last year and cut the funding for. This is why I had concerns with what was proposed. The design solution did not provide a safe crossing point across Cracknell Road. We have thousands of students every day going to and from Our Ladies, Marymac, Yeronga State School and Yeronga High School, who use the Cracknell Road intersection.

Every day children have to cross an uncontrolled and unsafe slip lane. That is just unacceptable. Ekibin Road and Ipswich Road, Annerley. Well Councillor GRIFFITHS and I know this intersection well.

*Councillor interjecting.*

Councillor JOHNSTON: It links a busy shopping hub and it is dead-set dangerous to try and get across there, because the cars whizz around the corner very quickly.

*Councillor interjecting.*

Councillor JOHNSTON: It is a clear, missing, pedestrian hotspot. The intersection of South Street and Ipswich Road, Annerley, would mean that students going to Yeronga State School, who live on the eastern side of Ipswich Road in Annerley, can get safely across South Street after they’ve crossed Ipswich Road, to get onto the footpath I built with trust funds a few years ago to get themselves up to school. All four of these initiatives would have immediate and direct benefits for residents, students, commuters, the elderly, just everybody in our community. I urge this Council to recognise that it must invest more in pedestrian measures, to create a walkable Brisbane.

The LNP Administration simply is not doing enough in this space. It is an objective of this Council, but we don’t see real measures being undertaken to deal with these slip lanes. They have been identified in Move Safe as something that must change and yet we do not see Council doing what is necessary. So, the motion’s been brought forward here today to install a zebra crossing or a green walk signal. In my view, zebra crossings would be fine with the appropriate warning signage. Zebra crossings are extremely common on slip lanes around Brisbane. They’re in other places around my ward and in every part of this city.

Chair: Councillor JOHNSTON, your time has expired.

Are there further speakers?

Councillor GRIFFITHS.

Councillor GRIFFITHS: GRIFFITHS, yes. Thank you. I think Councillor JOHNSTON has covered the majority of the points. I’ll just make a few myself. Essentially, I think is just a common-sense motion. Hopefully the Administration will support it. It’s all about safety. We’re just looking at safety. We’re looking at getting the balance right for our pedestrians. That’s where at the moment I think there’s a big discrepancy, where we’re looking after traffic movement, but we’re really failing on pedestrian movement. It’s not just pedestrian movement, it’s about accessibility as well.

So, I had a meeting with the Braille House up there, who raised similar issues. They’re on Ipswich Road. Braille House raised the issues of their residents getting around and across Ipswich Road. A very dangerous road. Crossing those pedestrian slip lanes is very, very dangerous for someone who’s visually impaired. I thought that what they’re saying, what they’re asking and what we bleat about what we do, there’s a big discrepancy between the two. This should really—this motion is about bringing the words of the Administration together with the actions of the Administration.

That’s the same as been backed up with my discussions with Annerley traders and with local residents. Many local residents have raised these issues, as has Junction Park State School. I just reenforce that these roads split the suburbs, so it’s actually like carving the suburbs into little islands. People need to move between those islands. I think this is—we’re not asking for anything—

*Councillor interjecting.*

Councillor GRIFFITHS: —we’re not asking for anything radical. We’re just asking for the basics that would go with increasing traffic, we believe there should be increased safety for people to cross the roads. Thank you.

Chair: Thank you, Councillor GRIFFITHS. Further speakers. Councillor—

Councillor HAMMOND: Thank you, Mr Chair.

Chair: Oh, okay, Councillor HAMMOND.

Councillor HAMMOND: Thank you, Mr Chair. I rise to speak in relation to this motion. There are a few issues in relation to it which I would just like to bring to the Chamber’s attention. As Councillors, we may be aware that Section 2.1.1.1 of the budget is named Plan and Design the Network. When you look at this program and some of the work which it funds, as outlined on pages 30 and 31 of the budget, this program does not fund zebra crossings or green walk signals, which is what we are asked to debate here today.

*Councillor interjecting.*

Councillor HAMMOND: This operation expense relates to staff costs and legal expenses. So, I’m unsure which staff or proposed to be that the Labor and Councillor JOHNSTON propose no longer to be employed by Council to fund these proposed works. As all Councillors should be aware, the installation of zebra crossings and green walk signals are determined not by Councillors, but by the relevant officers in the Road Network Management section of Council, in accordance with the State guidelines, which all councils must operate under.

I also wish to point out that I had to do a quick Google search, because I’m, as most of you know, a truth northsider, to see where these intersections were and to get a bit of an understanding. The intersection of South Street and Ipswich Road appear to be in the Moorooka Ward—sorry, Moorooka suburb, not Annerley.

*Councillor interjecting.*

Councillor HAMMOND: So, I was going to ask, but I was rudely interrupted, if Councillor GRIFFITHS, because he has been a Councillor for 18 years, could clarify that point, because on the Google search it clearly, clearly said Moorooka. In saying—

*Councillor interjecting.*

Councillor HAMMOND: So, in saying this, we cannot support this motion.

*Councillor interjecting.*

**134/2021-22**

**Procedural Motion – Motion be now put**

It was moved by Councillor Fiona HAMMOND, seconded by Councillor Sandy LANDERS, that the motion be now put. Upon being submitted to the Chamber, the motion, that the motion be now put, was declared **carried** on the voices.

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

The voting was as follows:

AYES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN and Steven TOOMEY.

NOES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

Chair: Thank you.

Councillor JOHNSTON, you have five minutes.

Councillor JOHNSTON: Yes, it’s just flashing red.

Chair: Yes.

Councillor JOHNSTON: I’m good? Yes, thank you, it’s gone green. Thank you. Well—

*Councillor interjecting.*

Councillor JOHNSTON: Firstly—

*Councillor interjecting.*

Councillor JOHNSTON: I note that the LNP Administration has just used its massive majority to guillotine debate—

*Councillor interjecting.*

Councillor JOHNSTON: —to stop public debate about pedestrian infrastructure in Annerley. Now, this is an Administration that claim they support a *Transport Plan* for Brisbane that includes an objective of having a walkable Brisbane. Well, apparently not in Annerley. Because if you put forward a motion in this place for public debate, the LNP will gag it. They’ll guillotine it. They’ll cut it. They don’t want to have anybody with a different opinion other than their own, moving motions in this Chamber for democratic debate, discussion and voting. They just want to use their majority like a giant dictatorship to go bang, no more debate. That is the impact—

Councillor HAMMOND: Point of order. Point of order, Mr Chair.

Chair: Point of order, Councillor HAMMOND.

Councillor HAMMOND: Claim to be misrepresented.

Chair: Thank you. Noted.

*Councillor interjecting.*

Councillor JOHNSTON: I didn’t mention Councillor HAMMOND at all.

Chair: Continue, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you, but I haven’t mentioned Councillor HAMMOND, I’m talking about the LNP, very clearly. So, that’s what the LNP have done. I know that Councillor SRI, because I spoke to him about this amendment, he wanted to speak on this matter. He is a local Councillor and has several of these—well, he has one intersection with multiple corners in his ward. I know this is something that he wanted to speak about.

So, when the LORD MAYOR gets up in this Chamber from this day forward, if it wasn’t clear before, and says, no one in the opposition or the independent, they don’t have any ideas, they don’t have an agenda for this city, he’s a hypocrite, because, yes, we do. But the LNP want to vote against even debating it. Now, let’s be clear what we’re debating here today, or trying to debate before they cut it—

*Councillor interjecting.*

Councillor JOHNSTON: Putting in zebra crossing on the side streets of Ipswich Road, Annerley. That’s all we’re talking about here, some pedestrian improvements of a few thousand dollars. Did the Infrastructure Chairman turn up to the debate? No, he’s not even here. Did the Public and Active Transport Chairperson stand up and contribute to the debate? Apparently, he’s on a committee with Queensland Walks—

*Councillor interjecting.*

Councillor JOHNSTON: —and the cyclists, and yet he’s not even prepared to stand up and speak to this motion, let alone vote in support of better pedestrian infrastructure in Annerley. That’s how bereft of ideas and empathy—

*Councillor interjecting.*

Councillor JOHNSTON: —talent, yes, too—but empathy this group is, if it’s in Annerley, no, you can’t have it. Not only, no, you can’t have it, according to Councillor HAMMOND, no, you can’t even debate it. That’s what the LNP have just done here today. Now, I just think that is truly appalling behaviour. It’s five PM and this Administration has clocked off, because they don’t think they can spend another maybe 10 minutes with Councillor SRI speaking for this. Ten minutes, so he could say something about pedestrian safety in his ward, about a notified motion.

This is not something that is trying to disrupt the agenda, it was put on the agenda last week. So, let’s be clear, the only person who’s bothered to speak here today was Councillor HAMMOND, from the northside—

*Councillor interjecting.*

Councillor JOHNSTON: —who by her own words had to Google where this was, because she doesn’t even know.

*Councillor interjecting.*

Councillor JOHNSTON: So, she’s the one the LNP have sent out—

*Councillor interjecting.*

Councillor JOHNSTON: —to gag the debate, to oppose pedestrian safety in Annerley and to basically claim we’re opposed to it because—she verballed me a bit—we’re going to cut staffing costs. Let’s be clear, this Administration underspent in these areas of its budget last year by millions and millions of dollars. This Administration cannot deliver on its own agenda. There is an alternative agenda. Month after month I come in here and move motions to try and make it safer for residents in Brisbane.

*Councillor interjecting.*

Councillor JOHNSTON: Particularly in my own ward, but often in areas that impact on other wards and have safety benefits for them. This LNP Administration are so gutless they don’t even want to allow debate.

*Councillor interjecting.*

Councillor JOHNSTON: They are so gutless that they won’t even vote.

Chair: Councillor JOHNSTON, your time has expired.

I’ll now put the motion. All those in favour‑—

*Councillors interjecting.*

Chair: Oh, yes, look, I don’t think I can take the claim of misrepresentation, as you hadn’t spoken, Councillor HAMMOND.

*Councillors interjecting.*

Chair: But the Councillor didn’t mention Councillor HAMMOND’s name.

*Councillor interjecting.*

Chair: It was—

*Councillors interjecting.*

Chair: No, let’s move the motion, please.

I now put the motion.

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

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

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

NOES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN and Steven TOOMEY.

Chair: Thank you, Councillors.

## PRESENTATION OF PETITIONS:

Chair: Are there any petitions?

Councillor SRI—Councillor—I’ll take Councillor HOWARD first, you were quick to your feet.

Councillor HOWARD: I was very quick to my feet. I have two petitions.

Sorry. I have two petitions. One is about safer sidewalks and crossings in Newstead and that is on your behalf, I would say.

*Councillor interjecting.*

Councillor HOWARD: The other is about hazard lift placement at Howard Smith Wharves.

Chair: Thank you.

Councillor SRI.

Councillor SRI: Thanks, Chair. I’ve got a couple of petitions for peak-hour, right-hand turn bans for side streets adjoining Gladstone Road.

Chair: Thank you.

Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair. I have a petition regarding toilet facilities at Williams Park, Runcorn.

Chair: Thank you, Councillor MARX.

Any further petitions?

May I have a petition for receipt of the petitions—motion for the receipt of the petitions, please?

**135/2021-22**

It was resolved on the motion of Councillor Sandy LANDERS, seconded by Councillor Charles STRUNK, that the petitions as presented be received and referred to the Committee concerned for consideration and report.

The petitions were summarised as follows:

|  |  |  |
| --- | --- | --- |
| **File No.** | **Councillor** | **Topic** |
| CA21/1007949 | Vicki Howard | Requesting Council provide safer sidewalks and crossings, and infrastructure for people with disabilities in Newstead. |
| CA21/1030745 | Vicki Howard | Requesting Council alter the placement of the lift closest to the Story Bridge at Howard Smith Wharves. |
| CA21/1017930 | Jonathan Sri | Requesting Council provide ‘No Right Turn’ signs from Gladstone Road into Prospect Terrace, Brook Street and Dorchester Street, South Brisbane. |
| CA21/1036444 | Jonathan Sri | Requesting Council provide a ‘No Right Turn’ sign from Gladstone Road into Prospect Terrace, South Brisbane. |
| CA21/1030585 | Kim Marx | Requesting Council provide unisex toilets in Williams Park, Runcorn. |

Chair: Councillors, General Business—

Councillor CASSIDY: Point of order.

Chair: Sorry, before I get to General Business, are there any statements required as a result of an Office of Independent Assessor or Councillor Ethics Committee order?

Councillor CASSIDY: Point of order. I have a point of order.

Chair: My apologies, Councillor CASSIDY. Your point of order.

Councillor CASSIDY: Thanks, Chair. Just a procedural matter.

**Procedural motion – Motion that a motion be taken of the table**

**136/2021-22**

At that juncture, Councillor Jared CASSIDY moved, seconded by Councillor Steve GRIFFITHS, that the motion that Brisbane City Council commits to buying all future buses from South East Queensland manufacturers, be taken off the table. Upon being submitted to the Chamber, the motion was declared **lost** on the voices.

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

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

NOES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN and Steven TOOMEY.

Chair: Thank you. General Business—

Councillor CASSIDY: Point of order, Mr—

Chair: Councillors, are there any statements required as a result of an Office of the Independent Assessor or Councillor Ethics Committee order?

You’re rising to speak on General Business, Councillor GRIFFITHS?

*Councillor interjecting.*

Chair: Oh, point of order, sorry.

Councillor GRIFFITHS: I had a point of order, but I just—

Chair: Sorry, you finish that. Yep.

Councillor GRIFFITHS: Yep. Okay.

**Procedural motion – Motion that a motion be taken of the table**

**137/2021-22**

At that juncture, Councillor Steve GRIFFITHS moved, seconded by Councillor Jared CASSIDY, that the motion that this Council opposes the sale, demolition or private development of the Brisbane City Council owned Moorooka Bowls Cub site and commits to restoring the facility, be taken off the table. Upon being submitted to the Chamber, the motion was declared **lost** on the voices.

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

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS, Charles STRUNK, Jonathan SRI and Nicole JOHNSTON.

NOES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN and Steven TOOMEY.

Chair: Okay. Thank you.

*Councillor interjecting.*

Chair: Any others?

## GENERAL BUSINESS:

Chair: Okay. General Business.

Are there any statements required as a result of an Office of the Independent Assessor or Councillor Ethics Committee order?

Nobody getting to their feet? General Business.

Councillor HAMMOND: Thank you.

Councillor CASSIDY: Point of order. Not a matter of—a point of order, thanks very much, Chair.

**138/2021-22**

At that juncture, Councillor Jared CASSIDY moved, seconded by Councillor Steve GRIFFITHS, that the Standing Rules be suspended to allow the moving of the following motion, that⎯

*Brisbane City Council scraps the Living in Brisbane Newsletter.*

Chair: Councillor CASSIDY, you have three minutes to establish your urgency.

Councillor CASSIDY: Well, thanks very much, Chair. I think this is urgent to deal with now, because we have, in good faith, tried to ask the LORD MAYOR many questions about this and to have the LORD MAYOR justify the misuse of the *Living in Brisbane* newsletter.

*Councillors interjecting.*

Councillor CASSIDY: We have, in the past, tried to introduce an advertising code of conduct, which protects the *Living in Brisbane* newsletter from political misuse and protects ratepayers from their money being misused politically by this LORD MAYOR, Chair.

DEPUTY MAYOR: Point of order.

Chair: Point of order to you, DEPUTY MAYOR.

DEPUTY MAYOR: Urgency.

Chair: Yes.

Councillor CASSIDY: Yes, we want to—thank you very much, Chair—I’ll take that. We want to urgently deal with this issue because the ratepayers’ money is being—

DEPUTY MAYOR: Point of order.

Chair: Point of order, Councillor.

DEPUTY MAYOR: Councillor CASSIDY may want to deal with it urgently, but why is it urgent for now?

Chair: Yes. Councillor CASSIDY, you do need to establish the urgency as to why this is necessary here and now.

Councillor CASSIDY: Look, it’s—yeah, sorry—

*Councillors interjecting.*

Councillor CASSIDY: I’m trying desperately, Chair, not to be interrupted by the DEPUTY MAYOR every five seconds on this. It is important to deal with this right now today because the LORD MAYOR has shown again today it’s important to deal with, that we make sure that ratepayers’ money is not being misused politically. We found out today, as well, that the LORD MAYOR—nothing is immune from this LORD MAYOR’s grasp or his office. We found out today that he will misuse ratepayers’ money to send out personally addressed letters to everyone with dump vouchers at an enormous cost, enormous cost to ratepayers. We know each and every month—

Chair: Councillor CASSIDY, this sounds like a substantive debate.

Councillor CASSIDY: Each and every month—

Chair: I don’t believe you have yet established urgency.

Councillor CASSIDY: Well, it’s important, Chair, that with this—

Chair: There’s a difference between importance and urgency. Please establish urgency.

Councillor CASSIDY: Because this LORD MAYOR, week after week, refuses to do the right thing. So, it’s again up to this Chamber to urgently deal with this today. As only a couple of weeks left of this session of Council, we know that this financial year the LORD MAYOR has ramped up the production of this *Living in Brisbane* newsletter, which will top 21 million copies over this term. We know Councillor ALLAN said, and he confirmed this, that the only reason that the LORD MAYOR’s message and the LORD MAYOR’s photo is on the front of those *Living in Brisbane* newsletters is because his office specifically requests that.

So, we now find out that the LORD MAYOR can specifically request his face go on any Council document and he can request any letter, any direct mail to go out to hundreds of thousands of Brisbane residents promoting himself for his own political gain. So, it’s urgent that we deal with this today, Chair, because we want to save ratepayers’ money. We take the LORD MAYOR’s point that this $6 million—we have said this $6 million that’s being spent on the *Living in Brisbane* newsletter could be spent much more wisely on many other things around the city. So, Chair, I think the fact that LNP Councillors today—

Councillor TOOMEY: Point of order, Chair.

Chair: Point of order to you, Councillor TOOMEY.

Councillor TOOMEY: I’m hearing the word urgent being used a lot, but I’m still not hearing why it’s urgent.

*Councillors interjecting.*

Chair: Yes.

Councillor CASSIDY, you need to establish the urgency, why this matter is urgent today.

Councillor SRI: Point of order, Chair.

Chair: Point of order to you, Councillor SRI.

Councillor SRI: People aren’t meant to be calling points of order during urgency motions anyway, so you should stop tolerating all these points of order.

*Councillor interjecting.*

Chair: Point of order can be called at any time by—

*Councillor interjecting.*

Chair: Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. Look, this *Living in Brisbane* newsletter has been turned into an LNP Party political flyer. That needs to stop.

*Councillor interjecting.*

Chair: Councillor CASSIDY, your time has expired.

Councillor CASSIDY has moved suspension of Standing Orders to allow this urgency motion, that Living in Brisbane newsletter be scrapped.

The Chair submitted the motion for the suspension of the Standing Rules to the Chamber and it was declared **lost** on the voices.

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

The voting was as follows:

AYES: 5 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Kara COOK, Peter CUMMING, Steve GRIFFITHS and Charles STRUNK.

NOES: 18 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Tracy DAVIS, Fiona HAMMOND, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Kim MARX, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Jonathan SRI and Nicole JOHNSTON.

Chair: Thank you. We now move to General Business.

Councillors, are there any statements required as a result—

*Councillors interjecting.*

Chair: Can I take that as read?

*Councillors interjecting.*

Chair: Thank you. General Business.

Councillor HAMMOND.

Councillor HAMMOND: I was almost nervous to stand up, in case there was another urgency motion. Mr Chair, I rise to speak about my delightful ride with North BUG on Saturday morning with Andrew. I do hear that Andrew hears these reports, so hello, Andrew. We had a great ride. I underestimated—sorry, I overestimated my fitness, so I decided we’d go three times as long for our ride than what was previously arranged with Andrew. So, Andrew, thank you for your patience.

We rode along the new section of road and he did look at the fact that it is designed to approximately go around 30 km/h along that section. I had had some concerns from local residents about the give-way sign up near the Aspley Hotel up the northern end of the new bikeway or shared roadway. Andrew had a look at that and he said he had no problems with it. So, it was great to get one of the local experts, being our North BUG group, out to have a look.

Andrew, I did promise you, I did say, after I realised my fitness had dropped a little bit, that I’d be back on my bike. I’m happy to say that I’ll be out doing a ride on Sunday, just after our Father’s Day breakfast, which I will need to ride off the big cook-up that I will be doing. But, again, thank you so much, Andrew, it was a delightful ride. Your patience was amazing. I look forward to letting you know about future rides. Thank you.

Chair: Thanks, Councillor HAMMOND.

Further speakers?

Councillor SRI.

Councillor SRI: Thanks, Chair. I rise to speak on the inclusion of trees within new developments. I particularly wanted to highlight these comments for Councillor ALLAN, who’s the new Chair in this space. We’ve heard earlier today the LORD MAYOR talk at length about encouraging new developments that have trees on the balconies or that have greenery on the building facades and on the roof. I just wanted to encourage all Councillors to do a little bit of your own research and look into why it is that a lot of experts in this space argue that there’s a big difference between trees that are located on rooftops or in planter boxes, as opposed to trees that are planted in the soil in natural ground.

Trees are social organisms. They’ve evolved to be part of complex ecosystems, usually in communities of like species. As such, trees exchange nutrients via their roots and via mycelium fungal networks, with other trees from their own species and indeed sometimes with other plants of different species. So, trees have evolved to grow and thrive in that kind of environment, where they’re connected to a web of other living organisms. When property developers, or indeed Council, propose to put trees in concrete planter boxes or in isolated structures, that’s cutting them off from the nutrient web and the support networks that other organisms provide to those living organisms.

So, I just want to emphasise for the Chamber and particularly for Councillor ALLAN and perhaps for the LORD MAYOR if he reads these minutes, that there’s a big difference in terms of tree health and in terms of ecosystem services when a tree is chucked into a concrete planter box in isolation, as opposed to when the trees are planted in natural ground, are able to absorb rainwater and natural minerals from the soil, but are also able to connect with other trees via those mycelium fungal networks.

I think this is an important distinction that often gets lost when people just talk about how many plants or how many trees can we squeeze onto the balcony of a new development. This is one of the reasons that Council’s own definition of deep planting is so specific about the trees being planted in natural ground. Trees are healthier when they’re actually in proper soil, connected to other living organisms. That’s why our *City Plan* is so prescriptive in that sense.

There’s a big qualitative difference, in terms of tree health and amenity and ecosystem services, between a tree that’s planted in a concrete planter at an elevated level and a tree that’s planted in the ground. Particularly, in terms of the nutrient inputs that a tree requires, when trees are planted in those planter boxes, or they’re cut off from other living organisms, they require more fertilising, they require more watering, they require more regular maintenance and they’re obviously not able to germinate and reproduce themselves.

That’s quite different to trees that are planted in, for example, a Council park, where the trees’ roots are able to spread out, to attract nutrients, to exchange nutrients with other flora, and also, I would argue, they provide a better habitat and amenity for native wildlife as well. So, while I think it’s really good that we’re broadening that conversation about how to introduce more greenery on new developments, how we can get more plants in rooftop gardens, that’s all really good stuff and through you, Chair, Councillor ALLAN, I do encourage your Administration to continue supporting those ideas, but that should not come at the expense of planting trees at the ground level.

What we’re seeing now is some developers saying, hey, we don’t have to comply with the minimum deep-planting requirements in City Plan, because we’re putting some trees or shrubs on our balconies or on our rooftop.

*Councillor interjecting.*

Councillor SRI: That’s a really important slippage point that we shouldn’t fall into. It’s nice to have trees on rooftops and it’s nice to have trees and plants on balconies, but that’s not a genuine substitute for the ecosystem values and amenity values provided by deep-planted trees at ground level. They are qualitatively different forms and different features and one cannot be seen as equivalent for the other. So, if I developers are saying, hey, let me ignore the deep-planting minimums, because I chucked a tree on the roof, Council shouldn’t be accepting that. Council should be rejecting such proposals, because that’s not a like-for-like proposition.

I do hope Councillor ALLAN is hearing this loud and clear and will reflect on this and talk to the officers further and indeed seek advice from those same experts that Council is talking to about habitat and canopy cover. It’s great that we’re pursuing those goals of increasing canopy cover. It’s great that we’re aspiring to greener developments, but trees at ground level are still a really important part of that. It’s not enough just to chuck a few up on the rooftop and pretend that achieves the same outcome. Thanks.

Chair: Thanks, Councillor SRI.

Further speakers?

Councillor TOOMEY.

Councillor TOOMEY: Thanks, Chair. I rise just briefly to advise the Chamber of a few projects that are happening in the ward. One is the Gresham Street Bridge, Chair, which I’m quite sure you’re very, very familiar with. The other is the West Ashgrove VPP (Village Precinct Program), the Naroo Devonhill stormwater duplication and also the Walkable Keperra program. I specifically wanted to talk about the Gresham Street Bridge. Last week, in West Ashgrove, the temporary bridge for the Gresham Street Bridge project went into place. This bridge is, we believe, the first of its kind in Brisbane.

To describe the bridge in a very short way, it’s a cross between IKEA and Meccano. This bridge turns up on site in six shipping containers. Two cranes, along with the steady hands, assemble the bridge using nuts and bolts. The LORD MAYOR came out to see the last beam put into place. We’re talking a 33-metre span beam that was lowered into place in less than 10 minutes. It was absolutely fantastic to see.

The bridge itself is reusable. At the end of its use and its function it gets packed up into its six containers and gets shipped off to its next job. It is truly a good example of what the Schrinner Council is doing when we reuse infrastructure, something that could be used for the Olympics, we’re talking about using—having temporary buildings or portable buildings, this is the kind of structure that we’re looking at.

Interestingly enough, we’ve been talking about the Gresham Street Bridge for the last two to two-and-a-half years, it’s about that. The community was well aware that the bridge was being replaced and the reasons why. It was a concrete timber bridge, been built in the 1930s, been reinforced a couple of times, pretty much come to the end of its life. To my knowledge, I think it’s been flooded maybe half a dozen times.

*Councillor interjecting.*

Councillor TOOMEY: Yes, at most. But also, on that bridge and more importantly are the services that were actually feeding the old suburb of St Johns Wood. So, hidden on the underside of that bridge there was gas and water. Now, with the new bridge, the new Gresham Street Bridge, we’re lifting the deck up that one-and-a-half metres, but more importantly, the services that were on the old Gresham Street Bridge have been relocated.

What we did was we actually buried them under the creek. So, the new gas main actually crosses underneath Waterworks Road and then under Enoggera Creek and then comes up on the other side, completely encased in stone, never to be disrupted by a creek event again. The same with the water that goes to St Johns Wood. QUU, we worked with QUU to put the new water main that feeds the suburb 18 metres down below the creek bed. Now, that’s an amazing achievement for Council.

It took us a while to get through it and we went through a few drill bits, but we got there in the end. The power, as well, that services St Johns Wood, there’s an 11 kilovolt Energex easement that travels alongside the bridge. That’s been relocated to the far side, away from the bridge, so if there are any events, the power is completely away from the structure itself and won’t be disrupted in any way. I have to admit, I have been really, really impressed with the way that CPO (City Projects Office) and especially Nab, the Project Manager, looking after it, he’s been outstanding and a fantastic communicator on what’s going on with the Gresham Street Bridge. It’s been a wonderful, wonderful project.

The community are well onboard with this. Yes, they know it was going to be disruptive. Yes, they know that traffic lanes were going to be closed on Waterworks Road. Yes, they know that the traffic intersection was going to move, which was a hard one to try and explain without a drawing, but it’s all being done, and the community—because of the communication from CPO and from Schrinner Council—are well aware that this project is being done for their benefit. It’s a fantastic project and a great example of what I believe we can do when we put our heads together.

There’s a lot of problems that this particular piece of infrastructure replacement we were facing, but we’ve worked it out. I know, Chair, you were involved in a lot of that, and looking at some of the proposals that were put towards us for a temporary bridge and a temporary structure, keeping in mind that the temporary bridge itself has to handle buses, has to handle garbage trucks, had to handle emergency vehicles, it’s truly outstanding what we have been able to achieve in such a short time.

The one thing that I’m really proud of is that the new Gresham Street Bridge—and I know the new Chair from Infrastructure—I think we’re going to have a drag-off to see who’s over the bridge first this time, because I won the Mirrabooka race.

*Councillor interjecting.*

Councillor TOOMEY: No, it’s not the first time, but it’s going to have a minimum life cycle of 100 years. I mean, that is amazing, that we can actually put together a structure and it will last, at the bare minimum, 100 years. Most of my residents that are living in St Johns Wood won’t even live 100 years. The bridge is going to outlast them. I know a few of my residents in St Johns Wood actually wanted me to bring the bridge forward because they couldn’t actually get cranes across the old bridge to renovate their homes because of the old load limiting on the bridge.

We did, though—Councillor WINES, you’ll be glad to hear this—we did stress test the temporary bridge by moving the 130-tonne crane that came in via the golf course back across the bridge on the way out, because apparently in the old days, they used to put elephants on bridges. We had a crane, a 130-tonne crane, so it worked really well, but that’s pretty much for the Gresham Street Bridge. West Ashgrove VPP, as many of the Councillors in the Chamber would know, West Ashgrove VPP is upgrading the village precinct in West Ashgrove.

One of the major problems that West Ashgrove had was with radiated heat, and I know that the Council officers have gone out and done a very, very good assessment of what’s there, and the whole strip is being greened. I—one thing that I’m also very proud of, is that the officers are using *Flindersia australis*, which is the tree West Ashgrove gets its name from, so actually tying the vegetation that’s going into West Ashgrove back to the local area, so I’m really, really proud of that.

That project has involved quite a bit because we’ve had to lift the footpath. We had to lift the kerb. Because we lifted the kerb, we had to lift the road. It was all done to get the grade right so that the Cerebral Palsy League across the road from my office can travel down to the community hall and use that facility. Some of those kids are in six‑wheelers, four-wheelers, so there’s a bit of a challenge getting across the road, but it is a fantastic project and I really want to commend Rob, who’s the Manager there for the night works. He’s been very accommodating. It’s been a fantastic project and it’s coming along really, really well.

The Naroo/Devonhill project is—has been a tricky one. I notice Councillor WINES there with a big smile on his face. Yes, they’re very, very big pipes, very, very big pipes. Basically, to put it into a nutshell, there’s a nine-and-a-half-hectare catchment for stormwater that goes into, basically, a one-and-a-half metre pipe, so we’ve had to duplicate the project, and the residents are also onboard with that. At the moment, we’ve currently moved out of Tapper Lane and we’re in Naroo itself, and the guys are just about to close up there when I drove past the other day. Another great project that we’re doing to protect people’s home and property in that particular area.

Lastly, I just want to touch on the Walkable Keperra Program. Now, I know Councillor WINES being the new Infrastructure and the former custodian of that area will be very, very interested in this little program, where we’ve gone out and identified some streets, some of which you’ve nominated, Chair, for footpaths, and we’re slowly putting those in. The wonderful thing about Keperra—I’m falling in love with that suburb. It’s truly a great suburb. It has bus transport, it has train transport, it sits in-between two shopping centres.

It is a fantastic little precinct and I’m really, really proud of what we’ve been able to do there in such a short time, such as putting in the additional footpaths, putting shade over those footpaths for tree plantings, and really going out there and really making it really nice for the suburb. Additionally, Councillor WINES, I don’t know if you know, we did Dallas Parade up as well, the old SCIP. It’s very Mickey Mouse now, and the traders there are absolutely loving it.

So, that’s on the four projects that are happening in The Gap Ward at the moment, and I thank the Chamber for their attention. Thank you.

Chair: Thank you, Councillor TOOMEY. Great report.

Any further General Business?

Councillor SRI.

Councillor SRI: Thanks, Chair. Time and reset—there we are. I rise to speak about slip lanes in Woolloongabba, and this is a topic that I was looking forward to speaking to as part of the general—as part of the notice of motion that we had earlier, but unfortunately, the debate was gagged, so I didn’t get the opportunity to speak on that motion at that time. I’ve been quite concerned about the safety issues arising in regards to quite a few slip lanes around my ward. In particular, the safety concerns regarding the intersection of Ipswich Road and Stanley Street.

There’s—one of the slip lanes in that precinct is signalised and the other slip lane is not, and that in itself creates a bit of confusion for pedestrians, but the reality is that most motorists don’t give way at slip lanes. They simply drive right through them, and this is something that Councillor WINES, I’m sure, will get a lot more correspondence about over the next few years. But we basically have a bit of a conflict between how the rules work in theory and how motorists behave in practice.

There are a whole bunch of slip lanes throughout the inner city, and particularly in suburbs like Woolloongabba, where for pedestrians and cyclists to be able to move around the neighbourhood safely and conveniently, cars need to pause at those slip lanes and give way to pedestrians. The reality is that a lot of motorists simply don’t stop and give way. Particularly for people with impaired mobility, people with impaired vision, parents walking around with small kids, these slip lanes can feel really stressful and scary.

I don’t want to overhype it, like, it’s not the apocalypse, but in terms of active transport, this is the low-hanging fruit. This is one of the things we can fix up in our suburbs to make it safer and easier for pedestrians to move around the neighbourhood at fairly low cost. This is the easy stuff, in a way, and other cities have already done this. I know that the MUTCD (Manual on Uniform Traffic Control Devices) and the State Government’s new guidelines recommend against slip lanes as a general proposition. Generally speaking, the State Government and the road design guidelines are arguing that we shouldn’t be installing slip lanes because there’s a recognition from the Administration, at that level, that they are hostile to active transport and safety and connectivity.

So, we’re now moving towards a city where we probably won’t have as many slip lanes incorporated in new intersection designs, but we’re stuck with a lot of these older ones. To my mind, the simplest and most straightforward solution is to simply put in zebra crossings on these slip lanes to clearly signal to motorists and remind motorists that they are required to give way to pedestrians. That’s technically already the legal requirement, but because of the nature of a slip lane, they don’t really feel like an intersection where you give way to pedestrians, necessarily. So, as I said, a lot of motorists simply don’t give way.

There are some intersections, such as the intersection of Ipswich Road and Stanley Street, where there will be so many pedestrians waiting to cross the slip lane, they will literally be built up, that pedestrians and cyclists actually have to, sort of, flow back out onto the road while they’re waiting to cross. Councillor WINES—through you, Chair—if you’re ever driving down Ipswich Road in peak hour in the evening, you’ll see this. The traffic islands are just too small now.

We’ve got so many pedestrians moving around, past the Gabba Stadium, coming off from the busway. So many cyclists there, so many e-scooters, all queued up on these tiny little slip lanes, waiting to cross. Unfortunately, I think part of what’s going wrong here is that the officers who are tasked to look at these issues when Councillors like Councillor JOHNSTON and Councillor GRIFFITHS and myself raise them, they’re coming at it from the Congestion Reduction Unit perspective, and their primary motivation is to maintain and improve traffic flow.

So they’re looking at it through the lens of, how can we keep as many cars as possible moving through the intersection? This is where I think there needs to be a little bit of better communication and collaboration between Councillor MURPHY’s portfolio and Councillor WINES’ portfolio, because this needs to have an active transport focus solution. Rather than these issues being dealt with solely by a Congestion Reduction Unit, who will simply say, oh, we can’t put a zebra crossing in, that’ll slow down the cars, we need to take an active transport lens look at this and say, well, actually, in an inner city area like Woolloongabba where people are trying to get to the busway, we need to prioritise pedestrian connectivity.

So, that means signalling to motorists and reminding them that they’re meant to give way. As I said, zebra crossings are the quickest and easiest way to do this. My preference in some cases would be to see these slip lanes closed off altogether. I think they’re not entirely necessary and I think that motorists can just wait, and wait for the lights, but if the Council Administration is not minded to close-off the slip lanes altogether, the easiest way around is just to put in a bit of white paint and put in a zebra crossing to remind motorists of their legal obligations to give way.

I think it’s—particularly, the example cited earlier of Braille House is a good one. Particularly for people with impaired vision, an unsignalised slip lane is as difficult to cross as a creek or a canyon. There’s—when there’s a high volume of traffic coming, there’s really no way to get across, and so unless the cars stop, unless a motorist is good enough to pause and give way, pedestrians can be stuck there waiting for several minutes, sometimes longer, to get across the road. If you have impaired vision and you can’t even see the cars coming, those intersections and slip lane crossings really are terrifying. So, it was disappointing that the debate was gagged a little bit earlier.

I would really like to see a zebra crossing on that intersect slip lane at the intersection of Ipswich Road and Cornwall Street, because it’s right next to the PA Hospital and there are a lot of hospital patients trying to cross in that area. I would also like to see zebra crossings put in at the slip lane on the intersection of Stanley Street and Ipswich Road. More generally, I would like to see a shift in the Administration where we, as Councillors, don’t have to bring these things to the Chamber and take up everyone’s time debating it here on the floor and in City Hall, because the Council officers are taking a more active transport focused approach.

They should be working with the Councillors, and if the Councillors are saying, hey, can we make some changes here to prioritise pedestrians at this intersection, that’s what the Council officers should be doing, rather than saying, sorry, our brief is to improve motor vehicle flow. We see where you’re coming from, Councillor, but we can’t slow down the cars because we’ve been instructed not to, therefore, we’re not going to make any changes.

There needs to be a cultural shift, led by Councillor MURPHY, Councillor WINES, and the LORD MAYOR, to tell their own officers, hey, it’s okay sometimes to slow down the cars or it’s okay to make the motorists wait a little longer, because our goal is to prioritise pedestrian safety and connectivity. That’s an okay thing to do, but that cultural shift needs to be led by the Administration Councillors and by the relevant Committee Chairs, because the officers themselves are constrained.

They often have a very narrow brief. There’s not a lot they can do, but we really need that leadership from people at the top to shift this, because these slip lanes are incredibly dangerous and I do worry that someone is going to get hurt trying to cross one of these. They’ve technically got right of way. They think they’ve got right of way. They step out onto the road and then a car shoots through. It’s an accident waiting to happen. Thanks.

Chair: Thanks, Councillor SRI.

Any further General Business?

Councillor TOOMEY.

Councillor TOOMEY: Thank you, Chair. As the Chamber would know, this weekend, we’re getting close to the end of the rugby season. GPS (GPS Rugby Club) have gotten the boys in and the ladies in. Give them heaps, GPS.

Chair: Okay.

DEPUTY MAYOR: Point of order, Mr Chair.

Chair: Councillor ADAMS.

DEPUTY MAYOR: I’m very sorry, but the Easts Ladies will be two in a row. Sorry, GPS.

Chair: Okay, all right.

Is there any genuine General Business?

Councillor SRI.

Councillor SRI: Thanks, Chair. I rise to speak about slip lanes in the suburb of Annerley, and I also didn’t get to speak about this because the motion was guillotined.

DEPUTY MAYOR: Point of order, Mr Chair. You can definitely speak as many times as you like at GB (General Business), but not on the same topic.

Councillor SRI: No, this is a different topic.

*Councillors interjecting.*

Councillor SRI: No, it’s—

*Councillor interjecting.*

Councillor SRI: I was very clear that I was speaking about slip lanes in Woolloongabba.

Chair: Councillor SRI, I allowed you to range outside the suburb of Woolloongabba when you were talking about slip lanes earlier. I think you’ve done your General Business for today.

Councillor SRI: No, Chair, I was quite clear in my previous commentary that I was speaking about slip lanes in Woolloongabba, and that’s how I introduced that topic. I’m now speaking about slip lanes in Annerley. I’m happy to keep my comments quite short, but given that the debate on the motion earlier was guillotined, I do think it’s appropriate for the Chamber to at least allow me to speak on this topic.

*Councillor interjecting.*

Chair: Okay.

Councillor SRI: I didn’t get any goes in the debate.

Chair: Proceed, Councillor SRI. Thank you.

*Councillor interjecting.*

Councillor SRI: Yes, thanks, Chair, and I’m sorry that the DEPUTY MAYOR is feeling impatient, but we could have gotten through this a lot quicker if we hadn’t declared the debate—if we hadn’t guillotined—

*Councillor interjecting.*

Chair: DEPUTY MAYOR, please.

Councillor SRI: Yes, we would have been able to avoid all this if we hadn’t guillotined debate earlier.

*Councillor interjecting.*

Councillor SRI: Now—

Councillor CASSIDY: Point of order, Chair.

Chair: Can I ask everyone please to allow the speaker to be heard in silence?

Councillor CASSIDY: Yes, just on that, I’ve just heard the DEPUTY MAYOR call Councillor SRI both passive-aggressive and say to him, oh boo-hoo, quite loudly. Like, yes, I just think we could probably have a bit more decorum in here.

Chair: I know we’re near the end of the session for today, but please show some civility towards your fellow Councillors.

Councillor SRI, you have the floor.

Councillor SRI: Thanks, Chair, and thanks for your indulgence. It was a little, yes, disappointing earlier to see that we didn’t have a proper discussion about safety in Annerley, but Councillor JOHNSTON was right when she said that there are serious concerns along that stretch of Ipswich Road and the intersections mentioned in the notified motion. Although it’s well outside my ward, I’ve had residents from that electorate and that neighbourhood contact my ward office because they’re so concerned. They’ve done the right thing, they’ve signed their petitions, they’ve gone to their local Councillors, they’ve raised it directly with the Council Contact Centre, and they’re not seeing any action.

Those particular slip lanes in Annerley are especially dangerous, and I think that’s a function of that stretch of Ipswich Road feeling like a through corridor, and motorists not remembering that they’re moving through residential areas. The reality is that if we’re trying to shift people out of their cars, if we’re trying to reduce traffic congestion, we need to make it easier for people to move safely through their suburbs by walking and by riding, not just in the inner city and not just in my electorate of The Gabba LNP Party, but in suburbs like Annerley and in suburbs further out, because residents across the city should feel safe walking through their neighbourhoods.

That shouldn’t just be a luxury that’s reserved for those who are lucky enough to be able to afford to live in the inner city. Everyone deserves to be—to feel safe when they’re walking through their local streets, when they’re trying to get to the shops, when they’re trying to get to the bus stop. I, for one, would really like to see those changes made at those intersections around Annerley. There’s a few other slip lanes further south, I think, into Moorooka and Yeerongpilly, as well. I won’t list them all individually.

I can—I don’t want to test the DEPUTY MAYOR’s patience any longer, but I really think this is an important issue and I don’t want it to drop off the radar or be dismissed as some kind of party political, point-scoring exercise. This isn’t about point scoring or party politics. This is about safety. These slip lanes are dangerous. The State Government has identified that they are dangerous and recommends against installing them at intersections going forward. We have a legacy problem here of a dangerous intersection design and configuration which does not comply with modern standards. Local Councillors have raised those safety concerns. Residents have raised those safety concerns.

The actual fixes are pretty simple, and we can argue the technicalities about which section of the Budget the funding should come from and all that sort of stuff. Really, we’ve got the money there if there’s the political will, so ultimately, this is a question of political will. Is this Council Administration willing to address those safety concerns about those slip lanes in Annerley and other neighbouring suburbs and intersections? I think it’s high time that we did something about this.

If someone is killed or seriously injured at one of those slip lanes again, I’ll be the first to stand up here and say, I told you so, because the Administration is definitely on notice. It’s had plenty of people raising concerns about these issues. They’re not safe. They’re certainly not accessible. They discourage people from walking through their neighbourhoods and they increase traffic congestion because people choose to drive instead. This is not a good approach for our city.

Chair: Thank you, Councillor SRI.

Is there any other 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 on 26 August 2021**

**Q1.** Please advise the total number of organisations on Council’s wait list for a leased facility, broken down by region and whether they are sporting or community organisations:

|  |  |  |
| --- | --- | --- |
| **REGION** | **SPORT** | **COMMUNITY** |
| **CENTRAL** |  |  |
| **NORTH** |  |  |
| **SOUTH** |  |  |
| **EAST** |  |  |
| **WEST** |  |  |

**Q2.** Please advise the total number of compensation claims relating to footpath injuries, with the number of successful claims and the total amount paid in compensation for the following years:-

|  |  |  |  |
| --- | --- | --- | --- |
| **YEAR** | **TOTAL CLAIMS** | **TOTAL SUCCESSFUL** | **TOTAL PAID OUT** |
| 2021 (to date) |  |  |  |
| 2020 |  |  |  |
| 2019 |  |  |  |
| 2018 |  |  |  |
| 2017 |  |  |  |
| 2016 |  |  |  |

**Q3.** What is the cost of installing the new bollards at Victoria Park?

**Q4.** Please provide details of all early works being done at Victoria Park during the 2021-2022 financial year, including a breakdown of each of the works and the amount allocated.

## 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 24 August 2021)**

**Q1.** Please provide a breakdown of the number of public toilet blocks located in parks by Ward.

***A1.*** *This information is not available by ward; however, Council’s public website lists all parks in Brisbane by suburb, including details of public toilet facilities.*

**Q2.** Please provide a list of new public toilet blocks which have been built in the last five years by Park, indicating which were replacements for old toilet blocks and which were new toilet blocks, as well as the cost and source of funding (eg Schedules or LMSEF etc).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **DATE** | **LOCATION** | **NEW/ REPLACEMENT** | **COST** | **FUNDING** |
|  |  |  |  |  |

***A2.***

| ***DATE*** | ***LOCATION*** | ***NEW/ REPLACEMENT*** | ***COST*** | ***FUNDING SOURCE*** |
| --- | --- | --- | --- | --- |
| *2015/2016* | *Captain Burke Park* | *Replacement* | *$249,386* | *Capital* |
| *2016/2017* | *Bunyapa Park (West End Urban Common)* | *New* | *$93,700* | *Capital* |
| *2016/2017* | *C.A.O Sullivan Park* | *Replace* | *$146,065* | *Capital* |
| *2016/2017* | *Dumburru Park* | *New* | *$195,000* | *Capital* |
| *2016/2017* | *Gibson Place Park* | *New* | *$105,995* | *Capital* |
| *2016/2017* | *Plaisted Place Park* | *Replacement* | *$91,514* | *Capital* |
| *2016/2017* | *Sir John Chandler Park* | *Replacement* | *$139,000* | *Capital* |
| *2016/2017* | *The Common Park* | *Replacement* | *$191,296* | *Capital* |
| *2017/2018* | *Boorabbin Picnic Ground* | *Replace* | *$208,312* | *Capital* |
| *2017/2018* | *Downey Park* | *Replacement* | *$264,859* | *Capital* |
| *2017/2018* | *Fenwick Park* | *Replacement* | *$187,834* | *Capital* |
| *2017/2018* | *Rocks Riverside Park* | *Replacement* | *$537,000* | *Capital* |
| *2017/2018* | *St Vincents Road Park* | *New* | *$113,097* | *SEF and Capital* |
| *2017/2018* | *Mt Coot-tha Botanic Gardens* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2017/2018* | *Cathedral Square* | *Replacement* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2017/2018* | *Walton Bridge Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2018/2019* | *Burnie Brae Park* | *New* | *$131,728* | *Capital* |
| *2018/2019* | *Canterbury Park* | *New* | *$113,270* | *Capital* |
| *2018/2019* | *Deagon Sportsground Park* | *Replacement* | *$190,637* | *Capital* |
| *2018/2019* | *Harold Kielly Park* | *New* | *$135,954* | *Capital* |
| *2018/2019* | *Heiner Park* | *New* | *$182,000* | *Capital* |
| *2018/2019* | *Jubilee Park* | *Replacement* | *$118,244* | *Capital* |
| *2018/2019* | *Kalinga Park* | *Replacement* | *$143,514* | *SEF* |
| *2018/2019* | *Keperra Picnic Ground* | *New (Joint funded Project-public toilets attached to the new AFL club building)* | *$389,000* | *Capital* |
| *2018/2019* | *Kingfisher Park* | *New (partial funding)* | *$49,000* | *SEF* |
| *2018/2019* | *Primrose Park* | *Replace* | *$119,408* | *Capital* |
| *2018/2019* | *Sandgate Foreshores Park (Frank Doyle Park Toilet)* | *Replacement* | *$463,000* | *Capital* |
| *2018/2019* | *Toohey Forest* | *New (part of larger Conservation Reserve project)* | *$250,000* | *Capital* |
| *2018/2019* | *Moggill District Sports Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2018/2019* | *Simpson Falls Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *Bowden Park* | *Replacement* | *$194,464* | *Capital* |
| *2019/2020* | *Bradshaw Park* | *New* | *$169,660* | *Capital* |
| *2019/2020* | *Davies Park* | *Replacement* | *$415,600* | *Capital* |
| *2019/2020* | *E. E. McCaskie Oval* | *New* | *$315,124* | *Capital* |
| *2019/2020* | *Ed Devenport Rotary Park* | *Replace* | *$154,342* | *Capital* |
| *2019/2020* | *Grinstead Park* | *Replacement* | *$179,352* | *Capital* |
| *2019/2020* | *Melrose Park* | *Replacement* | *$186,341* | *Capital* |
| *2019/2020* | *Nundah Memorial Park* | *Replacement* | *$158,989* | *Capital* |
| *2019/2020* | *Phil Denman Park* | *New (partial funding)* | *$50,000* | *SEF* |
| *2019/2020* | *Salisbury Recreation Reserve* | *Replace* | *$174,229* | *Capital* |
| *2019/2020* | *St Lucia Playground Park* | *New* | *$147,281* | *Capital* |
| *2019/2020* | *Ascot Park* | *New* | *$115,000* | *Capital* |
| *2019/2020* | *Bill McFarlane Park (previously Wakerley District Sports Park)* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *Boondall Wetlands (Environmental Centre)* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *Boyd Tce Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *Calamvale District Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *Milton Urban Common* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *Monier Road Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *The Lake Parklands* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *Capital* |
| *2019/2020* | *DJ Sherrington Park* | *Replacement* | *Delivered as part of major project – cost for toilet block not available separately* | *SEF* |
| *2020/2021* | *Bill Brown Sports Reserve* | *New* | *$151,366* | *SEF* |
| *2020/2021* | *Carinya St Park* | *New* | *$157,000* | *SEF* |
| *2020/2021* | *Gregory Park* | *Replacement* | *$280,550* | *Capital* |
| *2020/2021* | *Lorikeet Park* | *New* | *$195,000* | *Capital* |
| *2020/2021* | *Regent Park* | *Replacement* | *$170,480* | *Capital* |
| *2020/2021* | *Shaw Park* | *Replacement* | *$178,503* | *Capital* |
| *2020/2021* | *Taringa Playground Park* | *Upgrade to existing* | *$20,000* | *SEF* |
| *2020/2021* | *Fenwick Park* | *New* | *$126,960* | *Capital* |
| *2020/2021* | *Wishart Community Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *SEF* |
| *2020/2021* | *Kev Hooper Memorial Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *SEF* |
| *2020/2021* | *John Stewart Memorial Park* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *SEF* |
| *2021/2022* | *Kurilpa Point Park* | *New* | *$245,042* | *SEF* |
| *2021/2022* | *Musgrave Park (2nd toilet)* | *New* | *$221,210* | *SEF* |
| *2021/2022* | *Waterfront Park* | *New* | *$150,000* | *SEF* |
| *May 2020* | *D0347 DAVIES PARK, WEST END* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *5000001283 Delivering New Parks for Brisbane* |
| *Sept 2019* | *D0166 ASCOT PARK, ASCOT* | *New* | *Delivered as part of major project – cost for toilet block estimated as $115k* | *5000001283 Delivering New Parks for Brisbane* |
| *May 2019* | *D0329 MONIER ROAD PARK, DARRA (NO. 44-84)* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000075 Parks Infrastructure Improvement Program* |
| *Sept 2019* | *D2129 MILTON URBAN COMMON, MILTON* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000075 Parks Infrastructure Improvement Program* |
| *Sept 2018* | *D2833 MOGGILL DISTRICT SPORTS PARK, MOGGILL* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000075 Parks Infrastructure Improvement Program* |
| *Dec 2015* | *D2072 CALAMVALE DISTRICT PARK, CALAMVALE* | *Upgrade to existing* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000075 Parks Infrastructure Improvement Program* |
| *Oct 2020* | *D3533 CARL STREET PARK, WOOLLOON-GABBA* | *New* | *Delivered as part of major project – cost for toilet block estimated as $138k* | *5000001283 Delivering New Parks for Brisbane* |
| *Dec 2019* | *D1108 BOONDALL WETLANDS (environment centre), BOONDALL* | *New (part of environment centre)* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000973 Boondall Wetlands Environment Centre* |
| *June 2020* | *D1582 BILL MCFARLANE PARK (previously Wakerley District Sports Park), WAKERLEY* | *New (part of leased building)* | *Delivered as part of major project – cost for toilet block not available separately* | *5000001282 Delivering Sports Parks for Brisbane* |
| *Sept 2017* | *D0647 MT COOT-THA BOTANIC GARDEN (Mt Coot-tha Visitor Information Centre), MT COO-THA* | *New* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000053 Delivering Iconic Parks for Brisbane* |
| *Nov 2017* | *D0093 CATHEDRAL SQUARE, FORTITUDE VALLEY* | *Replacement* | *Delivered as part of major project – cost for toilet block not available separately* | *5000000053 Delivering Iconic Parks for Brisbane* |

**Q3.** Please provide a list of all public toilet blocks in parks with Accessible Adult Changing Facilities.

***A3.*** *This information is publicly available on Council’s website.*

**Q4.** Please provide a list of all public toilet blocks in parks with baby change facilities.

***A4.*** *Brisbane City Council provides updates to the National Toilet Map, an initiative of the Federal Government, which supports the community with information on all public toilets available across the Brisbane local government area. This information can be found at https://toiletmap.gov.au/.*

**Q5.** Please advise when the revised draft Enoggera Creek Sport and Recreation Precinct Plan will be released.

***A5.*** *Council is currently reviewing feedback from public consultation on the Enoggera Creek Sport and Recreation Precinct Plan. A date for release of the plan has not yet been finalised.*

**Q6.** Please advise when the final Mowbray Park Vision will be released.

***A6.*** *Council is currently reviewing feedback from public consultation on the Mowbray Park Vision. A date for release of the vision has not yet been finalised.*

**Q7.** Please provide the following breakdown on the total number of letters from the Lord Mayor which had dump vouchers enclosed for the following financial years (excluding those which were requests via the Lord Mayor’s office for replacement or additional dump vouchers), the total cost and the funding source (eg Lord Mayor’s correspondence budget).

|  |  |  |  |
| --- | --- | --- | --- |
| **FINANCIAL YEAR** | **TOTAL SENT** | **COST** | **FUNDING SOURCE** |
| 2021-2022 |  |  |  |
| 2020-2021 |  |  |  |
| 2019-2020 |  |  |  |
| 2018-2019 |  |  |  |
| 2017-2018 |  |  |  |

***A7.*** *Please note, these letters relate to Council extending our free waste voucher program direct to renters from July 2020.*

|  |  |  |  |
| --- | --- | --- | --- |
| ***FINANCIAL YEAR*** | ***TOTAL SENT*** | ***COST*** | ***FUNDING SOURCE*** |
| *2021-2022* | *254,956* | *$198,531* | ***5000000451***  *Waste Stream Management and Reduction* |
| *2020-2021* | *180,243* | *$147,912* | ***5000000451***  *Waste Stream Management and Reduction* |
| *2019-2020* | *0* | *N/A* | *N/A* |
| *2018-2019* | *0* | *N/A* | *N/A* |
| *2017-2018* | *0* | *N/A* | *N/A* |

**Q8.** Please provide a list of all social enterprises which have contracts with Council, with details of what work they’re contracted to do and the total value of the contract.

***A8.*** *As no timeframe was included in the question, information from the most recent financial year 2020/21 has been provided.*

| ***Vendor*** | ***Product Category Description*** | ***2020/21*** |
| --- | --- | --- |
| *Active Refugee & Migrant Integration* | *Mowing services* | *$67,300* |
| *Active Refugee & Migrant Integration* | *Mowing services* | *$4,502* |
| *Animal Welfare League of Qld Inc* | *Animal control and welfare services* | *$1,877,375* |
| *Animal Welfare League of Qld Inc* | *Animal shelters* | *$7,799* |
| *Australian Red Cross* | *Health Assistance Vocational Training Services* | *$2,121* |
| *Australian Red Cross* | *Labour training or development* | *$700* |
| *Australian Red Cross* | *Safety training services* | *$2,632* |
| *Australian Red Cross* | *Community Programs* | *$62,125* |
| *Australian Red Cross* | *Health Assistance Vocational Training Services* | *$53* |
| *Biodiversity Australia Pty Ltd* | *Ecosystems* | *$107,425* |
| *Biodiversity Australia Pty Ltd* | *Uniforms* | *$1,100* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Community Programs* | *$738* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Ecosystems* | *$219,319* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Educational guidance services* | *$588* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Labour training or development* | *$350* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Meeting facilities* | *$180* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Planting services* | *$37,534* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Plants and ornamental trees* | *$80* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Printed publications* | *$600* |
| *Bulimba Creek Catchment Co‑Ordinating Committee* | *Sponsorships* | *$300* |
| *Cerebral Palsy League Of Queensland* | *Mowing services* | *$166,739* |
| *Cubberla-Witton Catchments Network* | *Community Programs* | *$3,500* |
| *Cubberla-Witton Catchments Network* | *Musical Inst., Games, Toys, Arts, Crafts, Educational Equip.* | *$30* |
| *Cubberla-Witton Catchments Network* | *Printed publications* | *$1,500* |
| *Diverciti Services* | *Building cleaning services* | *$868,986* |
| *Diverciti Services* | *Building maintenance and repair services* | *$90* |
| *Diverciti Services* | *Building maintenance service* | *$204* |
| *Diverciti Services* | *Cleaning services for parks and outdoor public venues* | *$80* |
| *Diverciti Services* | *Facility maintenance and repair services* | *$130* |
| *Diverciti Services* | *General building & office cleaning & maintenance services* | *$84* |
| *Diverciti Services* | *Transport vehicle cleaning* | *$125,845* |
| *Endeavour Foundation* | *Cleaning rags and cloths and wipes* | *$4,310* |
| *Endeavour Foundation* | *Landscape architecture materials* | *$18,215* |
| *Endeavour Foundation* | *Refuse disposal and treatment fees* | *$181* |
| *Help Enterprises Limited* | *Mowing services* | *85516.23* |
| *Help Enterprises Limited* | *Plants and ornamental trees* | *$205,941* |
| *Help Enterprises Limited* | *Public Space Furniture* | *$450,000* |
| *Jigsaw Group Aus Limited* | *Community Programs* | *$975* |
| *Jigsaw Group Aus Limited* | *Document & Records Management* | *$97,930* |
| *Jigsaw Group Aus Limited* | *ICT Printer & Scanner Services* | *$3,465* |
| *Kyabra Community Association Inc* | *Lease and rental of property or building* | *$3,555* |
| *Mercy Community Services SEQ Limited* | *Grants* | *$460* |
| *Mercy Community Services SEQ Limited* | *Musical Inst., Games, Toys, Arts, Crafts, Educational Equip.* | *$230* |
| *Multhana Property Services Pty Ltd* | *Building cleaning services* | *$420,151* |
| *Multhana Property Services Pty Ltd* | *Bus Garage* | *$0* |
| *Multhana Property Services Pty Ltd* | *Busses* | *$2,093,584* |
| *Multhana Property Services Pty Ltd* | *General building & office cleaning & maintenance services* | *$150* |
| *Multhana Property Services Pty Ltd* | *Transport vehicle cleaning* | *$6,595,104* |
| *National Heart Foundation of Australia* | *Community Programs* | *$44,174* |
| *Natura Pacific Pty Ltd* | *Ecosystems* | *$4,760* |
| *Northey Street City Farm Association* | *Environmental vocational training services* | *1300* |
| *Northey Street City Farm Association* | *License or registration fee* | *$64* |
| *Nundah Community Enterprise Co‑Operation* | *Banquet and catering services* | *$879* |
| *Nundah Community Enterprise Co‑Operative* | *Community Programs* | *$4,320* |
| *Nundah Community Enterprise Co‑Operative* | *Mowing services* | *$241,723* |
| *Our Community Pty Ltd* | *Professional associations* | *$318* |
| *Oxley Creek Catchment Assoc Inc* | *Community Programs* | *$4,486* |
| *Oxley Creek Catchment Assoc Inc* | *Ecosystems* | *$231,370* |
| *Oxley Creek Catchment Assoc Inc* | *Landscape Maintenance Services* | *$4,118* |
| *Oxley Creek Catchment Assoc Inc* | *Landscaping services* | *$4,860* |
| *Oxley Creek Catchment Assoc Inc* | *Planting services* | *$68,208* |
| *Pullen Catchments Group Inc* | *Community Programs* | *$409* |
| *Queensland Cricket Association Ltd* | *Mowing services* | *$266,700* |
| *Reverse Garbage Co-Op Ltd* | *Community Programs* | *$1,189* |
| *Reverse Garbage Co-Op Ltd* | *Musical Inst., Games, Toys, Arts, Crafts, Educational Equip.* | *$42* |
| *RSPCA Qld Inc* | *Animal control and welfare services* | *$94,919* |
| *RSPCA Qld Inc* | *Sponsorships* | *$20,000* |
| *Sandgate and Bracken Ridge Action* | *Mowing services* | *$53,714* |
| *Sandgate and Bracken Ridge Action* | *Exterior grounds maintenance* | *$620* |
| *Sandgate and Bracken Ridge Action* | *Mowing services* | *$68,089* |
| *Sandgate and Bracken Ridge Action* | *Transport vehicle cleaning* | *$14,247* |
| *Sandgate And District Men’s Shed* | *Art design services* | *$1,653* |
| *Sandgate Guide* | *Advertising agency services* | *$240* |
| *Sandgate Guide* | *Print advertising* | *$600* |
| *Sandgate Guide* | *Printing* | *$340* |
| *Southside Eagles Soccer Club Inc* | *Mowing services* | *$6,635* |
| *St John Ambulance Aust (Qld)* | *Community Programs* | *$727* |
| *St John Ambulance Aust (Qld)* | *Engineering vocational training services* | *$4,260* |
| *St John Ambulance Aust (Qld)* | *Health Assistance Vocational Training Services* | *$295* |
| *St John Ambulance Aust (Qld)* | *Labour training or development* | *$319* |
| *St John Ambulance Aust (Qld)* | *Non-scientific vocational training services* | *$7,060* |
| *St John Ambulance Aust (Qld)* | *Safety training services* | *$1,774* |
| *St John Ambulance Aust (Qld)* | *Workplace Health & Safety Assessments* | *$370* |
| *Sustainable Gardening Services Ltd* | *Landscape Maintenance Services* | *$10,666* |
| *Tuff Yards Pty Ltd* | *Landscape Supplies* | *$32,400* |
| *Tuff Yards Pty Ltd* | *Mowing services* | *$67,402* |
| *Tuff Yards Pty Ltd* | *Playgrounds* | *$18,610* |
| *Valley District Cricket Club Inc* | *Mowing services* | *$71,760* |
| *Vision Australia Ltd* | *Computer accessories* | *$514* |
| *Vision Australia Ltd* | *Library* | *$2,395* |
| *Vision Australia Ltd* | *Planning systems* | *$17* |
| *Wirrinyah Pty Ltd* | *Fencing* | *$1,234* |
| *Wirrinyah Pty Ltd* | *Garbage collection or destruction or processing or disposal* | *$9,676* |
| *Wirrinyah Pty Ltd* | *Garden planting or maintenance services* | *$9,244* |
| *Wirrinyah Pty Ltd* | *Landscape Maintenance Services* | *$6,428* |
| *Wirrinyah Pty Ltd* | *Landscaping services* | *$13,286* |
| *Wise Foundation T/As The Gardens Cl* | *Banquet and catering services* | *$8,996* |
| *Wise Foundation T/As The Gardens Cl* | *Publicity and marketing support services* | *$164* |
| *World Wellness Group Ltd* | *Community Programs* | *$8,560* |
| *yourtown* | *Mowing services* | *$23,560* |
| *yourtown* | *Traffic control* | *$6,264* |

**RISING OF COUNCIL: 5.47pm.**

**PRESENTED: and CONFIRMED**

**CHAIR**

**Council officers in attendance:**

Jade Stopar (Council and Committee Liaison Office Manager)

Victor Tan (Council and Committee Coordinator)

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