

# MINUTES OF PROCEEDINGS

**The 4688 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 16 August 2022**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

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## PRESENT:

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

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

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

## OPENING OF MEETING:

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

Chair: I declare the meeting open.

 Are there any apologies?

## APOLOGY:

**58/2022-23**

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

**59/2022-23**

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

Chair: Confirmation of minutes, please.

## MINUTES:

**60/2022-23**

The Minutes of the 4687 meeting of Council held on 9 August 2022, copies of which had been forwarded to each Councillor, were presented, taken as read and confirmed on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON.

## PUBLIC PARTICIPATION:

Chair: Councillors, we have a public participant today, Ms Rachel Bowes or Bowes—

 Which do you prefer, Rachel?

Ms Rachel Bowes: Bowes.

Chair: Bowes, thank you.

 Ms Rachel Bowes, who will address the Chamber on her project, Energy Galore 500.

Thank you, Ms Bowes. You have five minutes once the microphone’s on, going now.

**Ms Rachel Bowes – Energy Galore 500**

Ms Rachel Bowes: Okay. Mr Chair, LORD MAYOR, and Councillors, thank you for the opportunity to address the Chamber today on a very important program in preventative health policy and practice. For the last 22 years in Brisbane, leading from Brisbane and beyond, I’ve educated people from all areas of life in the context of health choices, specialising in movement awareness and fine-tuning this intelligence. I profoundly believe in the power of movement energy as the number one tool we all have to make significant and sustainable changes to our health and wellbeing, both in the quality of our years and the years lived. The Energy Galore 500 is an awareness campaign that seeks to encourage and promote balanced action around crucial and vitality important aspects of health management.

 These are (1) the balance between our physical energy and our brain health, neuroplasticity; (2) the balance and delicate relationship between the nuances of moving from competitive sport to moving sustainably for life; (3) the balance between integrating the neural, physical, and the sensory actions of Energy Galore to strike a holistic integration anywhere, anytime, and any place; (4) the balance between proactive daily individual management of these practices with relieving pressure on our wider health system; and (5) the balance between the very nature of the Energy Galore exercise prescription and its ability to sublimate or raise the vibration on our emotional intelligences, things like empathy, self-awareness, and listening, which in turn strengthens the balance of any human relationship, both the vulnerable and the strong.

 The Energy Galore 500 promotes the essential and fundamentals of a healthy and positive attitude through the gateway of five key energy systems. These are (1) our core energy, which entails the very essence of moving and thinking better, things like our breath, our posture, and things that relate to our inner strength. The second is balance, an energy system that’s really essential to fine-tuning things like our physical alignment, working with the two sides of our body to work best as an integrated, synergistic whole. The third is our rhythm; we all move to a certain beat and this is the exploration of the power of utilising our own musical beat to build flow, ease and grace of movement, and one that is most critical to the retention of whatever we choose to do in our movement strategy.

 The fourth is resistance, which is the navigation of all things strength, our relative body weight resistance work, and also our absolute strength protocols we choose which are vital to boosting a lean metabolism and also offsetting chronic illness and disease. The fifth—my favourite—is flexibility, the timely integration of which can bend most stresses, whether they’re perceived or real in the body, to better pathways, and we should persevere with all of these practices until it is easier to breathe, balance, beat, boost and bend than not to.

 The time to integrate the principles of the Energy Galore 500 is now. There has never been a better time, collectively, as a community, to help to scale and promote the importance of our family and friends’ health choices. We have returned from a global pandemic where the last two years have tested the individual’s resolve to find balance and survive. I recruited over 500 beautiful examples of physical energy in our city during this time, and that can all be seen on my current narrative on my transparent Energy Galore Facebook group.

 We must continue to educate the common-sense values that lie at the heart of the Energy Galore 500 if we are to strike a better narrative between present and future epidemics in mental health, violence, and we must do so voraciously. So, I implore all Councillors to share in your upcoming marketing distribution the links to the interfaces where I will relaunch the initial campaign I created and developed in 2013, which is to attend the Energy Galore 500 event, which is for people in Brisbane to explore my 500 blue-ball ocean of Energy Galore, to check in with their five, to keep moving well and sustainably, and to encourage others to do so.

 The Energy Galore 500 has the potential to draw together individuals, regardless of race, gender, age, culture and religious standing. It speaks a powerful, universal language that needs to be at the heart of our creative campaigns, to build our best Olympic City over the next 10 years, to boast Brisbane as not only the best city, but a city that cares about its citizens and its community. I propose that this event takes place in Brisbane this year on 20 November 2022 in one of our stunning open greenspaces and it’s perfect timing as the World Cup soccer championship commences the next day. It’s also a prime time to bounce off our athletes’ success in Birmingham, where they both inspired and achieved great success.

Chair: Ms Bowes, that’s your five minutes.

Ms Rachel Bowes: Great.

Chair: Thank you so much.

Ms Rachel Bowes: Thank you.

Chair: You did very well.

 Councillor HOWARD, are you responding? Thank you.

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

Councillor HOWARD: Yes, thank you, and thank you, Rachel. Rachel has been to visit me and I must say that your flexibility is much, much better than my flexibility, but really, thank you for coming in today and taking the time to address the Chamber. We know how passionate you are about this and we also know how important it is to keep active and healthy and it was certainly wonderful to have the opportunity to meet with you earlier this year and to learn about your passion in helping others to achieve that healthy lifestyle. It’s great that the Chamber has now shared in that opportunity to witness your passion and enthusiasm first-hand and to call all of our Councillors to take note of what’s on your Facebook and to help wherever we can.

 So, we share your passion for supporting an active and healthy community and that’s why we’re very proud to deliver more than 17,000 free and low‑cost activities across the city every year as part of our Active and Healthy program. As part of this program, we offer a wide range of fun, exciting, unique, and different ways for residents to get active and healthy, with everything from yoga to kickboxing, rock climbing, kite surfing or fishing. So, there’s a whole range of activities there. It really is an amazing program with more than 130,000 residents participating in one of our Active and Healthy activities every year.

 So, I know our Council officers have already been in touch with you to talk about how you can apply to be part of that Active and Healthy program, and we certainly welcome your application so that we can get the ball rolling on exploring opportunities on how we can work together and create a healthier Brisbane. Thank you.

Chair: Thank you, Ms Bowes. Thanks for coming in.

 Councillors, Question Time.

## QUESTION TIME:

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

Councillor LANDERS.

Councillor HUTTON: Thank you—

Chair: Sorry, Councillor—

Councillor HUTTON: That’s okay.

Chair: —Councillor HUTTON, my apologies.

**Question 1**

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

 LORD MAYOR, one of your first policy decisions was to amend our procurement rules to give a higher weighting to tenderers who are local suppliers. With this policy having reached the end of its first full year, could you please update the Chamber on some of the results of this policy, including how it helps keep Brisbane as the most small business friendly Council in the country?

Chair: LORD MAYOR.

LORD MAYOR: Well, thank you, Councillor HUTTON, for the question. I know that you are a big supporter of local business, as is everyone on this side of the Chamber and we believe in working with local business to deliver great outcomes for our community. There are so many things that we do as a Council that we can work with local businesses to deliver. There are thousands of suppliers who provide amazing services and products for the people of Brisbane to benefit from and I know that we were down at a business in your ward—it was last year—talking about the benefits to that particular landscape and supply business, but we have now, since 2019, had a target of having at least 80% of our annual procurement going to South East Queensland local businesses.

 That was, at the time we announced it, an aspirational target. Before that time, it was approximately 65 to 67% of contracts were going to local businesses, so it was a majority already, but I believed⎯ and this team believed, that we could do better. I’m pleased to report that, with the end of the recent financial year, we have done better. In fact, this past 12 months, we have seen $1.1 billion invested with local Brisbane, South East Queensland businesses⎯$1.1 billion. Now, there’s a lot of Government projects at different levels that claim to be stimulating local business, but not many of them could say that they are putting $1.1 billion into local businesses, to support local jobs, to help put food on the tables of local families, but this Council is doing it. We’re using our size and the services and products and projects that we deliver and leveraging that to make sure we support local business.

 So, this year, in the past 12 months, we’ve achieved not 80% of contracts going to local business, but 83%—83% and $1.1 billion worth of spend. Now, we know about some of the high-profile projects like the locally built double‑decker CityCats, built by Aus Ships down at Murarrie, but you may not know about some of the other, smaller but also exciting business opportunities, like H2flow. It’s a great example of a local business who, through getting work for Council, has been able to grow and expand, and then provide services not only just to us but to so many other people as well. H2flow has been able to expand the number of water trucks that they have from three water trucks when we first have them a contract now to over 100 water trucks—

*Councillors interjecting.*

LORD MAYOR: —100 water trucks. So, this is an example of how we’re actively supporting local business and it’s not just the water trucks, it’s the people that are associated with that business. It’s not just the drivers, it’s all of the support staff and it’s the flow-on effect in the local economy, which is significant. So, we are very proud of our support for local business. We know that the other side of the Chamber has a very different view. They believe everything should be done in-house. They believe nothing should be done in partnership with local business. They believe in robbing local business of $1.1 billion worth of investment in a 12-month period. That’s what they believe. Let’s be clear about what they believe, they believe that everything should be done in‑house.

 So, the contrast could not be clearer. We support local business. We support small business. We support medium business. We support the people that support Brisbane and create jobs for our community. That is just one of many, many things that we’re doing to support our business in our city. The creation of the Brisbane Economic Development Agency, something that we evolved from Brisbane Marketing into a different organisation that focuses on different things⎯and particularly geared up during the pandemic to support local business. Our seven-day payments for small business suppliers, not 30 days, not 40 days, seven days, they receive a payment from Council if they are suppliers and they are small business.

 Our Brisbane Business Hub, which we have now at Nundah, as well, a suburban hub and a central hub. Our Local Buy policy, I mentioned. Our Business Hotline. The Brisbane app, which is all about supporting our community and helping link them with local businesses. The Local Business Partnership Initiative. The Business Liaison Officers that work through the Business Hub. Also, our Small Business Roundtable which Councillor ADAMS chairs for me. Our Village Precinct Projects, which invest in those suburban areas to give them a lift and, once again, help support small business.

Chair: LORD MAYOR—

LORD MAYOR: Our Business Excellence Workshops—

Chair: —your time has expired. Thank you.

 Further questions?

 Councillor CASSIDY.

**Question 2**

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

 LORD MAYOR, eight wooden ferries will be sold off by the end of this month, by your LNP Administration. In 2021, you said you had received a financial contribution from Transdev of $4 million. You said, and I quote, ‘that is in our bank account as we speak and that will be used to commence the repairs on the vessels in our fleet’, a year ago. You are now claiming that your LNP Administration doesn’t have enough money to repair our publicly owned ferries.

DEPUTY MAYOR: Point of order.

Chair: Point of order to you, DEPUTY MAYOR.

DEPUTY MAYOR: Is there a question in this?

Chair: I think there’s a question coming, DEPUTY MAYOR.

Councillor CASSIDY: What have you done with the $4 million Council received from Transdev for the repair of these boats, or did you never receive it?

Chair: Thank you.

 LORD MAYOR.

LORD MAYOR: Well, Mr Chair, I think Councillor CASSIDY should actually take the time to understand the service contract that was in place with the former operator, because that contract, like many of our contracts that we enter into, has a bond or security arrangement in place to ensure that assets that are operated by others are handed back at the end of the contract in what we believe is an appropriate state. If that asset, or those assets, are not handed back in an appropriate state, then we can call on that security bond.

*Councillor interjecting.*

LORD MAYOR: Now, that is exactly what happened. Now, that security bond was for all of the fleet and including all of the ferry terminals. All of the ferry terminals, all of the fleet, including CityCats, including—

*Councillor interjecting.*

LORD MAYOR: Yes, they do—including—well, he doesn’t even know some basic things about what the contract for CityCat and ferry operations do.

*Councillor interjecting.*

Chair: Councillor—

LORD MAYOR: So—

Chair: Councillor CASSIDY, please.

LORD MAYOR: Now, Mr Chair, I don’t know if it’s appropriate for the Leader of the Opposition to call me a fool—

*Councillor interjecting.*

Chair: Oh, Councillor CASSIDY.

LORD MAYOR: —but that is what he has just done.

*Councillor interjecting.*

Chair: Councillor CASSIDY, please.

*Councillors interjecting.*

Chair: Oh, Councillor CASSIDY, enough.

LORD MAYOR: So, what has happened here is we have assessed all of the assets that were managed and controlled by the previous operator and the state that they were handed back in and I can tell you, the degradation that occurred to a whole range of assets was in excess of $4 million. So, we did take that security bond and that security bond has been invested on appropriate repairs and that will continue to be the case, but this has nothing to do with flood damage. This all happened before the floods. So, Councillor CASSIDY should take the time to understand basic facts about how contracts work.

*Councillor interjecting.*

Chair: Councillor CASSIDY.

LORD MAYOR: We made it very clear, though, that the wooden ferry fleet was not in a safe condition to have on the water. We have carried out further investigations, and Councillor CASSIDY also is aware that we prepared a business case on the repair of the ferries. The business case—

*Councillor interjecting.*

LORD MAYOR: Councillor CASSIDY obviously doesn’t want to hear the end.

Chair: Further questions?

 Councillor ADERMANN.

**Question 3**

Councillor ADERMANN: Yes, thank you, Chair. My question is to the Chair of the Environment, Parks, and Sustainability Committee, Councillor DAVIS.

 In recent weeks, the Schrinner Council has opened a number of brand-new parks for Brisbane residents. Could you please update the Chamber on these projects, including how they encourage communities to embrace Brisbane’s parks and vibrant outdoor lifestyle?

Chair: Thank you.

 Councillor DAVIS.

Councillor DAVIS: Thank you, Mr Chair and through you, I’d like to thank Councillor ADERMANN for the question. Mr Chair, Brisbane’s network of parks brings the natural world into the heart of our city, and they are part of what makes Brisbane a fantastic place to work, live, relax and raise a family. That’s why this year, the Schrinner Council is investing more than $243 million into parks, sporting fields, and greenspace to further encourage our residents and visitors to be out and enjoying Brisbane’s great outdoor lifestyle.

 The days of the run-of-the-mill parks and playgrounds are gone and through design and upgrades, we are meeting the diverse recreational needs of our residents, including those who enjoy getting around on two or four wheels. Councillor ADERMANN knows first-hand how popular wheeled activities have become. Last month, the LORD MAYOR and Councillor ADERMANN officially opened the refurbished Booker Place skate park, which now provides a combination of street and transitional styles that cater for beginner and intermediate skaters.

 Councillor ADERMANN informs me that the current skate park is extremely popular with young people and families and the new design will encourage even more people to come down and learn how to skate. From the western suburbs to Lota in the east, an upgrade to the Ed Devenport skate park is now complete, with works including a new ramp and skate obstacles, wide plaza steps for easy access, a new water fountain, and a new basketball practice court. It looks fantastic.

 For the two-wheeled enthusiast, we are also building new scooter tracks based on the design of the very popular scooter track at Bradbury Park in Kedron. The LORD MAYOR recently visited the new scooter track at Shaftesbury—I saw the pictures. I saw you on the scooter.

*Councillor interjecting.*

Councillor DAVIS: It was. So, at Shaftesbury Street Park in Tarragindi and he showed off, very skilfully, his own scooter skills by having a bit of a ride along the track. Such is the success of the program, Council will build a further three scooter tracks and they’ll be at Paul Conti Park in Hemmant, Kathleen Street Park in Richlands, and Wittonga Park, The Gap, later this year. Mr Chair, also nearing completion is the new off-road skills track at D.M. Henderson Park at MacGregor.

 This project is delivered as part of the *Brisbane Off-Road Cycling Strateg*y and it features a track constructed from compacted earth, decomposed granite and other natural materials. This new facility provides something for everyone and will encourage our next generation of mountain bikers to hone their skills in a safe environment. I know Councillor HUANG is very excited about this new opening.

 Shand Street Park in Stafford, which is also identified in the Off-Road Cycling strategy, now has a new bike skills track, along with improvements to the skate halfpipe, picnic shelters, and additional parking and the kids are loving it. Mr Chair, adjacent to the Shand Street Park is Grinstead Park, which is a popular destination both for locals and for visitors across Brisbane. It was wonderful to join the LORD MAYOR and Councillor WINES to celebrate the reopening of this parks precinct with the community.

 It was fantastic to see how excited the children were, checking out the new features of the playground and they included the new play tower, the timber tipi, musical flowers and discovery trails. Families were also making use of the enhanced picnic and barbecue facilities, with accessibility improved across the park. This was a fantastic project, well worth the $3.3 million investment, servicing a great number of local families and, as I said, it’s a destination park for many Brisbane residents.

 Another one of the opportunities that we are very invested in is our ninja courses. They provide much more than your typical fitness equipment. It’s more about strength, endurance, balance, flexibility and some friendly competition. Councillor TOOMEY recently joined me in opening the first of three new, exciting, new ninja courses across the city, with construction wrapping up on the course at Teralba Park in Everton Park.

 Based on the successful ninja course in St Lucia at Guyatt Park, the course at Teralba Park has 11 obstacles including jungle bars, the plank, the Quin steps and the big fling. I think the Quin steps was the particular item that Councillor TOOMEY decided to have a bit of a go at and he was quite good. Two other courses will be constructed in Whites Hill Reserve, Camp Hill, and Doulton Street Park in Calamvale and they are expected to be completed by mid‑September in 2022.

 Mr Chair, it would be remiss of me not to mention our district-level sporting facilities that contribute to building an active and healthy lifestyle. That includes at Wally Tate Park, with the new amenities facility—it’s been great working with Councillor OWEN—and, of course—

Chair: Thank you, Councillor DAVIS.

Councillor DAVIS: Thank you.

Chair: Your time has expired.

 Further questions?

 Councillor SRIRANGANATHAN.

**Question 4**

Councillor SRIRANGANATHAN: Thanks, Chair. My question is to the Mayor.

 LORD MAYOR, I was obviously pleased earlier this year when you introduced the new ratings category for transitory accommodation to target Airbnb and other similar properties. I wonder if you could give us a bit of an update on this. How many properties have been identified as fitting under that ratings category? So, how many transitory accommodation properties are actually paying that higher rates levy and what particular proactive steps are your officers taking to investigate or identify additional transitory accommodation properties?

*Councillors interjecting.*

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question. The new category obviously has certain conditions attached to it and one of those conditions is that the property has to be listed for in excess of 60 days as a short-term accommodation property. So, for many properties that are rented out on a periodic basis, like not every single night, it will take some time for them to trigger that threshold. Also, we’ve exempted people that are just renting out one single bedroom, because that is a different thing altogether. So, effectively, it will take some time before this scheme gears up. We made that clear right from the beginning and we wanted this scheme to be fair, as well.

 So, what we will be doing in terms of the path forward is making sure that the community continues to be educated on what the rules are, what the conditions are, but also, we will be getting access to any data sources that we can to identify properties that might fit into this new category. So, we are not solely relying on the self-declaration process. We are taking our own steps, as well, to identify properties that may fit into this new category. Obviously, we encourage owners of properties that rent them out on the short-term market to self-declare. That is obviously our preferred step, but we will be taking our own actions to make sure that we know and we identify properties that may fit into this category that may not have self-declared, as well.

 So, trust but verify is the approach going forward and we will be verifying. We will be verifying because we know that it is important to get as many properties right now back into the longer term rental market and that is something that our policy is focused on. It’s been great to see in recent times a lot of other councils starting the discussion on this issue. Until this point in time, it was Noosa that had initiated a system. Obviously, Noosa is a holiday destination. It is different to Brisbane. There is a large number of privately‑owned properties that are rented on the short-term market and it’s very seasonal. They did that scheme for a particular reason as a holiday destination.

 We are, as far as I’m aware, the first large city that’s done this on a big scale and so it will take time to get this system up and running, but I don’t think there’s too many people in the community that don’t know about this now. It received a lot of attention immediately after the budget, generated a lot of debate⎯admittedly some for and some against, but we are doing this for a very deliberate reason, to make sure that there is, wherever possible, properties being put back into the long-term rental market. We’re also doing this in terms of an equity issue for the ratepayers of Brisbane and that equity issue is that, if you use your property for a commercial purpose, then you should contribute commercial rates to support the running of the city and I don’t think too many people would think that’s unfair.

 That principle exists for every other commercial kind of operation that happens. If you suddenly start running a business at your home, then your rates go up, your rates go to a commercial rate. By the same token, people that operate those commercial activities do have tax reductions and tax deductions that they can make on those properties, as well. So, this is a fair and reasonable, I guess, approach that we’ve taken. It will continue to gear up over the coming period of months. I’ll be sure to provide updates as we get more information, but I just did want to reassure Councillor SRIRANGANATHAN that—did I say it right?

Chair: Yes.

LORD MAYOR: That we are not just relying on people to self-nominate. There are other mechanisms that we have in place to identify properties that may fit into this category and also to verify, and we also have been having a lot of helpful feedback from residents, as well. Thank you.

Chair: Thank you.

 Further questions?

 Councillor HUANG.

**Question 5**

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

 Councillor WINES, the Schrinner Council has a strong track record investing funds to upgrade roads, allowing residents to get home sooner and safer. Could you please update the Chamber on the latest completed project for Brisbane’s southside?

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair, and thank you in particular to Councillor HUANG for his question. I appreciate his keen interest to ensure that the roads of the southside operate in a safe and efficient manner, not only for his own residents, but for all nearby residents, as well. The Newnham and Wecker intersection has been one that has reached practical completion recently, but for a pedestrian bridge which we’re in the process of building at the moment. Councillors may know this location as that intersection at Mt Gravatt near the Bunnings. That’s actually the easiest way to describe which one it is, and that’s the way most people identify it.

 So, it is one of the projects that we’ve delivered through a partnership with the Federal Government through their Urban Congestion Fund (UCF), which has been a provision to our city of more than half a billion dollars to ensure that we can deliver road upgrades across the city to make our road network safer and more efficient, and to get people home sooner and safer. There is a whole range of projects that fit into the category of the UCF that are like Newnham and Wecker, similarly Moggill Road, Beams Road, Norris Road, among others. The project was identified by a series of local Councillors and, in partnership with Mr Ross Vasta, they secured—the Federal Government offered $12 million to the Council to upgrade this particular intersection, which—all support is gratefully accepted to improve our network, so thank you to the Federal Government there.

 The intersection was a signalised T-intersection—filtered right-turns into Newnham—from Newnham, I should say, into Wecker with pedestrian crossings on the eastern and southern legs. However, there was no pedestrian protection provided for left and right turning vehicles. Newnham Road is classified arterial and three other arterial roads are nearby, as part of the nearby cycle network. Wecker Road is a two-way, four-lane road that starts in Mansfield, adjacent to the M1. Newnham Road is a Mt Gravatt East-based road, carrying about 35,000 vehicles per day, 474 buses, 55 cyclists, and 186 pedestrians each and every day indicating how busy this particular intersection is and how much traffic of all varieties does move through it.

 Traffic surveys conducted, as well as feedback from the community, informed us that the intersection was experiencing substantial congestion, particularly during peak traffic flows, and also the school drop-off, both in the morning and afternoon. The high volume of traffic on Newnham Road made it difficult for vehicles to make a safe right turn from Newnham into Wecker, which was also a major prompt for the project. Between March 2014 and March 2019, there were 18 reported crashes at the intersection and 13 of these crashes were related to motorists being unable to make that safe right turn discussed a moment ago.

 I want to acknowledge the dates with the reported crashes as distinct from unreported crashes and near misses, which do not inform a part of this, but are well-known to the community, one of the reasons that we reach out to local residents for feedback and something that was discussed in Committee very recently, as well. The intersection was forecast to exceed capacity in the very near future if no upgrade were to take place, creating significant congestion and queuing length increases, with a maximum queue length predicted to be more than 1.3 kilometres on Wecker Road itself. Council finalised the detailed design for the project in March 2021 and the project itself commenced in November of 2021, with stage one of the main roadworks completed in July 2022. That pedestrian bridge is still being constructed at the moment, and we expect a ribbon cutting on the bridge in the early parts of 2023, weather permitting.

 I’d like to just go on and further say how much we’ve appreciated, at this organisation, how much we’ve appreciated the support of the Federal Government’s Urban Congestion Fund. We identify that there has been a change in Government and that may mean a change in priorities from the Federal Government. However, I must once again reiterate the importance of the Federal Government’s support to making sure that our road network continues to be upgraded in a timely manner and that, as I discussed earlier, not only do we cater for motor vehicles, but also buses, pedestrians, and cyclists can be catered to all in one project. I often make the case that people will say, we need to improve public transport, and I must remind people, buses go on roads and so there has to be an availability and space for those buses to move around the system if we are to have an improved multimodal traffic and transport system.

 So, once again, I just wanted to thank the Federal Government for their support. I suppose what I’m saying is I’m calling on them that, if they are considering the future of the UCF, to please maintain it so that we can continue to deliver through—

Chair: Councillor WINES, thank you. Your time has expired.

 Councillor CASSIDY.

**Question 6**

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

 LORD MAYOR, in recent weeks, you have claimed your LNP Administration is doing enough to address our city’s housing crisis. You often talk about Council’s Community Housing Partnership project as the main way your LNP Administration is acting. Today, we find out that last year, just 82 people were housed through this program, and you have more golf course officers than homelessness officers employed in Council.

 So, LORD MAYOR, will you finally now support Labor’s plans to partner with community housing providers through direct funding, infrastructure charge discounts, and streamline approvals to address this citywide problem, rather than just saying someone else should do it.

Chair: Thank you.

 LORD MAYOR.

LORD MAYOR: Well, I’m a bit confused because Councillor CASSIDY referred to Labor’s plans. Is anyone aware of any Labor plans for anything? We know that—

*Councillors interjecting.*

LORD MAYOR: We know that they’re just very negative. They love to attack other people. They love to criticise. They spend their time making memes on social media, but they don’t actually have any plans. They never have had any plans, which is why they are over there, Mr Chair, and—

*Councillors interjecting.*

Chair: Councillor STRUNK.

LORD MAYOR: —they also will never, ever criticise anything that’s happening up at George Street, even if it is diabolical, even if it is hurting Queenslanders, even if it is making sure there’s a situation where there are 50,000 people on the public or social housing waiting list. They won’t say a word about that, and—

*Councillors interjecting.*

Chair: Councillor CASSIDY, please.

*Councillor interjecting.*

LORD MAYOR: We know that Labor has suggested that people should be sleeping on the floor in warehouses without toilets, and they—

*Councillors interjecting.*

LORD MAYOR: That’s what they have suggested.

*Councillors interjecting.*

Chair: Councillor—

LORD MAYOR: That’s what they have suggested.

Chair: Councillor—

LORD MAYOR: The closest—

*Councillors interjecting.*

Chair: Councillor CASSIDY.

 Excuse me, LORD MAYOR.

*Councillor interjecting.*

Chair: Councillor CASSIDY, I’ve warned you several times already during this meeting. I don’t mind going—

*Councillor interjecting.*

Chair: I will go to the formals if you continue to disrupt this meeting. You’ve asked the question. Listen to it in silence, please.

 LORD MAYOR.

LORD MAYOR: Thank you. We know that Labor—let me correct the record—that Labor thinks it’s okay for people to sleep on blow-up mattresses on the floor in warehouses without toilets. That is the only thing that I can come close to suggesting is a plan that Labor has put forward—

*Councillor interjecting.*

LORD MAYOR: —and they’re quite happy to have them in the signal box on—

*Councillor interjecting.*

LORD MAYOR: —you know, out at Moreton Island. They’re quite happy to have them in buildings that are completely not suitable or not fit for human habitation.

*Councillor interjecting.*

Chair: Councillor STRUNK.

LORD MAYOR: So, they reject and criticise the suggestion to open up 1,000 beds near the Brisbane Airport.

*Councillor interjecting.*

LORD MAYOR: A thousand actual beds with toilets, with a roof, with safety and security. They rejected that suggestion—

*Councillor interjecting.*

LORD MAYOR: —yet they think it is okay—

Chair: Councillor CASSIDY.

LORD MAYOR: —to have people on blow-up mattresses on the floor in warehouses and other buildings that are not suitable for habitation. So, if there is a reason why there were 82 people helped, it’s because there’s 82 suitable properties that we might have made available, suitable properties. We don’t think that warehouses are suitable for people to be living in. We don’t think parks are suitable for people to be living in.

Councillor CASSIDY: Point of order.

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: I specifically talked about three proposals in my question, Chair. Direct funding, infrastructure charge discounts, and streamline approval processes through Development Services. The LORD MAYOR is not answering that part of the question. He—it’s a yes or no. Does he support it or not?

Chair: Councillor CASSIDY, you asked a broad question about community housing. The LORD MAYOR is being relevant to the question.

LORD MAYOR: I’m not aware of any plan that Labor has, Mr Chair, and so, look, I guess it’s an interesting question, but what I have already flagged is that I’m happy to look for opportunities where Labor Councillors can lead by example, such as Councillor CASSIDY himself in Sandgate where, until recently, he was opposing an extra storey in Sandgate—

*Councillor interjecting.*

LORD MAYOR: —an extra storey, one storey extra. Remember, he ran a big campaign—

*Councillor interjecting.*

LORD MAYOR: —in the last election in going from four storeys to six storeys. We then compromised and went to five storeys, and he still wasn’t happy with that.

*Councillor interjecting.*

LORD MAYOR: He still wasn’t happy with that.

*Councillors interjecting.*

LORD MAYOR: So, what we see here—

*Councillor interjecting.*

LORD MAYOR: What we see here is someone who opposes development in his local area and then complains that there’s a housing issue—

*Councillor interjecting.*

LORD MAYOR: —there’s a housing affordability and supply issue.

*Councillors interjecting.*

LORD MAYOR: It is unbelievable.

*Councillor interjecting.*

LORD MAYOR: It is unbelievable, and they squeal really loudly when they’re called out on this, but the reality is, if you oppose neighbourhood plans right across the city, and we know that Labor has opposed 14 out of 16 neighbourhood plans—

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order to you, Councillor CASSIDY.

Councillor CASSIDY: I asked about providing direct funding to community housing providers, providing infrastructure charge discounts to community housing providers, and streamlining the approval process to community housing providers. We’re not talking about neighbourhood plans. We’re not talking about a lock‑up quarantine facility over at Pinkenba. The LORD MAYOR needs to answer my question.

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

 LORD MAYOR, if I could bring you back to the specific question, which was about community housing.

LORD MAYOR: Well, I wonder where these community housing providers are going to build anything, because Labor opposes any kind of new development in their areas—

*Councillors interjecting.*

LORD MAYOR: —so I don’t know where these new homes are going to go. It’s almost as ludicrous as the Greens’ policy of building a million new homes. Where?

*Councillor interjecting.*

LORD MAYOR: Where? They haven’t identified any locations—

*Councillor interjecting.*

LORD MAYOR: —and certainly not in local places like West End, where they oppose development. Where are these places going to be built? You can talk about schemes to throw money at the problem, but where are they going to be built?

*Councillor interjecting.*

LORD MAYOR: Until Councillor CASSIDY identifies suitable sites, then we can see his question as just politicking.

*Councillors interjecting.*

LORD MAYOR: Politicking, politicking, because obviously—

*Councillors interjecting.*

LORD MAYOR: —he doesn’t want any kind of extra development or new development.

*Councillors interjecting.*

Chair: Councillor CASSIDY, please. The LORD MAYOR was providing an answer to the question.

*Councillor interjecting.*

LORD MAYOR: So, look, we know every week in this place, Councillor CASSIDY asks a question, he doesn’t like the response, and he squeals and squirms and interrupts and yells out and calls names—

*Councillor interjecting.*

LORD MAYOR: —so it’s business as usual, but the reality is he’s been called out on his hypocrisy.

Chair: Thank you, LORD MAYOR. Your time has expired.

 Further questions?

 Councillor MACKAY.

**Question 7**

Councillor MACKAY: Thank you, Chair. My question is to the Chair of the Community, Arts and Nighttime Economy Committee, Councillor HOWARD.

 Councillor HOWARD, the Schrinner Council’s popular QUBE Effect is now taking applications for the 2023 year. Could you please update the Chamber on how upcoming musos can apply, including some of the success that has been borne from this program?

Chair: Thank you.

 Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair, and thanks, Councillor MACKAY, for the question. We had a presentation about The QUBE Effect in our Committee meeting this morning, and as I mentioned then, it is one of my favourite events of Council. So, it is an initiative that I am extremely proud to deliver as the Civic Cabinet Chair for Community, Arts and Nighttime Economy. I have had the immense privilege of seeing so many young Brisbane artists benefit from the program since QUBE Effect was established by the Schrinner Council. In the past seven years, we have seen more than 180 young emerging Brisbane artists benefit from the incredible opportunities presented by The QUBE Effect, which has helped many award-wining Brisbane artists launch successful music careers.

 Last year, six QUBE Effect alumni were recognised as finalists in the 2021 Queensland Music Awards (QMAs), with Sycco winning both Song of the Year and the Pop category, and Hope D winning the Rock category. This year, Sycco won big again at the QMAs, winning the Pop category and Song of the Year again. We are incredibly proud to have helped these talented young artists make their way in the music industry. It is just one of the many success stories of the QUBE Effect alumni, and what this program can do to help emerging artists establish themselves in the music industry.

 So, I’m very excited to announce that applications for next year’s QUBE Effect program have now opened. We are calling on the next generation of singers, songwriters, and bands to kickstart their music career by applying for The QUBE Effect 2023. QUBE Effect has a proven track record of unearthing the best new talent and shining a spotlight on the city’s diverse music industry. There is no doubt The QUBE Effect has played a part in launching the music careers of some truly amazing Brisbane artists. We’ve watched QUBE Effect alumni such as Sycco, Beddy Rays, and Hope D go on to make Triple J’s *Hottest 100* and perform at some of the country’s largest music festivals.

 So, if you are a young Brisbane artist looking for your next big break, we want to hear from you. You have until 5pm on 12 September to get your application in for the opportunity to become another Brisbane success story. If you’re successful, you’ll be one of 24 local acts next year to get the once in a lifetime opportunity of working alongside music industry experts, produce your very own music video, and hone your live performance skills. As well as being a once in a lifetime opportunity to kickstart your music career, next year’s finalists will also be in the running to win a swag of great prizes. Last year’s winners received cash prizes, photography packages, paid live performances, and the chance to play a support gig at a major live music venue. Moondust Merchants are onboard to deliver the program in 2023 and are looking forward to seeing the next round of musicians take part.

 If you’re still not convinced, this is what Ben Hobart, lead vocals and guitarist from this year’s People’s Choice Award winners, Flag Duty, had to say about The QUBE Effect, ‘Through the program, we have been able to connect with fellow artists and industry professionals alike and, in doing so, have gained valuable insights. Over the next 12 months, we are hoping to expand our audience and play some shows outside of Brisbane, as well as get our name in some festival line-ups’. So there’s no sense in waiting. Get into Council’s website now and search for The QUBE Effect to find out more about how you could be Brisbane’s next big star.

 Through you, Mr Chair, we did have a very lively discussion this morning in our Committee, and I know that Councillor GRIFFITHS—who’s not here this afternoon—has many aspiring artists in the Moorooka Ward that he’s looking forward to spreading the word, and if I could ask all of the Councillors in the Chamber to make sure that they let their residents know about this fantastic opportunity for emerging artists within their own areas to apply? So, it is really a fantastic opportunity, and as I have already said, we’ve had a lot of people who, in the past, have made a great success from being within the QUBE alumni.

 So, it is something that we would really appreciate everybody promoting to the people within their wards, and so we’re very much looking forward to seeing some of those performers at Valley Fiesta, at the Brisbane Festival—they were performing when we had the pleasure of announcing the Olympic bid. So it is opportunities like this, as well as giving them the opportunity to participate in festivals right across Brisbane, that is the great opportunity for our emerging artists to really take the opportunity to be part of this fantastic program. Thank you.

Chair: Thank you, Councillor HOWARD.

 Further questions?

 Councillor SRIRANGANATHAN.

**Question 8**

Councillor SRIRANGANATHAN: Thanks, Chair. My question is to the Mayor.

 LORD MAYOR, several years ago, your predecessor Graham Quirk announced, as part of the *Brisbane’s Future Blueprint* document, that the proportion of space within new developments set aside for deep-planted trees would be increasing. I’ve asked you about this in the past and you always say it’s coming soon, but it’s now been several years. I guess I’d like to understand, why has such a simple change taken so long to implement and when will you be increasing the deep planting minimums as part of new developments?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question. The requirements on deep planting are something that I am particularly interested in, and something that I expect to be not only dealt with through an official amendment, but also through the actions and requests of our officers as they’re assessing a development. There’s no reason why, through some of our incentive programs, that applicants for applications can’t put forward green buildings, buildings with not only great sustainability ratings in terms of their energy efficiency and reuse of water and various other efficiency measures, but also a high level of deep planting, and take advantage of some of our incentive programs.

 We have a Green Buildings Incentive program underway, but I just find that question quite interesting from Councillor SRIRANGANATHAN, that he is the same Councillor who opposed the world’s greenest building to be built in his ward, the world’s greenest building that was proposed in South Brisbane with 1,000 trees on it. He ran a local campaign against it, against it. So, it’s one thing to in principle support these sorts of—

Councillor SRIRANGANATHAN: Point of order, Chair.

Chair: Point of order to you, Councillor SRIRANGANATHAN.

LORD MAYOR: —these sort of arrangements, it’s just for buildings.

Councillor SRIRANGANATHAN: Just on the relevance, the question was quite specifically about the deep planting minimum commitment in the Brisbane Future Blueprint document, which said it would start within six months of when this document was released. So, I’m asking the Mayor, what is the reason for that delay—

*Councillor interjecting.*

Councillor SRIRANGANATHAN: —and when will that deep planting requirement be formally introduced as a strict minimum?

Chair: LORD MAYOR, if I can bring you to the question, please?

LORD MAYOR: Yes, the question was quite specific and my answer is quite specific on the hypocrisy of this question, because words are one thing, actions are another thing. I understand that not only did Councillor SRI organise community objections to the world’s greenest building in his ward, he’s also assisted the local community group in appealing that development—

*Councillor interjecting.*

LORD MAYOR: —appealing that development. So, he’s dead set against the world’s greenest building happening in his ward, it’s quite clear, and yet he stands up in here and says that he wants more deep planting. Well, how about a building with 1,000 trees on it?

*Councillor interjecting.*

LORD MAYOR: How about the world’s greenest building being built in Brisbane?

*Councillor interjecting.*

LORD MAYOR: This is—

Chair: Councillor SRIRANGANATHAN.

LORD MAYOR: This is a really interesting example of the Greens and how the Greens think. They say they support these things, but when the rubber hits the road, nothing’s ever good enough for them.

*Councillor interjecting.*

LORD MAYOR: Nothing is ever good enough for them—

*Councillor interjecting.*

LORD MAYOR: —because their whole party is about voting no. Their whole party is about opposing things. Their whole party is about stopping things, stopping progress, stopping building, stopping new homes being built, not actually what they are going to do. That’s the difference between a party of opposition or a party that might want to jump onto another party like a leech and be a partner in government, but the difference is, this side is a party of administration where we get on and do things. We actually make things happen. We build things. We come up with solutions to problems. The amendment I’ve asked to come forward, and that is amendment L which will be coming through this year, and I look forward to Councillor SRI’s hearty support for that amendment.

*Councillor interjecting.*

LORD MAYOR: We know that, when we introduced the recent amendment to support more rooftop gardens, Councillor SRI was against that, too. He was against that, and that’s time and time again, we see one thing he says he supports and then his actions show that he really opposes it. Why? Why? Because he is fundamentally against any kind of private building or private housing. He wants a million public houses to be built across Australia. He won’t say where, but when it comes to private investment, he’s against that, and his actions show that he’s against it. So yes, let’s talk about an amendment, Councillor SRI. There’ll be an amendment coming through. You’ll have an opportunity to say whether you support it or not. Let me make a prediction. He’ll vote against it because, for some reason, it won’t go far enough or it won’t meet his requirements.

*Councillor interjecting.*

LORD MAYOR: He wouldn’t want to see the world’s greenest building in his electorate, in his ward. He would vote against that because, fundamentally, that’s the approach we have seen from Councillor SRIRANGANATHAN and the Greens time and time again. They oppose things. They are not for things.

Chair: Thank you.

 That ends Question Time for today.

 LORD MAYOR, Establishment and Coordination Committee (E&C) report of 8 August 2022, please.

## CONSIDERATION OF COMMITTEE REPORTS:

### ESTABLISHMENT AND COORDINATION COMMITTEE

The Right Honourable, the LORD MAYOR (Councillor Adrian SCHRINNER), Chair of the Establishment and Coordination Committee, moved, seconded by the DEPUTY MAYOR (Councillor Krista ADAMS), that the report of the meeting of that Committee held on 8 August 2022, be adopted.

Chair: LORD MAYOR.

LORD MAYOR: Yes, Mr Chair. Before I go on to other items, I wanted to talk about the issue of water security for South East Queensland. I know there’s been some coverage in recent days about this issue in *The Courier-Mail*, and I am really interested to see this debate happening because it needs to happen. It needs to happen. I am left with no doubt that, if we see a combination of the continued growth of our population in South East Queensland, together with what we know at some stage in the future will be drought conditions, that we will once again be at risk of running out of water. I have no doubt that that will be a situation that will face us unless we get serious about water security.

 Now, there’s been, you know—I guess some people see this as a binary choice—Councillor SRI likes that terminology—a binary choice between recycled water or desalination. Well, look, I can tell you, to answer the question that some people don’t like to answer, I would drink recycled water. Yes, I would, and in fact, I have drunk recycled water. I’ve been to Singapore. I’ve been to London.

*Councillor interjecting.*

LORD MAYOR: The water there is recycled and, in fact, you could easily argue that every single drop of water on this planet is recycling.

*Councillor interjecting.*

LORD MAYOR: Most of it is done naturally.

*Councillor interjecting.*

LORD MAYOR: There’s no more water created. It’s all water that has been here for a very long time and continues to get cycled through. So, when it comes to the science on this, I find it interesting that some people, they’ll trust the science on climate change, they’ll trust the science on vaccines, but they won’t trust the science on recycled water. The science says it’s safe. It’s not a question. The science says it’s safe, and it’s used in many cities and towns around the world, but really, the question that we should ask is not a question that’s already been resolved, like that one I just mentioned has been resolved.

 It is how are we going to make sure that South East Queensland has water security? Is it the construction of a new desalination plant? Is it the construction of new water storage facilities or dams? Is it the use of recycled water, or is it a combination of all of these things? The fact is, that debate needs to happen, and we can’t waste a moment when it comes to this important infrastructure. Now, everyone would be aware that, for the last decade or so, on their water bill, there’s a nice little charge—actually, it’s not a little charge, it’s a big charge.

*Councillor interjecting.*

LORD MAYOR: It’s called the bulk water charge. That is a charge that is being charged to all water users by the State Government to pay for a very expensive water grid. From memory, that grid was something like $7 billion, and the tragedy of it all is that a large part of that grid has been deactivated and mothballed and is not being used. We’re paying for it. We have been paying for it. The reason people’s water bills are so high is because of this infrastructure that was built, yet no one wants to make the decisions on whether to switch on this water grid or not. We need to have the debate.

 We need to have a sensible debate, but I don’t want to see a situation where Brisbane once again faces the threat of running out of water. There are some things that we can’t control. We can’t control when floods will come, we can’t control when drought happens, but we can control our preparedness to those events. We know we can be better prepared for floods and better resilient—more resilient. We know we can be better prepared for droughts. In this case, a lot of the infrastructure is already in place. So, I really do commend the media for putting this debate forward.

 I think it is really an important one, one that has to be resolved, because I certainly don’t want to see a situation where, in 2032 when all of the international visitors are here, we’re giving them shower timers at the airport as they arrive and say, welcome to Brisbane, have a great Games, three‑minute showers only. That is a very real scenario if we don’t get our water security sorted out. So, this is something that I think is an exciting and important debate that needs to happen, and certainly, I think as a first step we need to have a look at the assets that already exist and what assets can be reactivated, what assets that don’t exist need to be added to the mix. Our population is growing, not just in Brisbane but right across South East Queensland, and with many more people coming here, we need water security for our region.

 A lot of other countries and towns have sorted this out. I mentioned Singapore. Singapore is an island with very few, if any, natural resources and, in fact, they’ve acknowledged as a country, their number one resource is actually their people. They don’t actually have any other natural resources to speak of. So, everything that they’ve done there is about the security of that small nation and making sure that, if they don’t have water, they initiate infrastructure and water security plans to make sure that their population has enough. They’ve done that with water, they’ve done that with so many other things, as well, and if a relatively small island with no natural resources to speak of can sort this out, then we can, too. We should expect that this issue is addressed.

 Moving on to the lighting up of our assets. Last night, we had all of our assets lit up in white, orange, and green to celebrate India Independence Day, and this year was a particularly important milestone for Indians, both locally and around the globe, because it marks 75 years of India’s independence. That was a really remarkable transition from British rule into independent rule, and one that has been a beacon of democracy on a global scale. Never before have we seen such a large and diverse population successfully transition to become a democracy and to remain a democracy.

 They have 1.3 billion people now in India. It is the world’s largest democracy and it is a truly remarkable thing. To see the progress that that nation has made over the past 75 years has been nothing short of remarkable. We celebrate that progress, and we also celebrate the contribution of our local Indian community. They do a fantastic job in supporting our community and contributing to our community. The wonderful community spirit and entrepreneurship that they bring is just really a credit and an addition to our society here in Brisbane.

 Tomorrow night, all of our assets will be lit up in red and white to celebrate Indonesia’s Independence Day, and Indonesia became independent from the Netherlands 77 years ago. Indonesia is another wonderful example of a country that has maintained its independence and also has a very large population and in fact one of the world’s largest populations. It’s up there in terms of the size of the populations on a global scale.

 So we know that China has the most people, India comes in second and Indonesia is right up there with the world’s largest populations. So with a country with thousands of islands, multiple, different ethnic and cultural groups, we should also celebrate the independence of what is our nearest large neighbour, Indonesia.

 On Friday night, all of our assets will be lit up black and red and green to recognise Afghanistan’s Independence Day. This light up is also one that we do with a touch of sadness as well. Because it was only just a year ago that we saw the fall of Afghanistan and particularly Kabul, to the Taliban. An event which saw thousands and thousands of people fleeing the country. An event which saw, in particular, Afghanistan’s women now facing the situation where they don’t have equal rights, they don’t have equal opportunities and are sadly, by the Taliban, treated as second-class citizens.

 So I’m very proud that we now have a significant contingent of Afghan residents living here in Queensland. I’m also proud that the Federal Government was able to accommodate and open up Australia’s doors to a significant number of Afghan refugees coming after the fall of Kabul. So we light up the assets to celebrate the Independence Day, but we also light up the assets to support our local Afghan community who have been through significant hardship in recent times.

Chair: LORD MAYOR, your time has expired.

**61/2022-23**

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

Chair: LORD MAYOR.

LORD MAYOR: Finally on Saturday night, City Hall will be lit up purple and blue for the Queensland Law Society Gala Awards which will be held here in the main auditorium of City Hall.

 Last Friday the Lord Mayor’s Charitable Trust hosted a fundraising lunch with approximately 600 attendees. Unfortunately—well actually probably fortunately, the men in the crowd were significantly outnumbered—

*Councillor interjecting.*

LORD MAYOR: —I think on a scale of probably about 30 to one.

*Councillors interjecting.*

LORD MAYOR: But it was a great fundraising lunch and it was all about supporting two charities that do amazing work in their response to cancer and specifically breast cancer as well. Those charities are Mummy’s Wish and Be Uplifted. They do a wonderful job and last Friday’s lunch was all about bringing the community together. We had the amazing fashion designer Camilla with us and she launched her latest, I guess, season. It was a great opportunity to get together and raise money for what is a wonderful cause.

 So I want to thank the Lady Mayoress, I want to thank Di Cant, I want to thank Danielle Harris, I want to thank all of the sponsors of that event. I particularly want to thank the staff in my office upstairs who supported the running of this event. Because we know with the Lord Mayor’s Charitable Trust that it is a situation where when you donate to the Trust, that money doesn’t go on administration costs. That money goes towards supporting other charities. That is made possible by the efforts of the many staff who make these events possible. So they are Council employees but they do this to support the charity and to make sure that the costs of running these events come down and that more money can be directed towards the great charitable causes.

 We also had on the weekend, the India Day Fair. I want to thank Councillor McLACHLAN, Councillor HOWARD, Councillor OWEN, Councillor STRUNK and Councillor CASSIDY, who were also in attendance. It was great to see good bipartisan representation at that event. It was a wonderful event in the Roma Street Parklands to celebrate the 75 years of Indian Independence.

 In the contracts and tendering report before us, as I mentioned before, we have a really strong Local Buy component. In fact 30 out of the 37 contracts coming forward in this particular report, or 81% of contracts, going to local South East Queensland businesses. In the last financial year there have been more than 530 contracts awarded to local companies, 83% of the total contracts and more than $1.1 billion worth of investment.

 Some of the interesting or notable contracts coming through include the Brisbane Metro Management System and System Integration. This is the—effectively the technical support for running the Metro system. Now the Metro system includes not just the vehicles and not just the infrastructure work that needs to be facilitated, such as the Adelaide Street Tunnel, the Cultural Centre Station, the upgraded suburban stations, the depot at Rochedale, but also the IT (information technology) to make it all work.

*Councillor interjecting.*

LORD MAYOR: Which is a really important part of the process because in these vehicles we will have turn-up-and-go services that include IT that you do not see in our existing fleet. That will include next stop notification. Just as you see in some of the train or metro services around the world, you will be able to see on an electronic display what is the next station coming up. You will be able to see the route map. You will be able to hear announcements in fact on what those stations are. All of this will be happening in real-time and be updated in real‑time.

 You’ll also see a situation where you have free Wi-Fi available on the Metro vehicles and you will see also a continuation of our USB charging points. Which is something that we have rolled out on existing bus fleet as well as new buses, ferries and Metros. We had a great response to the Brisbane Metro pilot vehicle at the Ekka and more than 15,000 people stepped on to the vehicle, which was just wonderful. They were very excited to see it and I know there’s some Metro detractors in this room but—

*Councillor interjecting.*

LORD MAYOR: —certainly the people of Brisbane were very, very interested in seeing it and very positive about it as well. So we appreciated the interest of the community in this project.

 We also have some contracts coming through for ferry terminal flood repair. These works included—and just remember, this is retrospective that we’re talking about here. So work is already underway, including silt removal from the gangways, repairs to the terminals like roofing, fencing and glass balustrades. Testing for whether the was any cracks in the terminals that needed to be fixed or welded. Those works are currently underway. We’re looking forward to getting the next tranche of terminals up and running as well as soon as possible. That work is happening in earnest.

 Item B is the procurement plan and policy—sorry, the Procurement Policy and Plan. The document comes through every year. By the nature of this document it must come through after the budget. So the budget needs to be released and then this plan comes through after the budget comes out. To talk about I guess the processes under which this budget investment will be made. I’ve already mentioned it includes things like the Local Buy and the local procurement.

 Also we’re continuing to increase our investment with social enterprise. We know that also some people in this Chamber think that everything should be done in-house. We don’t just work with local businesses we also work with social enterprise as well. If you did everything in-house, you wouldn’t be able to work with social enterprises either, who do a fantastic job.

*Councillors interjecting.*

LORD MAYOR: So we’ve increased the target once again this year to 10 million and we continue to see a capacity building in the industry for social enterprise. When we first started going out for procurement, there was a relatively small number of organisations that put their hand up. We’re progressively seeing an increase in the number of organisations but also their capacity to deliver.

 So we’ve started off with organisations like Help Enterprises who manufacture the bin enclosures, they do a great job. Then we’ve seen other opportunities like Multhana who do a range of bus cleaning and other cleaning activities for us. We see social enterprises like the Lovewell Café up on Mt Gravatt mountain.

*Councillor interjecting.*

LORD MAYOR: Which is a wholly social enterprise where they train women escaping domestic violence, drug addiction or the sex industry to give them job skills. So that they can get out of that situation they’re in and have a sustainable job, or I guess career, going forward. We’ve seen already so many women helped through that café which is just a wonderful example. So it’s not just one of the best spots in Brisbane, or the best views in Brisbane. When you have a coffee there or a meal there, you’re actually helping people get out of what is a dire situation. It’s just a wonderful thing.

 So we’re also seeking to remove barriers to procuring goods and services from Aboriginal and Torres Strait Islander businesses. So this is something that we’re really keen to gear up.

 We’ve added a new section into our Procurement Plan and Policy in terms of dealing with climate change or addressing climate change to make sure that as we’re working through procurement that climate change is fundamentally a consideration in the things that we do. We’re seeing some really great things happen, both within Council and externally, that we can take advantage of.

 Already we use a lot of recycled materials in the projects that we do. When we’re resurfacing a road, we don’t just throw away the scrapings from the road, we actually process them and then we put them back into roads again. We’re also trialling crushed up rubber tyres, ground up rubber tyres, to be part of the bitumen mix. Use of recycled materials—we use crushed up glass as a sand substitute in some of our products such as concrete footpaths. So we want to really increase the amount of recycled materials going into our building and construction activities to really support the circular economy.

 I was recently out at Pinkenba—no, was it? Yes, it was Pinkenba with Councillor McLACHLAN, where we were at the launch of an exciting new recycling plant from Rino Recycling. We already send a lot of material to that recycling facility, but they’re gearing it up to be fully automated and to be able to accommodate a much wider range of construction and demolition waste. So if you’re demolishing a building, if you’re demolishing existing infrastructure, you can send it to Rino Recycling and—

Chair: LORD MAYOR, your time has expired.

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

Chair: LORD MAYOR, the timer hasn’t been working unfortunately but I am keeping a highly sophisticated back up.

LORD MAYOR: That’s all right, I’m just going to be brief. I’d sort of almost finished. So if you’ve got a demolition project you can send that material to a place like Rino Recycling. That material can be processed and then it can be transformed into, effectively raw materials for use in new building and construction projects.

 When I was there—or when we were there, Mr Chair, we saw an incredibly large pile of dirt. I was told that that was our dirt. I’m like okay, where did that dirt come from? That was the dirt that was cleaned up during the flood. So all of the dirt and mud that came off the bikeways. All of the dirt and mud that came off the parks and footpaths and roads. It went there. They are going to process it and that dirt will be reused.

 Obviously some of that dirt was contaminated, there’s some nasty things that float around in flood water, including raw sewage. So it couldn’t be used without processing, but that’s what entities like Rino Recycling do. So they take all types of what other people would see as waste, they process it, they recycle it and they make it available for use in new projects to offset the use of new raw materials. So in our Procurement Policy we want to make better advantage of those sort of initiatives which help us address climate change in a very active, or proactive way. Mr Chair, thank you.

Chair: Thank you.

 Further debate?

 Councillor CASSIDY.

Councillor CASSIDY: Oh, thanks very much, Chair. I’ll speak on both of these items before us today. To start with contracts and tendering. The LORD MAYOR talks big when it comes to supporting local suppliers and buying from local businesses. We heard him through Question Time, we heard him again now through E&C talk about that. But when you look at this contracting report before us for June 2022, of the 37 suppliers, only 11 are Brisbane businesses. Five are from South East Queensland, albeit outside of Brisbane, 20 are headquartered interstate and one’s an overseas company.

 So much for the Brisbane Local Buy policy coming through. The single biggest contract for this lot before us today is the $25 million for software to run the Brisbane Metro bus project. Again, that’s being sourced from a multinational company.

 Contract 7 is an interesting one to me because this one was raised with me when I was out at Pallara, having a public meeting—

*Councillor interjecting.*

Councillor CASSIDY: —Councillor STRUNK and I were out there recently having a public meeting with Pallara. A lot of local residents’ heads were turned because the local Councillor, Councillor Angela OWEN had a very large banner sign on some banner poles that she had installed. With her—

*Councillor interjecting.*

Councillor CASSIDY: —face all over Stapylton Road. Her face all over it saying and stating on there that she was personally upgrading local parks or that local park there. What we found out, of course, was that it was the car park. There was the car park for the cricket club at that location.

*Councillor interjecting.*

Councillor CASSIDY: From what I understand, this is SEF funding as well. So 75% of that local SEF funding, which is according to the LORD MAYOR, supposed to go on footpaths.

*Councillor interjecting.*

Councillor CASSIDY: Every time we raise that, he says you should be spending all that SEF money on footpaths. We see out there in Calamvale Ward, 75% and probably more, from what I understand. Probably a fair bit more once there’s some details of this project need to be worked out—will be used for that car park. So not spending it, even if you didn’t want to spend it on footpaths out there, which there is a desperate need for, there’s also a desperate need for safe crossing points, for pram ramps, for mid-block crossings, for bus stops out in that community.

 But no, we have an Administration here that clearly—at the top, from the LORD MAYOR who’s not providing enough in capital funding for our community sporting clubs like we see out here at Heathwood. But we also have a local Councillor that’s not prioritising basic services in her ward with the small, paltry amount that the LORD MAYOR allocates for footpaths and park upgrades.

 Contract 14 is the Brisbane Metro Bus Management System and System Integration. So another large piece of capital expenditure required because this LORD MAYOR decided he wanted to buy bendy-buses from overseas so they looked a bit like trains. Instead of supporting local manufacturing here in Brisbane. This Administration’s clearly embarrassed by more cost blowouts on this Metro bus project and hiding the figure. Splitting it up in the IT system to manage these buses and classifying it as commercial‑in‑confidence to keep it a secret.

 If they’re not embarrassed by this enormous figure, they certainly should be. It is an eye-watering amount of money for an IT system that is required because of a political decision that this LORD MAYOR made to purchase some special buses that looked a bit like trains, that don’t integrate with our busway system. It is a huge amount of money. We know the budget for this overall is $25 million in the line item there. So why can’t Brisbane residents be told how much of that this LNP Administration is contracting out on this one single IT project for the Metro?

 When it comes to this Metro bus project, this Administration, this LNP Administration is trying to keep its cost blowouts and its incompetence under wraps. Trying to hide these details along the way is actually quite outrageous. Residents deserve transparency when it comes to a project that we have already seen blowout from $944 million to $1.7 billion and counting.

 If this LNP Mayor didn’t spend the up to $300 million that he announced he would on those 60 Swiss-made bendy-buses and instead support the manufacture and development of locally made electric, articulated buses—which can be built today, if he wanted, out at Eagle Farm—we wouldn’t have that enormous cost for those buses, which is three times higher than locally manufactured buses. We wouldn’t have this enormous IT contract before us today as well, costing up to $25 million in the long run.

 If this Administration had actually prioritised local manufacturing—you know we’ve heard throughout the week that industry leaders are saying there is a high premium on Australian manufacturing—we should do everything we can to support it. Brisbane residents right around the suburbs are saying they support local manufacturing and the long-term jobs that they create in the suburbs of Brisbane. But we have an LNP Administration here that prioritises buying these bendy-buses from Europe because they looked a bit like a train.

*Councillor interjecting.*

Councillor CASSIDY: Which costs—or China for the electric buses on trial at the moment. So we have this incredible situation where not only are we not supporting, under this LNP Administration, the long-term job creation, local manufacturing that people put a high premium on, but we’re also seeing these added, additional costs. Which this Administration will do everything, everything they can to hide in the long run.

 Contract 15 is the Lumina Night Walks Light Show in the Botanic Gardens. This is the licence to occupy—$1 million plus one per cent of ticket revenue and $1 per ticket, is the contract. We think these shows are fantastic, it’s a great way to activate our public spaces like this. But when you have a LORD MAYOR and Administration saying we can’t spend money on the basics, we have to cancel active transport projects, we have to flog off—you know delay action on repairing roads and parks after the flood.

 We are flogging off our publicly owned ferries because this Administration doesn’t have enough money and there’s $1 million for this. If we can find $1 million for this, which we support, we should be finding money for the basics. It is inconceivable that you can find $1 million for a light show but not $4 million to protect and preserve our publicly owned river ferries before us today. This is all about priorities. Again, that’s on clear display for us today.

 Contract 17 is for a OneMusic licence. This is an important one and something we absolutely support. It’s a $546,000 lump sum. We know that this LNP Administration has some particularly bad history with the music industry. They tried to rip off a Brisbane band’s song for a certain TV advertising campaign. We might remember that one, in the lead up to the last election, I believe. This Administration has a track record of ripping off Brisbane artists. Let’s hope with this contract before us today that they have learnt their lesson that and will be properly paying for and properly supporting Brisbane artists and their music.

 Clause B is the Procurement Plan 2022-23. There’s a couple of items that jumped out for me here. They’re the changes that have been brought for the Procurement Plan for his year. B2.2 is addressing climate changes in there and it talks about ethical procurement approach addressing climate change, on page 11. We know that this Council is only carbon-neutral because this Administration buys carbon credits. They get them from overseas, places like China as well through projects that flood gorges and villages and things like that.

 We think this Administration relies too heavily on foreign carbon offset credits and we should be seeing everything done to generate carbon credits here in Brisbane. Our city is not carbon-neutral because we have an Administration here in Council that refuses to divert organic waste from landfill. We have an Administration who planned on, for the foreseeable future, continuing to buy diesel buses, instead of converting our fleet to electric buses. We should be rolling out a full FOGO (Food Organics Garden Organics) system across the suburbs and selling carbon credits to other councils and other people. Not buying overseas carbon credits.

 The final one I’ll talk about is the C3, Market Assessments. This is the impacts of gutting the Council workforce, of contracting out jobs to labour hire. Here it talks about in the Contracting Plan, Market Assessments on page 22 about the negative impacts on COVID, on administration, labour hire workers and increased demand for skilled trade workers due to an increase on building and infrastructure impacts on trade labour supply.

Chair: Councillor CASSIDY your time has just about expired.

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At that point, Councillor Jared CASSIDY was granted an extension of time on the motion of Councillor Charles STRUNK, seconded by Councillor Peter CUMMING.

Councillor CASSIDY: Thanks very much, Chair. So that was a long title that’s found in the Contracting Plan, but what that means practically for the people of Brisbane, is a legacy of this LNP Administration gutting our workforce. This Council is now struggling to find people to work for Council. I don’t mean work in Council, I mean do work for Council. This is the work that we’re taking about that’s been contracted out. Labour hire companies being engaged to provide workers to do basic works in Council.

 We understand the availability of labour hire workers has been negatively impacted through COVID. But instead, instead of providing secure jobs for ongoing work, I’m not talking about bringing every single thing like the LORD MAYOR likes to say—and his very glib comments about every single thing coming back into Council—what we’re talking about is Council’s basic works.

*Councillor interjecting.*

Councillor CASSIDY: In doing the things that people expect their Council to do. When they pay their rates they expect basic maintenance to be provided. They don’t expect Council to then go and engage a heap of labour hire companies to get temporary workers on. To work a day here or a day there doing things like potholes and footpath work and tree trimming and quarry work for our road resurfacing and all that kind of stuff.

 This LNP Administration has hollowed out Council’s workforce for the last 20 years, while they have been in power. This is putting community projects at risk now. We’re seeing the results out in the suburbs of this ongoing plan of this LNP Administration over the last two decades to continue to contract out and hollow out Council’s work. We see it time and time again with poorly planned projects. With delays on projects, with blowouts on projects and projects that have to be scrapped all together.

 This latest procurement plan before us today shows how vulnerable Council is now because of this continued reliance on labour hire workers. It’s there in black and white. What is this Administration’s plan for that? Continue to engage labour hire workers.

*Councillor interjecting.*

Councillor CASSIDY: They want to do the same thing over and over again and see the cost to ratepayers skyrocket. In terms of a financial cost for these contracts to contract out—more contracting out, that we see come through here all the time and the rising costs of those projects themselves. It hurts Brisbane residents, it hurts ratepayers, we’re seeing higher rates because of it and it hurts Brisbane workers because again, they are kept on tenterhooks. When they can see it is ongoing, basic Council work but they are employed through a third-party employer. Working alongside someone that might have tenure with Council or desperately want to get that and are denied because of the political decisions of this LNP Administration.

 Which brings me to an observation that we are realising more and more with this Administration when you see their track record on display. That at a Council level, this LNP Administration is no different to an LNP government at a State or a Federal level, they are all cut from the same cloth. Rather than providing secure, well-paid jobs for ongoing Council work. They’d rather contract them out to insecure labour hire companies.

Chair: Thank you.

 Further debate?

 Councillor MURPHY.

Councillor MURPHY: Thanks very much, Chair. I rise to just talk to E&C item A, the contracts and tendering report. Just before I get stuck into the minutia of the report, just to come back to some of the outrageous claims that Councillor CASSIDY was just making then about Council struggling to be able to get employees. Chair, the only team that I see that really struggles to get good people to work for them is the Council Labor Opposition, okay.

*Councillor interjecting.*

Councillor MURPHY: Now, under Councillor CUMMING they used to have a strong, dedicated, united team. But under Councillor CASSIDY, a revolving door of people serving a team that is fighting in amongst themselves, that cannot come up and develop any policy.

Chair: Councillor MURPHY—

Councillor MURPHY: A team that is riven—

Chair: —to the report.

Councillor MURPHY: —with discontent.

Chair: Councillor MURPHY, to the report please.

Councillor MURPHY: Sure, Chair. Look, just on item A, contracts and tendering report for June. Councillors will know that we have worked with Fitzgerald Construction across a range of projects in Council in the last several years and they are known to us. So this is the ferry terminal flood recovery works at our traditional ferry terminals, not the ones with the swing gangway.

 So of particular note is Fitzgerald’s work in riverine marine environments. They’ve got a great and proven track record on projects like the Indooroopilly Riverwalk and as subcontractors on our Kangaroo Point Green Bridge, it’s exciting that they’re joining us once again. As I outlined in my Committee report last week, we are continuing to get on with the job of recovering our ferry terminal network following the February flood.

 Our ferry infrastructure had various levels of damage across terminals, mooring and refuelling facilities. We know that eight of the 2011 Flood Recovery Program terminals were significantly impacted by that event. As I mentioned last week, we didn’t lose any terminals, unlike in 2011. So the recovery effort here is limited to repair work rather than rebuilding the terminals or substantial reconstruction.

 So this contract represents repairs to the 14 flood-damaged, traditional ferry terminals. Now the scope of works includes silt removal from within the articulated gangways. Repairs to the various external panels, replacement of flood damaged components, including anodes, roofing, fencing, glass balustrades and restoration of various paintworks.

 So if any Councillors have taken a trip on our partially restored ferry network lately. You’ll notice as you pass the other terminals on the river, the state that some of them are in. These are not major structural issues but there are just a real laundry list of repairs that need to happen to them. So, for example, works to the West End terminal include non-destructive crack testing of welds throughout the gangways to determine the level of weld repairs required and to confirm other repair strategy assumptions with other terminals.

 The Thornton Street terminal, as we know, is no longer required for services and that will be partly demolished as part of this package of work. Removing all of the river-based elements, including the pontoon, the gangway, the restraint piles and other items that are in the river and on the river bed, for navigational safety reasons. Cost of works under the package include part demolition of the Thornton Street terminal—is anticipated to be recovered through the insurance process.

 We also have, Chair, in here, the BMMSS, the Brisbane Metro Management System and the Systems Integration package. Which has been awarded to Indra Australia. Now, Chair, Indra Australia is a subsidiary of Indra Sistemas—or Indra Sistemas S.A. A listed Spanish information technology and defence systems company. They have interests in, amongst other things, Chair, air traffic control systems, ticketing systems that they develop for rapid transit projects around the world including those such as Madrid, Barcelona, Paris, Lisbon, Shanghai, Athens, Buenos Aires, Mumbai and Santiago.

 They’re also in financial services, energy aircraft simulators, defence, a range of other concerns, Chair. Look, without breaching a commercial‑in‑confidence, Councillors can clearly see from the tender evaluation that is in the documents here, that Indra were overwhelmingly the clear choice for Council to procure this package of work from and unlike the blatant lies that the Leader of the Opposition just told in this place around this project being over budget, Councillors can clearly see, clearly see by the documents in front of them that what we went out for, what we expected to spend on this, we are spending well, well underneath what we expected to procure this system for.

*Councillors interjecting.*

Councillor MURPHY: So he just gets up and he says these things thinking people won’t read the documents, but the truth is there for all Councillors to see in the documents that are there. Now one of Indra’s biggest international customers is a little transport outfit that Councillors may have heard of called Transport for London. They have done fantastic work there to federate multiple legacy systems, to build out new real-time reporting elements and to modernise ticketing by developing and upgrading the Oyster card.

 This means that they have the experience necessary to deliver these important behind the scenes elements of Brisbane Metro. Of course, we already know that by upgrading the existing busway network, fixing major bottle necks and introducing high-frequency and high-capacity vehicles, Metro will provide a smart and cost-effective solution to Brisbane’s bus congestion issues.

 Not only will Metro help reduce congestion, travelling on the Metro will be incredibly simple with turn-up-and-go services around every five minutes during the peak period and then 24 hours on the weekend with no timetables needed, Chair, for people to catch those services.

*Councillor interjecting.*

Councillor MURPHY: We know our city is continuing to grow and our transport systems need to be able to cater for future population growth and urban development. Metro is unique in that it combines several transport initiatives to unlock the potential of our existing busway, through five key elements: infrastructure, vehicles—which we know people at the Ekka have had a good crack at seeing over the last 10 days; our systems—and this is the package for the systems; policy and of course operations and network and services.

 Now we know technology will play a key role in ensuring the Brisbane Metro can operate efficiently and effectively, but at the same time delivering a very seamless experience for our passengers. At our busway stations with longer platforms like King George Square station and the Cultural Centre station, Council will be implementing intelligent transport systems to provide customers with greater certainly about when and where their Metro vehicle or bus will arrive and improve legibility for them to navigate around these busy stations.

 Without Metro—sorry, with Brisbane Metro we are going to provide best in class passenger information and roll it out to the rest of our fleet to give the best possible experience for our customers. Our operational readiness work allows us to build and integrate operational systems in order to deliver the services within the current operating frameworks of the network, the busways and Translink’s operations. So a lot of moving parts to this, Chair.

 Now there is a huge amount of IT behind the scenes that actually make our transport system here in Brisbane work. It will be Indra that will be delivering this part of Brisbane Metro for Council. This will draw data from the entire transport technology stack in our city, both in Council and in Translink. BMMSS will provide the overall visibility, monitoring and management of critical aspects of Metro services. Supporting operational decision-making on the network and management of customer experience.

 It will allow us to feed data to and from the vehicles including vehicle telematics, their location, CCTV (closed-circuit television) status and passenger announcements, information and safety alerts. All coordinated with the Brisbane Metropolitan Traffic Management Centre as well. It will link data in from end-of-trip facilities, busway and tunnel systems, depot systems and station systems, as well as Translink’s systems.

 There is also the opportunity within this SCP (significant contract plan) for expansion to other vehicles in Council’s public transport fleet over the potential maximum term of the contract. We’ll be aggressively pursuing that option to provide customers across the rest of Council’s bus fleet of 1,200 vehicles with a world-class public transport experience.

 Now just finally, Chair. In some of the other mistruths that Councillor CASSIDY said about this particular contract. He said that this was only included in the scope because the vehicles weren’t capable of integrating with Translink’s network or it was some kind of procurement issue at the front end with the HESS lighTram 25 that we’ve chosen to be the Metro vehicle. Well that is absolutely false.

 This project—and it just shows the Labor team’s understanding with the Metro project now in its—

*Councillor interjecting.*

Councillor MURPHY: —what? Fifth? Sixth year? They still don’t understand that this IT project was always in scope at the very start of the project and was necessary because Translink have not done the work to develop their own in-house systems and their own in-house capability. So once again, this is Council stepping up to fill a void that the State has left open.

 On Local Buy, Chair, I would challenge anyone to find a company more qualified than Indra to deliver this. That is the reality. You are not going to buy an operating system from a Brisbane-based company. You are going to buy it from Microsoft, there are some products that we just cannot procure locally.

Chair: Councillor MURPHY, your time—

Councillor MURPHY: This is one of them.

Chair: —has expired.

*Councillor interjecting.*

Chair: Further debate?

 Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks, Chair. I rise to speak on item A and just specifically Contract 15. I’m hoping the Mayor or whoever sums up can just clarify. Because my understanding, from the papers, is that we’re paying a private company $1 million plus extra revenue to—

*Councillor interjecting.*

Councillor SRIRANGANATHAN: —they’re paying us? Is that correct? Yes, okay, that’s what I would hope. Yes, so the papers show that they’re paying $1 million plus one per cent of ticket revenue and $1 per ticket to run ticketed events in the Botanic Gardens at night. I did have a meeting some time ago with the proponents of this proposal. I had some unanswered questions that they said they’d go back and get more details on and I didn’t really get more detailed answers from them.

 I just want to be on record as saying that I do have strong reservations about this in its current form and I think the Administration probably needs to be doing more public consultation about this before they lock in this deal. I think we know how sensitive residents are about Mt Coot-tha and the Botanic Gardens. We all remember the zipline proposal, which was very sensational. Where the Council decided that it’s a great idea to pay a private company to clear trees from the side of Mt Coot-tha and put in that private zipline business.

*Councillor interjecting.*

Councillor SRIRANGANATHAN: It cost the Council a lot of money and the Council didn’t do a good job at the outset of consulting with the community and negotiating with local residents before deciding to allocate money, before starting those formal agreements. I’m very concerned that the Council is doing the same thing here. Where it does look like the proposal might have some positive elements, but this is essentially commercialising a public asset.

 I have no—one of the questions I asked was I wanted details on how much this private company will be charging for tickets to these events. Because there’s a really big difference between an affordable, low-cost ticketed activity that local families can come to and pay for a night out for the kids. Maybe there’s some justification for ticketed events of that nature to occur in somewhere like the Botanic Gardens to help activate that space at night.

 But that—there’s a big difference between that and high-cost ticketed events that are targeting—exclusively targeting—wealthier demographics. Where essentially a private company is getting subsidised access to a public facility at night. I think in particular the process there is a little bit concerning because this hasn’t gone out to public tender.

 It’s not like Brisbane City Council has said hey, event organisers and project managers of Brisbane, we want to activate the Botanic Gardens at night. We want to bring in more people to the Botanic Gardens after dark, what are your proposals? Let’s have an open submissions process where different people can put in ideas and can make their case to Council. In this scenario, it looks like the Council has received a single proposal from a single company—

*Councillor interjecting.*

Councillor SRIRANGANATHAN: —and has then said yes, this is good value for money, we’re going to tick that off, without testing the market and without seeing what other private companies or event promoters might have to offer. Just as a process, I think whenever a public asset like the Botanic Gardens is going to be made available to a single private company and is going to leased out for a very long term. This is a five-year initial lease, with a maximum of 10 years. This is a big agreement to hand over nighttime control of the Botanic Gardens to this company. That’s not something that should be engaged in lightly. I think it’s inappropriate for that to be done as sort of innovative Brisbane proposal with a sole source kind of arrangement here.

 This should be going out to tender and there should be more public consultation about this. I’m surprised that the Councillors for the western suburbs haven’t been a bit more proactive about seeking direct community feedback from the residents in their electorates, about whether residents support this. I’ve seen commentary from the Mt Coot-tha Protection Alliance, raising concerns about light pollution and impacts on nocturnal species and that sort of thing.

 It’s all well and good for the company to say oh, we’re going to have ecologists and we’re going to have environmental impact assessments and all that sort of stuff, but those assessments should take place before the Council locks in this deal. The process there is backwards. The development application hasn’t been lodged yet, as far as I understand.

 So for the Council to lock this in and say yes, this can definitely go ahead, before the development application is assessed, before there’s been formal and rigorous public consultation and feedback from residents, I think is very concerning. Like I said, I want to be very clear on the record that I don’t support the process and I have reservations about the project itself.

 Like I said the residents of Brisbane care a lot about how Mt Coot-tha is used and how the Botanic Gardens are used. I guess I’m surprised at the LNP’s poor political instincts on this one. Where even I, as a local Councillor from another part of the city can see, there should be a bit more public consultation before you lock in a deal like this.

 The Council loves to run it’s little have your say consultations on all sorts of little park upgrades and all sorts of minor traffic changes. Why wasn’t there a big have your say consultation about the decision to sell off or lease off part of the Botanic Gardens to a private company? Why isn’t that the subject of greater public debate?

 I think if we had more local journalists and more local reporting capacity there’d be some serious investigations into this deal. Because it does look like the sort of deal that has the potential to raise concerns about nepotism. I’m not suggesting that that’s what has definitely happened.

 But I do think it’s interesting that a single company can come to Council and say give us the Gardens, we’ll give you $1 million for the next 10 years, all good, without a bit more robust public debate and scrutiny of that. I would at least like the Administration to clarify how much tickets are going to be for these Night Walk events that are happening in the gardens. I’d like a bit more detail on how many nights of the year this company is going to using the gardens for. I’d like more detail on how late the shows are going to go. I’d like more detail on what independent assessments are going to be undertaken to ensure that light pollution isn’t negatively impacting local wildlife.

 I’d like to understand what does the Council think the projected revenue will be? Because it says the Council is going to be receiving one per cent of ticket revenue. What do we estimate that will be over the next five to 10 years? What scope is there going to be for the Council to renegotiate or back away from this agreement? If it turns out that during the development assessment process residents raise concerns about this—because if the development application is lodged and the community make submissions and raises concerns, like we saw with the Mt Coot-tha zipline, there’s a case of not proceeding with the project. Does that mean that Council will then have to reimburse this money? How is that all going to work in practice? Is the Council saying that this project will definitely go ahead, even if the development approval doesn’t come through or receives significant objections?

 Finally what consultation has the Council actually done with residents? What are the processes that Council has engaged in so far to decide that this is a good thing for the City of Brisbane? Which local Councillors have been surveying their electorates? Have the local Councillors who cover the Mt Coot-tha area talked to their community via social media or via email newsletters to check in with residents? Or is this just the first time that the Council has been public about this deal?

 I think there’s a lot of unanswered questions about this. I hope that the DEPUTY MAYOR or the Mayor can provide some of those answers in concluding remarks. Like I said I want to be open-minded about it, I don’t want to jump to conclusions. I’m not all together opposed to nighttime activation of the Botanic Gardens and I don’t want to that position to be misconstrued.

 But I do just want to understand a bit more about what’s going on here because, we’re selling off a—or we’re leasing off a major public asset to a private company that I presume is going to make a lot of money out of this project. One dollar per ticket and one per cent of ticket revenue seems like a pretty good deal for a private business.

 I know plenty of event promoters who’d love to put on nighttime gigs in the Botanic Gardens. It’s a location that’s a long way away from the nearest—or comparatively a long way away from nearby residential properties. There’s an existing stage and venue space at the Botanic Gardens that could be well activated by a lot of different gig organisers and community events.

 But the Council hasn’t opened up that conversation. They haven’t given other businesses or community groups an opportunity to articulate their visions for how this space could be used. Instead the Council is just doing—making a—essentially a private deal with this one company without giving other people an opportunity to say what they want to happen with that space. I do think that’s very concerning.

 So hopefully we can get some more detailed answers out of the Administration before we vote on this. If we can’t get detailed answers, I’ll certainly be voting no. I’ll be paying very close attention to the development applications when they come through because I suspect this could be a repeat of the Mt Coot-tha zipline debacle, although I hope I’m wrong.

Chair: Further debate?

 Councillor MACKAY.

Councillor MACKAY: Yes, thanks, Chair. Look, I rise to speak about the item A, contracts and tendering, with specific reference to the Fig Tree Pocket pontoon. It’s all happening in Fig Tree Pocket. I’ll just give you a quick recap about what’s happened recently. We’re developing our footpath network so you’ll be able to get from the Mandalay area to Indooroopilly that will get all the way down to near the pontoon.

 We did our roundabout upgrade recently, which is great for local residents for safety. We’re doing the Gunnin Street intersection upgrade where it joins on to Jesmond Road, which is right outside Lone Pine. We’re working on the lease extension for the equestrian club and funding for the Mandalay Jacaranda Festival.

Chair: To the specific contract please Councillor MACKAY.

Councillor MACKAY: Yes and the good news is, Chair, that the Fig Tree Pocket residents and surrounding neighbours will now have access to a wonderful pontoon that we are putting in down at the Fig Tree Pocket boat ramp park. This boat ramp park has a bit of a history. We’ve been working on the community consultation for this pontoon for quite a number of years now that goes all the way back to 2018 when it was first proposed by my predecessor Julian Simmonds.

 I worked with the Mandalay Progress Association, which is the peak advocacy group in the area. They expressed some concern to me about a pontoon. Things such as well children might fall off it or you know it might attract people to the local area. But all these misgivings aside, the Mandalay Progress Association did work well with the community to get some feedback.

 We went back with a second design which was a modified pontoon that would run next to the boat ramp that would allow people to walk along next to the boat ramp, put their kayak in or get into their ski boat, use a wheelchair to get into whatever craft they might need and get on with their water sport activity. Then we took this to the community and basically said would you like A, the original design, or B, the walkway design?

 People came back and said well actually, given all of the different choices, we’re going to go with A. So that was a decision made by the community. That has progressed a long, long way over a number of years. Now we’re at the point where we’re awarding the design and construction for the original design of the pontoon which will face to the south-east at the boat ramp park.

 I for one am very happy to hear this because I do believe that we should be offering as much as possible to help people get out and enjoy our wonderful lifestyle that we have in Brisbane and I’m honoured to be able to help deliver for the community, more access to the beautiful Brisbane River. I expect that there’ll be many keen kayakers use this pontoon because at the moment they do struggle walking up and down the slippery boat ramp. I’d like to thank the people of Fig Tree Pocket for their active participation in this matter.

Chair: Thank you, Councillor MACKAY.

 Further speakers?

 DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair. I rise to speak on item A and in particular the Lumina Night Walks Light Show. I have stood in this place before many times talking about the role of Brisbane Marketing and now Brisbane EDA (Economic Development Agency), to make sure that we are ready for our international visitors in 10 years’ time. But we also are supporting our local economy and the visitor economy is a very large part of our local economy and we’re encouraging everybody to come back and visit Brisbane.

 As we know, $6.5 billion goes into our economic potential every year for one extra night’s stay in Brisbane. One extra night’s stay by friends or relatives in Brisbane. Not Gold Coast, not Noosa, in Brisbane, $6.5 billion into the annual economy. That is why when we were approached, as a Better Brisbane proposal—market-led proposal in State Government’s term—by the company for the Lumina Night Walks Light Show, we were very interested to see what concessionable product we could offer to tourists, friends and relatives within Brisbane to keep them to stay at nighttime in Brisbane.

 That is what we have here before you today. Light Dreaming Pty Ltd submitted a Better Brisbane proposal that did contribute to the Brisbane Vision to demonstrate value to Brisbane and particularly in my role as Economic Development Chair, to the visitor economy and our strategy to get more people to come, stay and play in Brisbane.

 So this company will have—has got the exclusive Australian rights to operate the internationally known and renowned Lumina Night Walks. So there is no other company that does anything like this and it’s called Moment Factory. They are global leaders in providing unique and world-class lighting shows, including the Lumina Night Walks.

 They have chosen Brisbane as the best and first long-term location in Australia for this unique offering. This is an outstanding opportunity for our local tourism economy. It’s promising to create, install and operate this long‑term light and sound show in the exotic rainforest section of the Brisbane Botanic Gardens at Mt Coot-tha.

 The aim is to attract more than 200,000 people a year to see it, create jobs, spending, activation—to contribute to our nighttime economy, Councillor HOWARD, so there’s more to see and do—extend the use of the gardens into the evening to increase activation and as I said overnight stays.

 The revenue generated from Light Dreaming’s operation is reinvested back into Brisbane via Council’s budget process. We are being paid the $1 million, that’s $100,000 a year over the next 10 years, but it’s a five plus five. So it will be a five-year relook at the contract. They are also covering maintenance and cost for the establishment and we get one per cent of the ticket revenue as well. I can’t tell you, Councillor SRI what the ticket revenue will be at this point of time, but there are similar things in the national parks in Japan and overseas that you could look at a comparison as well.

 The big one for us is the key tourism destination and connection to other products that we have. So linking to maybe a day at Lone Pine before you have the night at the Lumina Night Walks, or maybe going on a Kookaburra Queen River Cruise and then heading into the Mt Coot-tha as well. It’s all about that visitation and having things to see and do.

 At this time, one of our iconic locations is actually not used, it’s not used in this area, in the exotic rainforest area. Then there is the idea of educating people on the local Indigenous culture, the fauna, the flora, it will be a first of its type in the southern hemisphere. They are also aiming to achieve carbon‑neutral outcomes using solar power and renewable energy solutions.

 So their investment capital is about $5 million. No upfront capital investment from Council. I wish Councillor CASSIDY would learn how to read a contracts and tendering, you’d think he’d been here for a long enough time now, but it says licence to operate with the cost of it. The rest’s say lump sum when it costs Council as well. We have negotiated that, so there is return to Council through operational cost and recovery as well.

 There is no need to remove one plant or tree or make any material changes to the Brisbane Botanic Gardens in any way. The installations will be within the exotic rainforest section, hidden or camouflaged from view during normal hours. So during the day, operates exactly as it normally does. It creates no obstacles or vandalism opportunities—

Councillor SRIRANGANATHAN: Point of order.

DEPUTY MAYOR: —or any disruption to normal operations.

Chair: Point of order to you, Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Will the DEPUTY MAYOR just take a quick question, just—

*Councillor interjecting.*

Chair: DEPUTY MAYOR will you take a question?

DEPUTY MAYOR: Yes.

Councillor SRIRANGANATHAN: Thanks, through you, Chair. Do you know how many nights a year they’re planning to operate this thing and—

DEPUTY MAYOR: Here’s something I prepared earlier, yes. They are proposing it will be held for 170 nights per year on.

*Councillor interjecting.*

DEPUTY MAYOR: Sorry, microphone. Proposing it will be held 170 nights per year, on a Friday and Saturday for 48 weeks, every night during the school holidays if—maybe not the winter ones, but they want the opportunity to increase it over the school holidays. So they don’t want to impact on other events or operations that we have, but it is only on the weekends at this point of time as well.

 So there will be, we see, neutral impact to residents, to the ecology. They’re using specialised, localised and directional proprietary technology which absolutely, significantly limits noise and light spills. It will be on the ground within 100 metres radius zone from one light show station to another, which then contains all the light spill. So again, minimum effect on any of the fauna during the evening as well. That by reducing the distance though, between the projector and the projection surface, it brings the visitor nearer to the image as well and it’s possible to have the light sources emitting lower light output. Of course then less power as well.

 So it is a great opportunity for us as well. It is a multimedia experience in a natural environment. There’s a high level of care and consideration. So this was not one that we were thinking that there would be any other people that we could go out to tender for. These are the global leading company in these shows and have demonstrated experience across the world.

Councillor SRIRANGANATHAN: Point of order.

Chair: Point of order, Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: One more quick clarity question? Thank you.

DEPUTY MAYOR: Yes

Councillor SRIRANGANATHAN: I do really appreciate your openness in responding to these. Does the agreement you’re making mean that other parts of the garden wouldn’t be able to be leased out to other businesses on those Friday and Saturday nights? Do they have exclusive control of the whole garden, even though this is only happening in the rainforest area? Or, for example, if we wanted to hire out another area to a music concert, would they be allowed to do that?

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: I cannot answer that question. This is specifically about the exotic rainforest area. Just for the night show that they’re operating as a concessionable product. That is dealt with through NEWS (Natural Environment, Water and Sustainability), Commercial Leasing, Communities—not my portfolio within Economic Development.

 So we thought this was a great opportunity. We think it’s a great opportunity for Brisbane. We think it is a great, compatible tourism opportunity that links with all of our other nighttime—or minimal nighttime things that we have. Like a Kookaburra River Cruise, or a Climb the Story Bridge, but also very much with spend the day at the Botanic Gardens, stay at nighttime. I’ve just put something in my throat, sorry. Have the afternoon at the Planetarium and then go through the Lumina Night Works. There is just 100 different ways to now plan an extra night in Brisbane. That is what we are really looking at.

 So look, I thoroughly support this program, I have from the moment they first came and saw me. Councillor SRIRANGANATHAN, as you said, they did come around and see a few people. I think any opportunity to get more feet on the street for our tourism, our local economy, stay in our hotels, spend our food and beverage and support our local industries is a great outcome. With no expense to Council and I thoroughly support this to Chambers.

*Councillor interjecting.*

Chair: Thank you.

 Further speakers?

 Councillor LANDERS.

**ADJOURNMENT:**

|  |
| --- |
| **64/2022-23**At that time, 3.01pm, it was resolved on the motion of Councillor Sandy LANDERS, seconded by Councillor Sarah HUTTON, that the meeting adjourn for a period of 15 minutes, to commence only when all Councillors had vacated the Chamber and the doors locked.Council stood adjourned at 3.04pm. |

**UPON RESUMPTION:**

Chair: Thank you, Councillors, any further speakers? No further speakers.

 I now put the motion before us, which is the E&C report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A CONTRACTS AND TENDERING – REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR JUNE 2022

 **109/695/586/2-006**

**65/2022-23**

1. The Chief Executive Officer provided the information below.

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

3. Sections 238 and 239 of the *City of Brisbane Act 2010* (the Act) provide that Council may delegate some of its powers. Those powers include the power to enter into contracts under section 242 of the Act.

4. Council has previously delegated some powers to make, vary or discharge contracts for the procurement of goods, services or works. Council made these delegations to the Establishment and Coordination Committee and Chief Executive Officer.

5. The *City of Brisbane Regulation 2012* (the Regulation) was made pursuant to the Act. Chapter 6, Part 4, section 227 of the Regulation provides that:

1. Council must, as soon as practicable after entering into a contract worth $200,000 or more (exclusive of GST), publish relevant details of the contract on Council’s website.

2. The relevant details must be published under subsection (1) for a period of at least 12 months.

3. Also, if a person asks Council to give relevant details of a contract, Council must allow the person to inspect the relevant details at Council’s public office. ‘Relevant details’ is defined in Chapter 6, Part 4, section 227 as including:

a. the person with whom Council has entered into the contract

b. the value of the contract; and

c. the purpose of the contract (e.g. the particular goods or services to be supplied under the contract).

6. The contracts detailed in Attachment A (hereunder) represent contractual arrangements that Council has already entered into. The purpose of this report is not to consider making decisions about the contracts, rather for transparency of the decisions made on contracts entered into with a value greater than the threshold.

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

8. **RECOMMENDATION:**

**THAT COUNCIL NOTES THE REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR JUNE 2022, AS SET OUT IN ATTACHMENT A**, hereunder.

**Attachment A**

| **Report of Contracts Accepted by Delegates of Council for June 2022** |
| --- |
| **Contract number/contract purpose/successful tenderer/comparative tender price/value for money (VFM) index achieved** | **Nature of arrangement/ estimate maximum expenditure** | **Unsuccessful tenderers/VFM achieved** | **Comparative tender price/s** | **Delegate/****approval date/start date/term** |
| **BRISBANE INFRASTRUCTURE** |  |  |  |  |
| **1. Contract No. Not applicable (N/A)****RELOCATION OF APA GAS PIPELINE AT WAITE STREET BRIDGE, NORMAN PARK****APA AM (ALLGAS) Pty Limited – $260,257** | Lump sum**$260,257** | Contract entered into under Exemption 3 of Council’s *SP103 Procurement Policy and Plan 2021‑22* which allows for exemption from tendering for procurement if the marketplace is restricted by third-party ownership of a public utility plant asset. | N/A | **Delegate**CPO**Approved**02.06.2022**Start**29.06.2022**Term**20 weeks |
| **2. Contract No. 510613****CLEANING SERVICES PARK FACILITIES****Jampak Pty Ltd trading as Retro Clean – $450,000** | CPA (Preferred Supplier Arrangement)**$450,000** | Extension of contract under Exemption 9 of *SP103 Procurement Policy and Plan 2021-22* which allows for extension of contracts while Council is at market. | N/A | **Delegate**CPO**Approved**02.06.2022**Start**01.07.2022**Term**Three months |
| **3. Contract No. 511572****FIELD WORKS SCHEDULING AND MANAGEMENT SYSTEM****Velrada Capital Pty Ltd – $6,879,400** Achieved VFM of 96.6 | CPA (Corporate Procurement Arrangement) (Preferred Supplier Arrangement)Lump sum and schedule of rates**$6,879,400** | *Shortlisted offers not recommended*HCL Australia Services Pty. LimitedAchieved the highest VFM of 105.1Tata Consultancy Services LimitedAchieved VFM of 83.1Deloitte Consulting Pty LimitedAchieved VFM of 73.0Avanade Australia Pty LimitedAchieved VFM of 58.6*Offers not recommended*Rizing Pty Ltd\*Obzervr Pty. Ltd.\*Titan ICT Pty Ltd\*Aten Systems Pty Ltd\*We Make Apps Pty Ltd\*Unisphere Solutions Ltd\**\*Comparative price and VFM not applicable as tenderer did not meet minimum quality requirements.* | $5,328,729$6,306,001$9,049,500$11,464,712 | **Delegate**CEO**Approved**13.06.2022**Start**24.06.2022**Term**Initial term of three years with a maximum term of seven years. |
| **4. Contract No. 511747****RECTIFICATION AND TEMPORARY DRAINAGE SOLUTION FOR STORY BRIDGE SOUTHERN AND MAIN ANCHOR SPAN MAINTENANCE GANTRIES****Ace Materials Handling Pty Ltd – $215,957**Achieved VFM of 36.58 | Lump sum**$215,957** | One offer received. | N/A | **Delegate**CPO**Approved**30.06.2022**Start**05.07.2022**Term**Six months |
| **5. Contract No. 511781****DESIGN AND CONSTRUCT PONTOON AT FIG TREE POCKET RIVERSIDE RESERVE, FIG TREE POCKET****The Marina Specialist Pty Ltd trading as The Jetty Specialist – $498,742**Achieved VFM of 16.79 | Lump sum**$498,742** | One offer received. | N/A | **Delegate**CPO**Approved**10.06.2022**Start**14.06.2022**Term**Four months |
| **6. Contract No. 511801****SUPPLY AND DELIVERY OF MOBILE SECONDARY CONE CRUSHER****Lincom Pacific Equipment Pty. Ltd. – $1,090,000**Achieved the highest VFM of 7.75 | Lump sum**$1,090,000** | Porter Equipment Australia Pty LtdAchieved VFM of 5.73Onetrak Pty LtdAchieved VFM of 6.91Wirtgen Australia Pty LtdAchieved VFM of 4.57 | $1,341,083$940,000$1,171,000 | **Delegate**CPO**Approved**10.06.2022**Start**13.06.2022**Term**Two weeks |
| **7. Contract No. 511812****HEATHWOOD PARK CAR PARK UPGRADE – PARKWOOD DRIVE, HEATHWOOD** **Glascott Landscape and Civil Pty Ltd – $337,371**Achieved VFM of 23.8 | Lump sum**$337,371** | One offer received. | N/A | **Delegate**CPO**Approved**02.06.2022**Start**03.06.2022**Term**Six weeks |
| **8. Contract No. 520964****FERRY TERMINAL FLOOD RECOVERY 2022 – REPAIR WORKS AT TRADITIONAL FERRY TERMINALS****Fitzgerald Constructions Australia Pty Ltd – $555,298**Achieved the highest VFM of 16 | Lump sum**$555,298** | Brady Marine & Civil Pty LtdAchieved VFM of 2 | $3,637,000 | **Delegate**CPO**Approved**01.06.2022**Start**15.06.2022**Term**12 weeks |
| **9. Contract No. 533181****DESIGN AND CONSTRUCTION OF NUNDAH DEPOT WASH BAY****Building Solutions Brisbane Pty Ltd – $576,440**Achieved the highest VFM of 12.84 | Lump sum**$576,440** | Focus Construct Pty LtdAchieved VFM of 12.59J. Mac Constructions Pty LtdAchieved VFM of 11.91Probuild Industries Australia Pty LtdAchieved VFM of 10.36 | $595,659$688,690$704,600 | **Delegate**CPO**Approved**22.06.2022**Start**30.06.2022**Term**38 weeks |
| **10. Contract No. 533231****WILLAWONG ANIMAL SHELTER UPGRADES****Premis Solutions Pty Ltd – $677,123\***Achieved the highest VFM of 12.9*\*Comparative tender price normalised to allow for varying provisional sums, inclusions and exclusions.* | Lump sum**$677,123** | Dart Holdings Pty. Ltd. trading as A. Dart & CoAchieved VFM of 12.5Intrec Management (Qld) Pty LtdAchieved VFM of 11.9 | $675,000\*$699,939\* | **Delegate**CPO**Approved**01.06.2022**Start**20.06.2022**Term**18 weeks |
| **11. Contract No. 533276****CONSTRUCTION OF THE ENOGGERA ROAD, MORAN STREET AND LLOYD STREET INTERSECTION UPGRADE (ALDERLEY)****Doval Constructions (QLD.) Ltd – $3,139,413\***Achieved the highest VFM of 25.8*\*Comparative tender price normalised for possible delay costs, potential variations and day works rates claimable by the contractor.* | Schedule of rates**$2,931,638** | Allroads Pty LtdAchieved VFM of 25.0HEH CIVIL Pty LtdAchieved VFM of 22.2 | $3,005,603\*$2,701,991\* | **Delegate**CEO**Approved**13.06.2022**Start**16.06.2022**Term**20 weeks |
| **12. Contract No. 533281****ROOF REPLACEMENT AT MORNINGSIDE SES (STATE EMERGENCY SERVICE) DEPOT (MORNINGSIDE)****Dart Holdings Pty. Ltd. trading as A. Dart & Co – $654,400**Achieved the highest VFM of 13.37 | Lump sum**$654,400** | Kane Constructions (QLD) Pty LtdAchieved VFM of 12.58Probuild Industries Australia Pty LtdAchieved VFM of 10.77 | $691,620$705,980 | **Delegate**CPO**Approved**01.06.2022**Start**13.06.2022**Term**18 weeks |
| **13. Contract No. 533301****COMBINED EMBANKMENT STABILISATION CONSTRUCTION****Epoca Constructions Pty. Ltd. – $1,173,425**Achieved the highest VFM of 72.9*\*Comparative tender price normalised for possible delay costs, potential variations and day works rates claimable by the contractor.* | Schedule of rates**$1,134,265** | Bellwether Contractors Pty LtdAchieved VFM of 64.4 | $1,157,691 | **Delegate**CPO**Approved**22.06.2022**Start**05.07.2022**Term**16 weeks |
| **14. Contract No. 570300****BRISBANE METRO MANAGEMENT SYSTEM AND SYSTEM INTEGRATION****Indra Australia Pty Limited –** [Commercial-in-Confidence]Achieved the highest VFM of 5.55 | Lump sum and schedule of rates$25,000,000 | Engie Electrical and Communications Pty Ltd trading as EQUANS Electrical and Communications Pty Limited, and Ineo Systrans (Consortium)Achieved VFM of 2.08Trapeze Group Asia Pacific Pty LtdAchieved VFM of 1.71 | [Commercial-in-Confidence][Commercial-in-Confidence] | **Delegate**CEO**Approved**06.06.2022**Start**20.06.2022**Term**Initial term of three years with a maximum term of 10 years. |
| **CITY ADMINISTRATION AND GOVERNANCE** |
| Nil |  |  |  |  |
| **CITY PLANNING AND SUSTAINABILITY** |
| **15. Contract No. 511803****LUMINA NIGHT WALKS LIGHT SHOW WITHIN THE BRISBANE BOTANIC GARDENS, MT COOT-THA****LightDreaming Pty Ltd – $1,000,000 plus one per cent of ticket revenue and one dollar per ticket** | Licence to occupy **$1,000,000 plus one per cent of ticket revenue and one dollar per ticket**  | Licence to occupy arrangement entered into without seeking competitive tenders from industry in accordance with section B.1.9(c) Better Brisbane Proposals of Council’s *SP103 Procurement Policy and Plan 2021-22*. | N/A | **Delegate**E&C**Approved**06.06.2022**Start**18.09.2023\***Term**Initial term of five years with a maximum term of 10 years.*\*Subject to development approval.* |
| **LIFESTYLE AND COMMUNITY SERVICES** |
| **16. Contract No. 511783****PRODUCTION AND EVENT MANAGEMENT SERVICES – VALLEY FIESTA 2022-25****Queensland Music Network Incorporated**Achieved the highest non-price score of 80\**\*Comparative tender price and VFM not applicable as evaluation was based on the non-price score.* | Lump sum **$850,000** | Tom Oliver Productions Pty LtdAchieved non-price score of 73\*Social State Pty LtdAchieved non-price score of 37\*Point Blank Group Pty LtdAchieved non-price score of 26\* | N/AN/AN/A | **Delegate**CPO**Approved**01.06.2022**Start**08.06.2022**Term**Initial term of two years for a maximum term of four years. |
| **17. Contract No. 560271****ONEMUSIC LICENCE** **Australasian Performing Right Association Ltd trading as OneMusic Australia – $546,000** | Lump sum**$546,000** | Contract entered into under Exemption 15 of Council’s *SP103 Procurement Policy and Plan 2021-22* which allows for exemption from tendering for procurement if the marketplace is restricted by statement of licence or third-party ownership of an asset. | N/A | **Delegate**CPO**Approved**01.06.2022**Start**01.07.2022**Term**Initial term of three years with a maximum term of five years. |
| **ORGANISATIONAL SERVICES** |
| **18. Contract No: 511108****FAETHM AI ANALYTICS PLATFORM SUBSCRIPTION****Faethm Pty. Limited – $230,000** | CPA (Preferred Supplier Arrangement)Schedule of rates**$230,000**  | Contract entered into without seeking competitive tenders from industry in accordance with Council’s *SP103 Procurement Policy and Plan 2021-22.* | N/A | **Delegate**CPO**Approved**11.05.2022**Start**15.06.2022**Term**Three years |
| **19. Contract No. 511770****AUTODESK LICENCE SUBSCRIPTIONS****Cadgroup Australia Pty. Limited – $452,825**Achieved VFM of 66.25 | CPA (Preferred Supplier Arrangement)Schedule of rates**$800,000** | Data#3 Limited.Achieved VFM of 66.57Insight Enterprises Australia Pty Ltd Achieved VFM of 48.06 | $529,492$525,418 | **Delegate**CPO**Approved**01.06.2022**Start**23.06.2022**Term**Initial term of three years with a maximum term of four years. |
| **20. Contract No. 511808****GEOGRAPHICAL INFORMATION SYSTEMS (GIS) DATA SERVICES****Nearmap Australia Pty Ltd – $320,380** Achieved the highest VFM of 80 | CPA (Preferred Supplier Arrangement)Schedule of rates**$500,000** | *Shortlisted offers not recommended*AAM Pty LtdAchieved VFM of 47Omnilink Pty LimitedAchieved VFM of 23Navigate Pty. Ltd.Achieved VFM of 23NGIS Australia Pty Ltd (part offer)Achieved VFM of 19*Offer not recommended*Anditi Pty Ltd\**Non-conforming offer*DSM Geodata Limited*\*Comparative tender price and VFM not applicable as tenderer did not meet minimum quality requirements.* | $850,200$1,105,393$1,014,453$1,077,112N/A | **Delegate**CPO**Approved**08.06.2022**Start**15.06.2022**Term**Initial term of two years with a maximum term of five years. |
| **21. Contract No. 520819****SUPPLY AND DELIVERY OF QUARRY SPARE PARTS, CONSUMABLES AND CHEMICALS*****Category 1 – Crusher Parts*****Lincom Pacific Equipment Pty. Ltd.**Achieved the highest non-price score of 77\***H-E Parts International Crushing Solutions Pty Ltd**Achieved non-price score of 71\***Australian Crushing & Mining Supplies Pty Ltd**Achieved non-price score of 71\***Sandvik Mining and Construction Australia Pty Ltd**Achieved non-price score of 70\***Terex Australia Pty Ltd**Achieved non-price score of 65\***Maintech Group Pty. Ltd.**Achieved non-price score of 64\***Applied Industrial Technologies Pty Ltd**Achieved non-price score of 63\***CBC Australia Pty Limited**Achieved non-price score of 62\***Metso Outotec Australia Limited**Achieved non-price score of 59\****Category 2 – Screen Parts*****Lincom Pacific Equipment Pty. Ltd.**Achieved the highest non-price score of 77\***Vanadium Pty Ltd**Achieved non-price score of 74\***Australian Crushing & Mining Supplies Pty Ltd**Achieved non-price score of 71\***Sandvik Mining and Construction Australia Pty Ltd**Achieved non-price score of 70\***Partout Pty Ltd trading as Statewide Bearings**Achieved non-price score of 68\***Terex Australia Pty Ltd**Achieved non-price score of 65\***CBC Australia Pty Limited**Achieved non-price score of 62\***Metso Outotec Australia Limited**Achieved non-price score of 59\***Advanced Engineering Group Pty Ltd**Achieved non-price score of 55\****Category 3 – Conveyor Parts*****RAM Conveyors Pty Ltd as trustee for The McGregor Family Trust trading as Ram Conveyors**Achieved the highest non-price score of 78\***Lincom Pacific Equipment Pty. Ltd.**Achieved non-price score of 77\***Australian Crushing & Mining Supplies Pty Ltd**Achieved non-price score of 71\***Partout Pty Ltd trading as Statewide Bearings**Achieved non-price score of 68\***Applied Industrial Technologies Pty Ltd**Achieved non-price score of 63\***CBC Australia Pty Limited**Achieved non-price score of 62\****Category 4 – Various Parts*****Lincom Pacific Equipment Pty. Ltd.**Achieved the highest non-price score of 77\***H-E Parts International Crushing Solutions Pty Ltd**Achieved non-price score of 71\***Australian Crushing & Mining Supplies Pty Ltd**Achieved non-price score of 71\***Partout Pty Ltd trading as Statewide Bearings** Achieved non-price score of 68\***Terex Australia Pty Ltd**Achieved non-price score of 65\***Applied Industrial Technologies Pty Ltd**Achieved non-price score of 63\***CBC Australia Pty Limited**Achieved non-price score of 62\****Category 5 – Chemicals*****BASF Australia Ltd. – $122,176**Achieved the highest VFM of 58**CBC Australia Pty Limited – $144,800**Achieved VFM of 43*\*Comparative tender price and VFM not applicable. Evaluation was based on the non-price score as no supplier was able to supply all items and a common basket of goods could not be achieved.*  | CPA (Panel Arrangement)Schedule of rates**$9,000,000** | ***Category 1 – Crusher Parts****No unsuccessful tenderers.****Category 2 – Screen Parts****No unsuccessful tenderers.****Category 3 – Conveyor Parts****Offers not recommended*Elite Conveyor Services Pty Ltd as trustee for Elite Conveyor Services Unit Trust trading as Elite Conveyor Services Achieved non-price score of 59\*VLI Conveyors Pty LimitedAchieved non-price score of 58\*Fenner Dunlop Australia Pty. Ltd.Achieved non-price score of 58\*Transmin Pty. Ltd.Achieved non-price score of 46\*Tribotech Pty. Ltd.Achieved non-price score of 40\*Minprovise International Pty LtdAchieved non-price score of 39\**Non-conforming offers*Complete Belting Solutions Pty. Ltd.***Category 4 – Various Parts***Tribotech Pty. Ltd.Achieved non-price score of 40\*Minprovise International Pty LtdAchieved non-price score of 39\****Category 5 – Chemicals****Offer not recommended*Applied Industrial Technologies Pty LtdAchieved VFM of 26*Offer withdrawn*Water Treatment Services Pty Ltd | N/A\* N/A\* N/A\* N/A\* N/A\* N/A\* N/A\* N/A\*$245,900 | **Delegate**CEO**Approved**27.06.2022**Start**01.07.2022**Term**Initial term of three years with a maximum term of five years. |
| **22. Contract No. 532828****PROVISION OF SECURITY ORCHESTRATION, AUTOMATION AND RESPONSE** **Hacktive Pty Ltd (distributor) and Swimlane, Inc. (manufacturer) – $434,823**Achieved the highest VFM of 16.7 | CPA (Preferred Supplier Arrangement)Schedule of rates**$750,000** | *Shortlisted offers not recommended*CyberCX Pty LtdAchieved VFM of 11.0Equate Technologies Pty LtdAchieved VFM of 8.2*Offers not recommended*Baidam Solutions Pty Ltd\*Siemplify, Inc.\*\**\*VFM and comparative tender price not applicable as offer considered to be high risk.**\*\*VFM and comparative tender price not applicable as tenderer did not meet minimum quality requirements.* | $631,991$949,897N/A\*N/A\*\* | **Delegate**CPO**Approved**01.06.2022**Start**10.06.2022**Term**Three years with a maximum term of five years. |
| **23. Contract No. 533416****LIVEHIRE – ENTERPRISE SOLUTIONS LICENCE****LiveHire Ltd – $240,000** | Lump sum and schedule of rates**$240,000** | Contract entered into without seeking competitive tenders from industry in accordance with Council’s *SP103 Procurement Policy and Plan 2021-22.* | $240,000 | **Delegate**CPO**Approved**01.06.2022**Start**23.06.2022**Term**12 months |
| **TRANSPORT FOR BRISBANE** |
| Nil |  |  |  |  |

**ADOPTED**

#### B SP103 PROCUREMENT POLICY AND PLAN 2022-23

 **165/590/785/44**

**66/2022-23**

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

10. Section 190 of the *City of Brisbane Regulation 2012* (the Regulation) requires that Council makes and adopts a Procurement Policy for each financial year.

11. Section 210 of the Regulation requires that Council makes and adopts a Contracting Plan for each financial year. The Contracting Plan must not be adopted before the adoption of Council’s budget for the same financial year.

12. Section 212 of the Regulation requires that Council makes and adopts a Contract Manual that sets out the procedures for how Council is to carry out all contracts.

13. Council officers have prepared SP103 Procurement Policy and Plan 2022-23 (PPAP) (refer Attachment B, submitted on file) to address the above requirements. The PPAP sets out Council’s strategic approach to its contracting activities at sections:

- C.4 – Forward Contracting Schedules for Goods, Services and Construction 2022-23

- C.5 – Forward Disposal Schedule 2022-23.

14. The key changes from *SP103 Procurement Policy and Plan 2021-22* (refer Attachment C, submitted on file) are:

- increase the social procurement spend target from $7 million to $10 million (B.2.1)

- the inclusion of a new section addressing climate change (B.2.2)

- separate the support for Aboriginal and Torres Strait Islander businesses from the small businesses, local suppliers and social enterprises section (B.2.6), to now form a separate section (B.2.7)

- the inclusion of a new section for signing of Council procurement documents (B.3.12)

- clarity that when a Corporate Procurement Arrangement (CPA) has already been established, endorsement by the Chief Procurement Officer is not required (B.4/exemption one CPAs)

- the inclusion of a definition of a Significant Contracting Plan (C.2).

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

16. **RECOMMENDATION:**

**THAT COUNCIL RESOLVES IN ACCORDANCE WITH THE DRAFT RESOLUTION, AS SET OUT IN ATTACHMENT A,** hereunder, **TO ADOPT SP103 PROCUREMENT POLICY AND PLAN 2022-23**.

**Attachment A
Draft Resolution**

**DRAFT RESOLUTION TO ADOPT SP103 PROCUREMENT POLICY AND PLAN 2022-23**

As:

1. Council has adopted the Strategic Contracting Procedures under Part 2 of Chapter 6 of the *City of Brisbane Regulation 2012* (the Regulation)
2. Council is required by section 190 of the Regulation to adopt a Procurement Policy
3. Council is required by section 210 of the Regulation to adopt a Contracting Plan
4. Council is required by section 212 of the Regulation to adopt a Contract Manual
5. SP103 Procurement Policy and Plan 2022-23, complying with the requirements of the Regulation, has been prepared and is set out in Attachment B (submitted on file),

then Council:

1. resolves to adopt SP103 Procurement Policy and Plan 2022-23, as set out in Attachment B
2. resolves that SP103 Procurement Policy and Plan 2022-23 will apply from 16 August 2022.

**ADOPTED**

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

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

The DEPUTY MAYOR (Councillor Krista ADAMS), Civic Cabinet Chair of the Economic Development and the Brisbane 2032 Olympic and Paralympic Games Committee, moved, seconded by Councillor Sarah HUTTON, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Chair, and before I go into last week’s Committee meeting, I will just again revise what’s happened at the Brisbane Business Hub in the last week or what is coming up. We had a great presentation this morning from Miriam Kent, we’ll talk about more next week. But coming up on 18 August, Councillors, Eight-Step Guide to Prepare your Business for Future Normal—wouldn’t we all like some future normal? That is from 9 o’clock to 11 o’clock and it’s being held by the Griffith Business School, so a masterclass of strategies to make your business fit-for-purpose over the coming decade.

 Then on 23 August, from 9.30 to 11, Five Steps to Winning New Business, so particularly for sole traders and sales teams on what it takes to win new business—touching base on the four Cs of sales successes and five steps on how to win new business, that is being done by our partner expert, Sales 2 Success. So Sharon is down in my ward too and I know what a great job she does, so that is coming up in the next couple of weeks.

 In last week’s Committee presentation, I am happy to tell Councillor STRUNK on the other side, who is the only person there, but wasn’t there with us last week, we had the Host City operations team presenting on what they’ve been doing in preparation for the Olympics, regardless of what has been said that you never get any of those presentations in my Committee. It’s about starting to think about the future of Brisbane’s inner city in time for those Olympics.

 Just like Expo 88, it’s absolutely transformed part of our city and set Brisbane on that growth and prosperity over the last 30 years—I’m starting to feel old. The 2032 also gives us an opportunity for not just the next 10 years, but the 10 years after that and the 10 years beyond. So this is an opportunity of a lifetime to revitalise and reimagine popular inner city precincts, not only to make sure the Games is ready, but things like limited nightworks, we’re ready for the visitation, we’re ready for so much to see and do as well.

 So we held the Ideas Fiesta in 2013, which was a huge success and was the first time we launched the idea of making Albert Street a mall and a green spine. We closed it down for a couple of weekends and we had Chairs2Share and people came in and shared what they wanted to see in the city. Everybody did really like the idea that Albert Street might actually close down to traffic. Look what’s going to happen just in the next probably 12 months, 24 months, Albert Street will become a part of the closed green spine from Roma Street down the Botanic Gardens, with the onlining of the Cross River Rail and all of those opportunities as well. So it’s about creating conversations.

 Other things we heard from them was Howard Smith Wharves, Queens Plaza, the green bridges definitely, even though the Kangaroo Point bridge has been spoken about for about 100 years, there was one that was really pushed just 10 years ago as well. Those ideas turned into reality, it put us on the map, it elevated our competitive capital city and that’s what we’re looking about now. It’s no doubt one of the reasons why we are so successful, we were very early seen as the only contender for the 2032 Olympic and Paralympic Games. Our creative economy is taking off, our nighttime presence is finally getting back there, Councillor HOWARD, we’re working on it. COVID didn’t help but pre to that it was really ramping up.

 There’s new interest, there’s new investment and that’s why we need to have a new iteration of big projects for our city and this is what this conversation is about, big projects, big ideas. Some of them a little bolder than where we’re going, maybe not closing down the Riverside Expressway any time soon and I’m not quite sure about an Olympic pool in the river, however, that is a very, very popular, very popular vote at the moment, but let’s just get the ball rolling, let’s have the conversation. We started with planners, architects, designers, engineers, universities, they all had their dream projects tucked away in the top drawer. They couldn’t get them out fast enough to us and we got them out. We have 80 out there now for people to have a look at, but it’s all about giving us your extra ideas as well.

 So we had 600 ideas put through when we first asked these people and with the wider consultation we came up with the ones that were continually recurring. So that’s why we’ve come out with our suggested at the moment for the votes, but please any other ideas, no idea is too big, too small or too far-fetched at the moment. It’s about the conversation, it’s called the Inner Spark because it’s about sparking the ideas that could lead to something that’s different. It’s about sparking concepts that we can start weaving together to become the Olympic City in the next 10 years. It’s about what are inner cities going to look like, because as I’ve said and I’m sure I’ll say many, many times in the coming years, we have no Olympic Park. You’re not going to hop off and walk through a gate and go oh, here is the Olympic Park. You are going to be in the inner five Ks of the CBD where 54% of the venues are and more than 80% of the actual events.

 So we need to make sure that our inner five Ks is ready to go, absolutely ready to go. Major projects, Metro, green bridges, Victoria Park, they all lay the foundations. So this inner city framework work and then the City Centre Master Plan is critical to keep that momentum going. The Inner Spark is the very, very first step and I have to say so far an overwhelming response, very, very positive, 18,500 votes have been cast to today with the green and—Green the Queen is winning, so that’s the one where we’re greening right through Victoria Bridge through to the Queen Street Mall. Super canopy and then removing the Riverside Expressway is the front runner at the moment, which is all a great idea until you actually figure out where else are you going to use, but as I said, no idea is too big or too farfetched at this point as well.

 More than 250 new and unique ideas have been submitted to the community to add to the mix and can I urge all of you in the Chambers and everybody who’s not in Chambers, which is quite a few at the moment, please get involved and have your say. Let us know which ideas you love, share it with your communities, feedback is open until 25 September—heaps of time. It’s all about making sure that the Brisbane of tomorrow is even better than the Brisbane of today, that our Games spectators, when they do get here, whether it’s in 2028 through to 2032, tell their friends and family about the fantastic subtropical city, what they discovered and why we are such a fantastic city to visit and it is, as I said, making the Brisbane of tomorrow even better than the Brisbane of today. Thank you, Mr Chair.

Chair: Thank you.

 Any further debate? No further debate.

 I move this report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – BRISBANE – INNER SPARK

**67/2022-23**

1. The Legacy and Precinct Planning Manager, Brisbane 2032 Host City Office, City Planning and Sustainability, attended the meeting to provide an update on the Brisbane Inner Spark project. She provided the information below.

2. A comparison of the geographical size and scale of the City of Brisbane to three other Olympic cities was provided, which included London, Paris and Los Angeles. Although the geographical size of each of the four cities is similar, the population of the City of Brisbane is significantly less.

3. Maps showing the locations of Olympic Games venues in proximity to their Host Cities of Sydney, London, Paris and Brisbane were shown to the Committee. They demonstrated that Brisbane’s Olympic venues are relatively dispersed in comparison to London and Sydney, however, the distribution of venues is similar to Paris.

4. As the location of the venues for the Brisbane 2032 Olympic and Paralympic Games are concentrated in the inner city, the City of Brisbane is the Games’ venue. Of the 32 competition venues, 18 will be located in Brisbane, with 84% of venues being already existing or temporary, and 56% of events are to be held within five kilometres of the Brisbane CBD.

5. An aerial image of the venue master plan for inner Brisbane identifying proposed locations of various existing, upgraded, new or temporary facilities was shown to the Committee.

6. Brisbane is a gateway to the Asia Pacific region and is defined by its enviable lifestyle and growing knowledge economy. Although Brisbane’s inner city accounts for approximately six per cent of the Local Government Area, it produces almost 50% of the gross regional product, highlighting the strategic importance of the inner city.

7. Inner Spark is an engagement project which invites submissions of big ideas to ignite Brisbane’s inner city, providing a brighter, stronger and improved future city. The strategy aims to ‘create a buzz’ and ‘spark passion’ in relation to the future of the inner city.

8. Aligning with the success of the Ideas Fiesta 2013 community engagement program which informed the *Brisbane City Centre Master Plan 2014*, the community is again invited to contribute to the planning of the future of the inner city. Many of the ideas produced from the Ideas Fiesta 2013 program that have been, or are being, delivered include:

- Howard Smith Wharves

- Kangaroo Point Green Bridge

- Roma Street Station Plaza (Cross River Rail)

- Queen’s Wharf Brisbane

- Brisbane Metro.

9. Inner Spark Phase 1 called for submissions of ideas, which resulted in a shortlisted display during Phase 2 of engagement both as corflute posters and an interactive gallery on the project website.

10. Inner Spark Phase 2 is in relation to community engagement. Community members are encouraged to get involved and provide feedback, or submit their own big idea, which is open until 25 September 2022. Posters displaying the ideas will be shown at Council’s pop-up events and participants can vote on or submit their favourite idea online. Community members are encouraged to share the ideas they love via social media. The ideas collected will inform Council’s planning for the Inner City Framework, the City Centre Master Plan, and other precinct plans.

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

12. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor MURPHY, Transport Committee report please.

### TRANSPORT COMMITTEE

Councillor Ryan MURPHY, Civic Cabinet Chair of the Transport Committee, moved, seconded by Councillor Steven HUANG, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor MURPHY.

Councillor MURPHY: Thanks, Mr Chair. Mr Chair, at our Committee meeting last week, officers from Transport for Brisbane delivered a very informative presentation on the upcoming bus network review. As we know, the Schrinner Council is delivering a record investment in public transport in Brisbane. We are delivering the highest investment in buses and ferries and we are also delivering a brand new transport option with Brisbane Metro. Currently buses are doing the heavy lifting when it comes to public transport in our city, with two-thirds of all public transport trips being taken on a bus. Each day during the peak, over 385 buses use the Cultural Centre station alone and almost 900 buses travel through the CBD every single hour.

 We have a world-class busway in Brisbane, our 27-kilometre system is fully segregated and with Brisbane Metro that means we make a lot better use of its transport potential. Brisbane Metro will bring high-frequency turn‑up‑and‑go services to our city along two key lines, providing much needed relief to the congestion hotspots, bottlenecks and overcapacity busway stations within the bus network. We know Councillor CASSIDY, who’s just joined us, would have us just add more and more buses into our city. We know that under Labor there would be even more buses queuing over Victoria Bridge, stuck on Adelaide Street or waiting at the Melbourne Street busway portal. But the reality is, Mr Chair, to get you out of traffic and to get you to your destination sooner, changes will have to be made to our bus networks, some changes will have to be made.

 We simply cannot add new Metro services into an already congested network. We have over 200 bus routes in Brisbane and as a growing city it has been added onto bit by bit, time after time. That means our network is very complicated. Some services run different routes in the morning to the evening, some services are duplicated, running identical paths along separate route numbers. Others might drop you off right outside your office in the city, only to pick you up at a different spot on the way home. We want to make sure that everyone can find their way around, especially in the lead up to the 2032 Olympics, because it’s going to put our city on the map for a lot of people who previously haven’t heard and couldn’t visit Brisbane.

 So they will be here *en masse* and we need to make sure that we have a public transport system that is mature and that is ready to take them where they need to go. Metro lines 1 and 2 we know will replace the 111, the 160 and the 66, but delivering Metro and the revised bus network will also mean that there are more buses available for the suburbs as well. This will be the most extensive bus network review in a decade and it has been a critical part of Brisbane Metro since the project’s inception. We’ve been working hard to plan for it and to get it right. Council’s transport planners have been working closely with Translink to review and to evolve the bus network to include our new high-frequency Metro services and to unlock access to more connections and key destinations.

 As the Committee was told last week, Mr Chair, while developing the draft network our planners have been guided by a set of network principles. Firstly, the vast majority of bus services start in the suburbs and terminate in the city. This causes congestion during peak hours and delayed trip times, so we want the new network to decongest the inner busway and to improve service reliability. We also want to make the CBD stops more consistent and less confusing, so will be creating more consistent bus stop locations in the CBD, no matter your direction of travel. That means most of us can expect to get on our service in the afternoon at roughly the same spot that we got dropped off at in the morning. We also know we need to make better use of our resources by simplifying our complex route structures and funnelling those resources into better suburban connections.

 We’re also planning to take pressure off the overloaded Cultural Centre station by shifting some transfer locations to other major busway stations within the CBD. We’re introducing a new CBD bus corridor to service the southern CBD to integrate with Cross River Rail’s new Albert Street station, just like how the Adelaide Street bus corridor services the northern CBD area. This will connect more residents to the growing office and entertainment precincts in our city, like Eagle Street and Queen’s Wharf. There will also be plenty of transfer opportunities between Brisbane Metro and Cross River Rail at stations like Roma Street and Boggo Road.

 As our city continues to grow and prepare for 2032, all of these changes will help us to provide capacity for future service growth and future Metro routes, like out to Chermside, or like out to the airport, or like out to Carindale. Of course, we’re bringing Brisbane residents along on this transport journey with us to ensure that we get the best possible outcome for our city. We’ll be asking the community to have their say on the proposed detailed network changes in October this year, so not long to wait, Chair. Council will refine this bus network based on community input, before releasing a final network in mid‑2023, ahead of Metro services commencing in late 2024 and I’ll leave further debate to the Chamber. Thank you, Chair.

Chair: I’ll do it with the microphone on—thank you, Councillor MACKAY.

 There being no further debate, I’ll move the report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – METRO BUS NETWORK

**68/2022-23**

1. The Manager, Strategy and Network Services, Transport for Brisbane, attended the meeting to provide an update on the Brisbane Metro network strategic outlook. He provided the information below.

2. Busway capacity is one of the key planning considerations for the Brisbane Metro project. There is an increasing amount of literature in relation to bus rapid transit, however, the majority of the material relates to systems that are far less sophisticated than the Brisbane busway, therefore this is not applicable to the planning of the network. Fully segregated busways such as in Brisbane, Bogota and Guanzhou, with high-calibre infrastructure such as passing lanes and a mix of express and all-stops services, are able to reach capacities that have the potential to compete with heavy rail systems and significantly surpass light rail systems. As such, they require a very different approach to service planning to maximise their considerable potential and reflect their unique, hybrid nature.

3. In Brisbane’s case, the various entry and exit points along the busway, coupled with station passing lanes provide particular flexibility for service design. In the commuter peak times, Council is able to operate a dual strategy, allowing for much greater capacity than a traditional trunk route strategy would permit:

- the Rocket services provide a fast, direct, cost-effective service to the CBD, bypassing the inner busway ‘bottleneck’ and reduce overcrowding

- the full-time routes service the inner-south stations, which have a similar demand level as the CBD.

4. This arrangement produces some unexpected outcomes:

- the maximum passenger load point for our peak Bus Upgrade Zone (BUZ) services is on the approach to Mater Hill station, not the Victoria Bridge

- these services set down most passengers before the bridge and pick up some local traffic from the inner stations to the CBD, so as planned, they are not full on the bridge

- the Rocket services are carrying the CBD-destined traffic over the Captain Cook Bridge.

5. The introduction of transfers into a public transport network needs to be handled with great sensitivity of impacts on customers, infrastructure and resources. When the bus network was reconfigured for the opening of the South East Busway, there were numerous opportunities provided for people to transfer, particularly for people to travel to destinations beyond the CBD, with highly convenient same-platform transfers.

6. Currently, around 30% of passengers are already transferring between services, which is a very high figure for bus-to-bus transfers. Literature suggests that when a second transfer is introduced into a journey, particularly a forced one, many passengers reconsider the viability of that travel option. Two recent studies in Brisbane indicate that for short to medium-haul trips, most passengers are willing to spend up to 15 minutes longer on a single-seat journey compared to a transfer option to avoid the inconvenience of the transfer. This has tempered our approach to the network design, particularly when considering rail options but also with bus‑to-bus options.

7. The relative capacity of the local and trunk vehicles needs to be considered. There also needs to be appropriate supporting infrastructure at the transfer point. Accordingly, the following planning guidelines were established when evaluating transfer options:

- aligning selected routes with the capacity of Metro vehicles to avoid vehicle and platform overcrowding

- continuing to effectively service inner city suburbs

- maintaining one-transfer journeys to major non-CBD destinations, with a maximum of two transfers to most locations.

8. Transfer arrangements are often proposed as a basis for redirecting saved resources to increase the amount of suburban services, however, in Brisbane’s case this is not the reality as local services run parallel to the busway rather than intersecting them. The segment saved is the most efficient segment as it is on-busway, not on-street.

9. The following seven key design parameters have been established to shape the development of the new network.

 - Tackle the inner busway congestion to improve service reliability.

- Provide capacity for service growth, particularly future Metro routes.

- Provide a more focused service network in the CBD.

- Deliver sustainable service structures in the suburbs, from both infrastructure and passenger perspectives.

- Embrace the recent emergence of disruptive transport technologies to expand the catchment potential of the Metro services.

- Simplify existing route structures that are complex and confusing.

- Enhance overall public transport integration, particularly with Cross River Rail.

10. Overall network benefits of the new network include:

 - decongestion of the inner busway

 - enhancement to CBD service operations

 - major integration with future Cross River Rail services

 - proposal of several route simplifications across the network

- embracing the recent emergence of disruptive transport technologies to expand the catchment potential of the Metro services.

11. The network will cater for passengers who will be travelling to the inner city on the new Cross River Rail services when they are introduced in 2025. The Metro and other high-frequency services will provide a key distributor function to a range of major inner area traffic generators that are not serviced by the Cross River Rail line.

12. The Committee was shown a map of the CBD, with the public transport network integrated with major CBD pedestrian spines and a simplified surface street presence.

13. The next steps in the planning timeline involve taking a multi-faceted approach to engaging with the community with a focus on:

- taking people on the journey, building awareness and understanding of the ‘why’

- targeted messages, audiences and channels

- constructive community involvement.

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**

Chair: Councillor WINES, Infrastructure Committee report please.

### INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Peter MATIC, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair. The report last week was on the Newnham and Wecker Road intersection upgrade. There is little that I can add from what I’ve said already today on that, but it’s an excellent project. There were a number of questions answered in the presentation about how it makes our roads safer and more efficient. Can I also note that there are four petitions, each of which were supported by local Councillors. I look forward to further contributions.

Chair: Thank you.

 Are there any further contributions? Any further debate?

 Councillor ADAMS.

DEPUTY MAYOR: Thank you, Mr Chair. I rise to speak on item A, the Newnham Road and Wecker Road intersection upgrade and I would like to thank very heartily the Chair of Infrastructure, Councillor WINES, also the Federal Government through the local community funds program on delivering this project that I have been lobbying for as the local Councillor in this area for the last 15 years. It has always been an intersection that has been a major concern. Most people will know it, as Councillor WINES said earlier today, as the intersection with the Mt Gravatt Bunnings, which (1) makes it very busy. Directly across from that is a park that is used quite a bit now, particularly for bootcamps and training. It also has a school on the other corner, Mt Gravatt East, which has very, very restricted parking onsite and in and around that school.

 So it has always been the major roads between Wecker and Newnham, the major roads out of Mansfield and Upper Mt Gravatt, heading into town or heading east, which means the congestion was really getting a little out of control. We made a few changes a few years ago with some right-turn arrows, which definitely made an improvement. But an extra lane now, safer travelling, particularly, the safe school for travel for the kids and the cycling, it’s just been an absolutely amazing benefit to the local residents, to the local shoppers, to the local schools. I can’t say thank you enough for something that I’ve fought for for very long, but I’m glad that Councillor HUANG and Councillor MURPHY, now that I share the boundary with both of you, that we can all share the benefits of this fantastic project. Well done, Councillor WINES, thank you.

Chair: Thank you.

 Any further debate?

 Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: SRIRANGANATHAN. Thanks, Chair. Just on item B, the petition regarding inner north-west bike lanes, or bike—yes, bike lanes, I guess they’re called in the petition. I’m a little disappointed in the response, I think it probably—it comes across to me as a little too dismissive. I think the petitioners have raised quite legitimate concerns about cycling safety issues along that Baroona Road and Railway Terrace corridor. I appreciate that Council’s got a lot of different corridors and a lot of different cycling routes it’s wanting to fix up, but this is a pretty high-volume area. Some of the commentary there about on-street parking as a valuable community commodity, *et cetera*, it seems to be code for saying we don’t want to take parking away to improve cycling safety and I would suggest that that’s a very regressive and outdated way of thinking in 2022.

 Cities all around the world now are saying yes, look, on these busy cycling corridors we’re going to have to take away a bit of street parking in order to stop cyclists getting hit and in order to encourage a shift away from car-based transport. I think this petition doesn’t go far enough in acknowledging the importance of that shift. I was also interested to see that the petitioners have raised some specific concerns about issues like potholes and cracks in the road surface. Council investigated and basically said look, they’re not really bad enough yet for us to make major interventions. But I think it’s important to recognise that often the shoulders of roads are in worse condition than the main lanes that the cars drive down.

 Sometimes the way Council officers inspect and evaluate the condition of roads seems to be with an eye of, okay, is this good enough for a car to drive down the middle of the road, rather than looking at the condition of the shoulder of the road close to the gutters. I’m not closely familiar enough with this particular corridor to be able to say exactly what the condition’s like along the shoulders of the road, but I did just want to note for the record that I’ve had experiences where in the past officers have said to me we think this road’s safe, it meets our standards. But they’re edges of the road where bikes often ride and are certainly not safe enough and they’re riddled with little potholes and big cracks and that sort of thing. So hopefully this was taken seriously. I acknowledge that it’s only a small petition, but still worth considering in detail.

 I guess just finally, I wanted to highlight that the active transport network plan, we’re sort of still waiting for that. It seems a little bit odd that that’s taken such a long time. I’m really itching to see details of the new proposed corridors and hopefully we’ll be seeing that coming through the Council sometime soon. I’m also just a little surprised that this is being treated as an Infrastructure Committee issue, because I thought—and maybe the Chair can explain briefly why it comes through this Committee as opposed to the Transport Committee. Because I understood that the Transport Committee was responsible primarily for dealing with bikeways and active transport and bike safety issues.

 So is it just because it’s related to a road and therefore it’s handled by the Infrastructure Committee? If the Infrastructure Committee is indeed handling everything that’s on a road, then does that kind of mean that actually the Infrastructure Committee’s responsible for bike safety on roads? In which case, it does seem like there’s a bit of a mismatch in terms of portfolio descriptions and responsibilities. So hopefully Councillor WINES can just clarify that in terms of that petition.

 I think in the absence of Councillor JOHNSTON, I should also note just my concerns about the draft petition response for Venner Road, Fairfield, and Park Road, Fairfield, for that roundabout. It’s been a significant safety issue for quite some time. Again, I think this petition is sort of kicking the can down the road a little bit. It says that there’s going to be prefeasibility investigations, that to me sounds like code for we’re not really going to do anything much any time soon. So hopefully I’m wrong and hopefully the Council’s taking this more seriously and going to do something about this in the near future. But I’ve ridden through there, I’ve driven through there, I’ve also been a pedestrian walking across that roundabout on one occasion and it’s not particularly safe and the crash history bears that out. So yes, not super happy with that petition response and I hope the issue will be looked at more closely and taken more seriously in future.

Chair: Thank you.

 Further debate?

 Councillor WINES, summing up?

Councillor WINES: Thanks, Mr Chair. Just to add my further contributions, I want to thank the DEPUTY MAYOR for her very kind words about the intersection. I know that it is one that wasn’t as straightforward as we would have thought it would be, but we got there in the end and it’s complete now, which is really good. As I said earlier, servicing more than 35,000 vehicle movements per day, along with hundreds of cycle movements and again many, many pedestrian movements as well. So it is a lot safer, it is a lot more efficient and it will serve that area very, very well.

 In regard to the petitions that were commented on by Councillor—I apologise, I will ask him for further counsel on how to properly pronounce his name, but for today I’ll call him Councillor SRI for ease. On the matter of why this came through my Committee and not the Transport Committee, it was a question I also asked but the simple answer is always the best one, that yes, because it deals with the road it came through the roads, Councillor, basically that’s the answer. It deals with road condition, it deals with how these particular items deal with the road, so that is the answer to that question.

 The petition response also speaks to a number of concerns that are identified and that there were 379 bicycle movements per day at the intersection of Heussler and approximately 304 bicycle movements per day at the intersection of Park Road in Milton. The majority of bicycle movements were on road and travelling along the corridor. But also that’s not to dismiss concerns of cyclists, we always try to improve the cycling safety for people who are committed to that type of transport. So we have also—it also speaks to an opportunity to continue to work in that community for improved cycling safety.

 On the topic of Venner Road, I must defend the prefeasibility process which was questioned and challenged. Prefeasibility is of course what we do to identify whether we should continue on. So the Venner Road intersection or the Fairfield Road roundabout, which most people would know it as, right next to the old RSPCA (Royal Society for the Prevention of Cruelty to Animals) site there, very busy five-way roundabout. One of them goes to Ipswich Road, one down to Yeronga State School, the main thoroughfare and then the suburban street off to the other direction, which I think is the west. The intersection does carry a lot of traffic, we do try and avoid five-way roundabouts.

 We have identified through the draft response, which I trust will be approved today, that we will do the prefeasibility which determines whether we should move to the more expensive feasibility study, which will work out—which is much more expensive, but would definitely work out whether we are going to do that project or not. But a prefeasibility, I suppose, is the first domino in the sequence and once it’s hit down, that’s when we start working out whether we’re going to do a project or not. So this is the first one, I believe that it’s a good answer for people in that community and it’s, as I say, step one on what can be a complicated process.

Chair: Thank you.

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

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor Steve Griffiths.

#### A COMMITTEE PRESENTATION – NEWNHAM ROAD AND WECKER ROAD INTERSECTION UPGRADE

**69/2022-23**

1. The Program Director Civil and Transport, Project Management, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an update on the Newnham Road and Wecker Road intersection upgrade (the project). He provided the information below.

2. Newnham and Wecker Roads are classified as arterial and suburban roads respectively, under *Brisbane City Plan 2014*. The intersection of these roads carries approximately 35,000 vehicles and 186 pedestrians per day. Between 2014 and 2019, 18 traffic incidents were reported with 13 of these incidents relating to motorists being unable to make a safe right turn from Newnham Road into Wecker Road.

3. The intersection is receiving an upgrade to reduce congestion and improve road safety, travel time reliability and increasing accessibility for active transport users.

4. The project scope includes:

- widening Newnham Road to provide a new dedicated right-turn lane into Wecker Road

- installing an additional right-turn lane from Wecker Road into Newnham Road

- installing a signalised pedestrian crossing on the left-turn slip lane on Newnham Road in the southbound direction

- installing a shared pedestrian and cyclist path on the western side of Newnham Road.

5. The Committee was shown a project plan map of the upgrade highlighting works completed and yet to be completed.

6. Due to the volume of vehicles using the intersection and the types of facilities located nearby, the project has experienced several delivery challenges including maintaining vehicle access to a local school, swimming pool and warehouse. The project also required extensive public utility plant relocation due to the recent Brisbane floods, which impacted the water main, Energex power poles, a Telstra service and underground NBN cables.

7. Several project milestones have been achieved since works began in November 2021 including the commencement of main civil construction in January 2022, and practical completion of intersection works in July 2022. Work will begin on the 15-metre pedestrian bridge in mid‑2022, with its practical completion expected to be early 2023. The project has been co‑funded by Council and the Federal Government’s Urban Congestion Fund.

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

9. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL CONSTRUCT DEDICATED BIKE LANES TO SERVICE INNER NORTH-WEST BRISBANE

 **CA21/1042953**

**70/2022-23**

10. A petition requesting Council construct dedicated bike lanes to service the inner north-west Brisbane, was presented to the meeting of Council held on 7 September 2021, by Councillor Kim Marx on behalf of Councillor Peter Matic, and received.

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

12. The petition contains 10 signatures. Of the petitioners, three live in Paddington Ward, two live in Central Ward, and five live in other wards in the City of Brisbane.

13. The petitioners are concerned with cyclists who live in the suburbs of Paddington, Red Hill, Bardon and Milton, who need to travel along Railway Terrace, Park Road and Baroona Road. The route currently has no dedicated cycle lanes. Given topography, existing footpaths are generally narrow (1m to 1.2m) and not suitable for sharing with a high number of pedestrians. There is limited road width, high parking demand and high volumes of general traffic which makes this a challenging corridor to deliver bike lanes.

14. In Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy, Railway Terrace is classified as a neighbourhood road, Park Road is classified as a district road and Baroona Road is classified as a neighbourhood road until Nash Street and is classified as a district road between Nash Street and Milton Road. Neighbourhood roads provide access to local residential properties and district roads facilitate the movement of people and goods to and through suburbs, including buses and heavy vehicles. Attachment B (submitted on file) shows a locality map.

15. In the City Plan Bicycle network overlay, Railway Terrace, Park Road and Baroona Road are identified as secondary bicycle routes. Park Road and Baroona Road are also recognised as Principal Cycle Routes on the Queensland Government Department of Transport and Main Roads Principal Cycle Network plan, recognising the desire for cycling infrastructure along this route. Attachment C (submitted on file) shows the Bicycle network overlay.

16. Current available bicycle count data for Baroona Road from 2017 shows approximately 379 bicycle movements per day (BMPD) at the intersection with Heussler Terrace, and approximately 304 BMPD at the intersection with Park Road and Milton Road. The majority of bicycle movements were on-road and travelling along the corridor. It is therefore estimated that the BMPD at Railway Terrace is greater than 300 BMPD. A review of the same bicycle count data shows that the inbound bicycle movements are highest during the AM peak, also when inbound traffic volumes are at their highest. This demonstrates the route’s likely use by commuters cycling to work.

17. A review of the latest available data from the Queensland Government’s crash database identified two recorded crashes involving cyclists on Baroona Road, and two recorded crashes involving cyclists on Railway Terrace in the corridor, between 30 June 2011 and 30 June 2021.

18. On-street parking is a valuable community commodity, and many residents and businesses rely on on-street parking in close proximity to their homes and businesses, for visitors and services. Therefore, changing or removing on-street parking restrictions requires careful consideration, to balance the needs of all users.

19. The petitioners’ request for Council to construct dedicated bike lanes to service the inner north‑west of Brisbane has been noted. Council is considering cycling infrastructure improvements for the corridor given it is a commuter route and its connection to the Bicentennial Bikeway. Any future planning and construction of bicycle infrastructure along the corridor will be prioritised against projects across the city subject to funding. Bicycle infrastructure will also be considered as part of road upgrades along the corridor.

20. The petitioner’s comments about the road condition have also been noted. Council Officers investigated and found Park Road and Railway Terrace did not meet intervention standards for full replacement. It was noted that maintenance works at the intersection of Coronation Drive were required and these will be completed by the end of June 2022 and potholes at the front of 13 Railway Terrace will be repaired.

21. Baroona Road did not meet intervention standards for full replacement, and it was noted the surface is performing well for its age. There are large transverse cracks outside Milton State School which were of concern to the head petitioner, however they are not considered a road failure and do not require maintenance at this time. Potholes were observed at 119 and 135 Baroona Road and will be repaired.

 Consultation

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

 Customer impact

23. The submission responds to the petitioners’ concerns.

24. The Manager recommended as follows and the Committee agreed, with Councillor Charles Strunk dissenting.

25. **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:** CA21/1042953

Thank you for your petition requesting Council construct dedicated bike lanes to service the inner north‑west Brisbane.

Your concerns with cyclists who live in the suburbs of Paddington, Red Hill, Bardon and Milton, who need to travel along Railway Terrace, Park Road and Baroona Road are noted. In Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy, Railway Terrace is classified as a neighbourhood road, Park Road is classified as a district road and Baroona Road is classified as a neighbourhood road until Nash Street and is classified as a district road between Nash Street and Milton Road. Neighbourhood roads provide access to local residential properties and district roads facilitate the movement of people and goods to and through suburbs, including buses and heavy vehicles.

In the City Plan Bicycle network overlay, Railway Terrace, Park Road and Baroona Road are identified as secondary bicycle routes. Park Road and Baroona Road are also recognised as Principal Cycle Routes on the Queensland Government Department of Transport and Main Roads Principal Cycle Network plan, recognising the desire for cycling infrastructure along this route.

Current available bicycle count data for Baroona Road from 2017 shows approximately 379 bicycle movements per day (BMPD) at the intersection with Heussler Terrace, and approximately 304 BMPD at the intersection with Park Road and Milton Road. The majority of bicycle movements were on-road and travelling along the corridor. It is therefore estimated that the BMPD at Railway Terrace is greater than 300 BMPD. A review of the same bicycle count data shows that the inbound bicycle movements are highest during the AM peak, also when inbound traffic volumes are at their highest. This demonstrates the route’s likely use by commuters cycling to work.

A review of the latest available data from the Queensland Government’s crash database identified two recorded crashes involving cyclists on Baroona Road, and two recorded crashes involving cyclists on Railway Terrace in the corridor, between 30 June 2011 and 30 June 2021.

On-street parking is a valuable community commodity, and many residents and businesses rely on on‑street parking in close proximity to their homes and businesses, for visitors and services. Therefore, changing or removing on-street parking restrictions requires careful consideration, to balance the needs of all users.

Your request for Council to construct dedicated bike lanes to service the inner north-west of Brisbane has been noted. Council is considering cycling infrastructure improvements for the corridor given it is a commuter route and its connection to the Bicentennial Bikeway. Any future planning and construction of bicycle infrastructure along the corridor will be prioritised against projects across the city subject to funding. Bicycle infrastructure will also be considered as part of road upgrades along the corridor.

Should you wish to discuss cycling infrastructure further, please contact Mr Jacob Curtis, Strategic Planner, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 0317.

Your comments about the road condition have also been noted. Council Officers investigated and found Park Road and Railway Terrace did not meet intervention standards for full replacement. It was noted that maintenance works at the intersection of Coronation Drive were required and these will be completed by the end of June 2022 and potholes at the front of 13 Railway Terrace will be repaired.

Baroona Road did not meet intervention standards for full replacement, and it was noted the surface is performing well for its age. There are large transverse cracks outside Milton State School which were of concern to the head petitioner, however they are not considered a road failure and do not require maintenance at this time. Potholes were observed at 119 and 135 Baroona Road and will be repaired.

Should you wish to discuss the road condition further, please contact Mr Andrew May, Technical Officer Civil Engineering, Central Region, Program Planning and Integration, City Standards on (07) 3027 4387.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL INSTALL PARKING RESTRICTIONS ON CARSELGROVE AVENUE, FITZGIBBON

 **137/220/594/66**

**71/2022-23**

26. A petition requesting Council install parking restrictions on Carselgrove Avenue, Fitzgibbon, was presented to the meeting of Council held on 15 February 2022, by Councillor Sandy Landers, and received.

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

28. The petition contains 93 signatures. All petitioners live in the wards of Bracken Ridge and Deagon.

29. Carselgrove Avenue has a 50 km/h speed limit and is classified as a suburban road under Council’s *Brisbane City Plan 2014* road hierarchy. Suburban roads connect to arterial routes in and around suburbs forming an important link in the public transport and inter‑suburban freight network. Suburban roads are typically designed to carry traffic movements, rather than provide property access, and high volumes of traffic are expected. Attachment B (submitted on file) shows a locality map.

30. It is acknowledged that there is a moderate to high parking demand along a reasonably short section of the southbound traffic lane along Carselgrove Avenue in the vicinity of Holy Spirit College construction site near Beams Road.

31. Under the Queensland Road Rules (road rules), parking is permitted so long as motorists leave a minimum of three metres of clear roadway to the driver’s side of their vehicle to allow traffic to pass. The southbound traffic lane along Carselgrove Avenue between Beams Road and Orchid Crescent is 5.5 metres wide and a parked vehicle occupies approximately two metres in width. Therefore, this section can accommodate on-street parking. Provided vehicles are parked legally, access can be maintained for larger vehicles such as waste collection trucks or emergency services.

32. Due to the high parking demand and adequate width for vehicles to park, Council does not propose to install parking restrictions at this time. Furthermore, construction vehicles are considered a temporary influx in further parking demand, and Council does not provide permanent restrictions in these situations.

33. Council acknowledges that on-street parking near construction sites may be limited. Council faces the challenge of balancing the genuine need for access to on-street parking for residents, local businesses, commuters, and the broader community. Regrettably, competition for space may sometimes lead to instances of illegal parking. Should officers observe an offence occurring further action will be taken, including the issuing of fines.

34. Council also monitors parking from a vehicle equipped with automatic number plate recognition and video analytics. Therefore, while you may not observe officers nearby, or an infringement notice affixed to the vehicle, the illegal parking may have already been detected by Council. If an offence is substantiated, a parking fine may be issued via post to the registered owner of the vehicle.

35. The petitioners are encouraged to report instances of illegally parked vehicles to Council’s 24-hour Contact Centre on 3403 8888. An officer will attend as soon as practicable and take appropriate enforcement action, if required. This also ensures Council can identify any patterns or, if appropriate, schedule proactive patrols.

36. Council will undertake a review of the parking restriction along Carselgrove Avenue from Beams Road to Lavender Place after the construction has concluded.

 Consultation

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

 Customer Impact

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

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

40. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/66

Thank you for your petition requesting Council install parking restrictions on Carselgrove Avenue, Fitzgibbon, between Beams Road and the second roundabout near Core Apartments.

It is acknowledged that there is a moderate to high parking demand along a reasonably short section of the southbound traffic lane along Carselgrove Avenue in the vicinity of Holy Spirit College construction site near Beams Road.

Under the Queensland Road Rules (road rules), parking is permitted so long as motorists leave a minimum of three metres of clear roadway to the driver’s side of their vehicle to allow traffic to pass. The southbound traffic lane along Carselgrove Avenue between Beams Road and Orchid Crescent is 5.5 metres wide and a parked vehicle occupies approximately two metres in width. Therefore, this section can accommodate on-street parking.

Due to the high parking demand and adequate width for vehicles to park, Council does not propose to install parking restrictions at this time. Furthermore, construction vehicles are considered a temporary influx in further parking demand, and Council does not provide permanent restrictions in these situations.

Council will undertake a review of the parking restriction along Carselgrove Avenue from Beams Road to Lavender Place after the construction has concluded.

Council acknowledges that on-street parking near construction sites may be limited. Council faces the challenge of balancing the genuine need for access to on-street parking for residents, local businesses, commuters, and the broader community. Regrettably, competition for space may sometimes lead to illegal parking and poor driver behaviour. Should officers observe an offence occurring further action will be taken, including the issuing of fines.

Council also monitors parking from a vehicle equipped with automatic number plate recognition and video analytics. Therefore, while you may not observe officers nearby, or an infringement notice affixed to the vehicle, the illegal parking may have already been detected by Council. If an offence is substantiated, a parking fine may be issued via post to the registered owner of the vehicle.

You are encouraged to report instances of illegally parked vehicles to Council’s 24-hour Contact Centre on 3403 8888. An officer will attend as soon as practicable and take appropriate enforcement action, if required. This also ensures Council can identify any patterns or, if appropriate, schedule proactive patrols.

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

Thank you for raising this matter.

**ADOPTED**

#### D PETITION – REQUESTING COUNCIL MODIFY THE ROUNDABOUT AT THE INTERSECTION OF VENNER, FAIRFIELD AND PARK ROADS, FAIRFIELD

 **137/220/594/101**

**72/2022-23**

41. A petition requesting Council modify the roundabout at the intersection of Venner, Fairfield and Park Roads, Fairfield, was presented to the meeting of Council held on 17 May 2022, by Councillor Steve Griffiths on behalf of Councillor Nicole Johnston, and received.

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

43. The petition contains 356 signatures. Of the petitioners, 286 live in Tennyson Ward, 69 live in other wards in the City of Brisbane and one lives outside the City of Brisbane.

44. Fairfield Road is classified as an arterial road in Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy. Arterial roads connect major centres of the city and provide an important link in Brisbane’s traffic, public transport and freight network. Venner Road, east of Fairfield Road, is classified as a suburban road in the road hierarchy in City Plan. Suburban roads connect to arterial routes in and around suburbs, also forming an important link in the traffic, public transport and inter‑suburban freight network. Park Road and Venner Road, west of Fairfield Road, are classified as a neighbourhood road in in the road hierarchy in City Plan, providing access to local residential properties. Attachment B (submitted on file) shows a locality map.

45. Considering the function these roads play in the road network, it is expected that high volumes of traffic use this roundabout, particularly during peak travel periods. A traffic survey of Fairfield Road north of the roundabout, conducted in May 2021, showed a two-way average of 27,474 vehicles per day (VPD) on weekdays. A traffic survey of Venner Road east of the roundabout, conducted in June 2021, showed a two-way average of 10,623 VPD on weekdays. In comparison, a traffic survey of Venner Road west of the roundabout, conducted in March 2020, showed a two‑way average of 518 VPD on weekdays. There are no recent traffic surveys for Park Road in the vicinity of the roundabout.

46. The petitioners’ suggestion for Council to make pedestrian safety improvements on Fairfield Road to the north and Venner Road to the east of the roundabout, has been noted. The pedestrian refuge crossings have been in place since 2009. These crossing facilities provide a safe zone for pedestrians to wait and negotiate a single direction of approaching traffic at a time while crossing the road. A review of the Queensland Government’s crash data from the previous five years identified three crashes at the intersection, however, none of these crashes involved pedestrians crossing the road. This review has not highlighted a significant safety issue with pedestrians crossing and shows the existing crossings can be used safely, so long as due care and attention is taken. Accordingly, no changes to the existing pedestrian crossings are proposed, at this time.

47. Council has a long-term plan to replace the existing roundabout with a signalised intersection. However, this proposal would be a major project, requiring significant funding from Council’s budget. In the past, the citywide prioritisation of intersections in terms of traffic congestion, safety and traffic volume growth has not led to the allocation of funds for an upgrade of this roundabout.

48. There is a high demand for new traffic signals and other road network improvements throughout Brisbane and all requests must be prioritised to ensure Council’s resources are directed to intersections most in need of upgrading, and those projects that offer the greatest benefit in terms of safety and amenity to the wider community.

49. The petitioners’ suggestion for Council to signalise one or multiple approaches to the roundabout as an interim project may have merit. However, further investigations and traffic modelling, including new traffic counts for all affected approaches as well as pedestrian surveys, would be required to determine impacts from installing traffic signals on the roundabout as suggested. During the 2022-23 financial year, Council will undertake pre‑feasibility investigations to determine the viability of installing traffic signals on one or multiple approaches to the roundabout as an interim solution to address issues at this location. Please note, however, that consideration to fund any interim and/or long-term options remain subject to an assessment of their priority relative to similar projects across the city. Council will also continue to consider upgrading this intersection to traffic signals in future budgets.

Consultation

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

 Customer Impact

51. The submission responds to the petitioners’ concerns.

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

53. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/101

Thank you for your petition requesting Council modify the roundabout at the intersection of Venner, Fairfield and Park Roads, Fairfield.

Considering the function these roads play in the road network, it is expected that high volumes of traffic use this roundabout, particularly during peak travel periods. A traffic survey of Fairfield Road north of the roundabout, conducted in May 2021, showed a two-way average of 27,474 vehicles per day (VPD) on weekdays. A traffic survey of Venner Road east of the roundabout, conducted in June 2021, showed a two-way average of 10,623 VPD on weekdays. In comparison, a traffic survey of Venner Road west of the roundabout, conducted in March 2020, showed a two-way average of 518 VPD on weekdays. There are no recent traffic surveys for Park Road in the vicinity of the roundabout.

Your suggestion for Council to make pedestrian safety improvements on Fairfield Road to the north and Venner Road to the east of the roundabout, has been considered. The pedestrian refuge crossings have been in place since 2009. These crossing facilities provide a safe zone for pedestrians to wait and negotiate a single direction of approaching traffic at a time while crossing the road. A review of the Queensland Government’s crash data from the previous five years identified three crashes at the intersection, however, none of these crashes involved pedestrians crossing the road. This review has not highlighted a significant safety issue with pedestrians crossing and shows the existing crossings can be used safely, so long as due care and attention is taken. Accordingly, no changes to the existing pedestrian crossings are proposed, at this time.

Council has a long-term plan to replace the existing roundabout with a signalised intersection. However, this proposal would be a major project, requiring significant funding from Council’s budget. In the past, the citywide prioritisation of intersections in terms of traffic congestion, safety and traffic volume growth has not led to the allocation of funds for an upgrade of this roundabout.

There is a high demand for new traffic signals and other road network improvements throughout Brisbane and all requests must be prioritised to ensure Council’s resources are directed to intersections most in need of upgrading, and those projects that offer the greatest benefit in terms of safety and amenity to the wider community.

Your suggestion for Council to signalise one or multiple approaches to the roundabout as an interim project may have merit. However, further investigations and traffic modelling, including new traffic counts for all affected approaches as well as pedestrian surveys, would be required to determine impacts from installing traffic signals on the roundabout as suggested. During the 2022-23 financial year, Council will undertake pre-feasibility investigations to determine the viability of installing traffic signals on one or multiple approaches to the roundabout as an interim solution to address issues at this location. Please note, however, that consideration to fund any interim and/or long-term options remain subject to an assessment of their priority relative to similar projects across the city. Council will also continue to consider upgrading this intersection to traffic signals in future Council budgets.

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

Thank you for raising this matter.

**ADOPTED**

#### E PETITION – REQUESTING COUNCIL MAKE NUDGEE ROAD MORE BIKE FRIENDLY

 **137/220/594/63-002**

**73/2022-23**

54. A petition requesting Council make Nudgee Road more bike friendly, was received during the Summer Recess 2020-21.

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

56. The petition contains 531 signatures. Of the petitioners, 35 live in Hamilton Ward, 72 live in Northgate Ward, 361 live in other wards in the City of Brisbane and 63 live outside the City of Brisbane.

57. Nudgee Road, between Kingsford Smith Drive, Hamilton, and Nudgee Golf Club, Nudgee, has a speed limit of 60 km/h and is classified as an arterial road in Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy. Arterial roads connect major centres of the city and provide an important link in Brisbane’s public transport and freight network. Nudgee Road, north of the Nudgee Golf Club, has a speed limit of 80 km/h and is classified as a suburban road in 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.

58. The petitioners’ request for Council to make Nudgee Road more bike friendly has been noted. Nudgee Road, between Kingsford Smith Drive and Nudgee Beach, is more than 11.5 kilometres in length. As such, it includes sections which are recognised as both primary and secondary cycle routes in City Plan. Attachment C (submitted on file) shows the cycling route map, as identified in City Plan. It is also noted that Nudgee Road is identified as a principal cycle route on the Queensland Government’s Department of Transport and Main Roads’ network plan, also recognising the desire for cycling infrastructure along this route.

59. Nudgee Road includes sections with both on-road and on-verge cycling infrastructure. The section of Nudgee Road between Nudgee Golf Club and Nudgee Beach, is a primary cycle route in City Plan and includes a shared pathway. Given the mix of heavy vehicles along this route, Council considers on-verge cycling infrastructure appropriate on this section and there are no plans for bicycle lanes to be installed at this time.

60. The section of Nudgee Road between Nudgee Golf Club and Kedron Brook, Nundah, is a secondary cycle route in City Plan. This section includes a shared pathway and short sections of on-road bicycle lanes, however, the majority has no cycling infrastructure. Council is considering further cycling infrastructure improvements along this section of the Nudgee Road corridor, as road upgrades occur. It should be noted that the recognised primary cycle route connecting these two points on Nudgee Road is the Kedron Brook Bikeway, which runs along Kedron Brook, with the secondary cycle route servicing destinations along the road itself.

61. The section of Nudgee Road, between Kedron Brook and Kingsford Smith Drive, is a primary cycle route in City Plan. There are currently some sections of on‑road cycling infrastructure along this road and Council is considering further cycling infrastructure improvements along this section and other sections of the Nudgee Road corridor, as road corridor upgrades occur.

62. There is a long-term plan to upgrade Nudgee Road, between Toombul Road and Kingsford Smith Drive, to four traffic lanes, including bicycle lanes. Council completed preliminary planning in the 2019-20 financial year on the section of Nudgee Road between Crockford Street and Tufnell Road, to identify land requirements for a potential future upgrade to provide one-way cycle tracks, pedestrian paths and intersection improvements. However, these upgrades are dependent on acquiring the land required from adjacent properties as development occurs along the corridor. On-road bicycle lanes are also being installed as part of intersection upgrades, such as Kingsford Smith Drive in 2019, Hampden Street and Mein Street in 2017, and Tufnell Road in 2016. Attachment D (submitted on file) shows these intersection upgrades. Please note that while there is no timeframe or budget to deliver corridor upgrades at this time, land identified will be protected by conditioning adjoining approved developments to provide building setbacks or road dedications, as required.

63. Many key links in the cycling infrastructure network can be challenging to deliver due to site constraints and available budget, with some projects requiring a staged approach and feasibility investigations to determine affordable and deliverable results. While our active transport network grows, there will be some locations where connections are not as ideal as we would like, however, Council is working hard to enhance cycling facilities on a citywide basis.

64. On-street parking is a valuable community commodity and many residents rely on on-street parking in close proximity to their homes for visitors and services. Therefore, changing or removing on-street parking restrictions requires careful consideration to balance the needs of all users. It is considered the existing parking arrangements along Nudgee Road meet a suitable balance between all road users, including residents and businesses whose properties front this road. Council will continue to monitor the Nudgee Road corridor and parking changes will be considered as adjacent land use changes. However, no parking changes are planned along the Nudgee Road corridor at this time.

65. Under the Queensland road rules (the rules), bicycles are recognised as a type of vehicle and cyclists and motorists have the same rights and responsibilities when using the road. Cyclists must obey the same general road rules as motorists, as well as the bicycle road rules. Under the rules, motorists must stay wide of cyclists by a minimum of one metre when passing in a 60 km/h or less speed zone. The minimum passing distance applies even if the cyclist is riding around an obstacle, such as a parked vehicle. Motorists not giving way to cyclists in this regard is considered poor driver behaviour.

66. The Queensland Police Service (QPS) are the only authority who can enforce minimum passing distances, and as such, the petitioners are encouraged to report instances of poor driver behaviour to the QPS via Policelink on 131 444, for targeted enforcement.

 Consultation

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

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

Customer Impact

69. The submission responds to the petitioners’ concerns.

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

71. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/63

Thank you for your petition requesting Council make Nudgee Road more bike friendly.

Nudgee Road, between Kingsford Smith Drive, Hamilton, and Nudgee Golf Club, Nudgee, has a speed limit of 60 km/h and is classified as an arterial road in Council’s *Brisbane City Plan 2014* (City Plan) road hierarchy. Arterial roads connect major centres of the city and provide an important link in Brisbane’s public transport and freight network. Nudgee Road, north of the Nudgee Golf Club, has a speed limit of 80 km/h and is classified as a suburban road in 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.

Nudgee Road, between Kingsford Smith Drive and Nudgee Beach, is more than 11.5 kilometres in length. As such, it includes sections which are recognised as both primary and secondary cycle routes in City Plan. It is also noted that Nudgee Road is identified as a principal cycle route on the Queensland Government’s Department of Transport and Main Roads’ network plan, also recognising the desire for cycling infrastructure along this route.

Nudgee Road includes sections with both on-road and on-verge cycling infrastructure. The section of Nudgee Road between Nudgee Golf Club and Nudgee Beach is a primary cycle route in City Plan and includes a shared pathway. Given the mix of heavy vehicles along this route, Council considers on-verge cycling infrastructure appropriate on this section and there are no plans for bicycle lanes to be installed at this time.

The section of Nudgee Road between Nudgee Golf Club and Kedron Brook, Nundah, is a secondary cycle route in City Plan. This section includes a shared pathway and short sections of on-road bicycle lanes, however, the majority has no cycling infrastructure. Council is considering further cycling infrastructure improvements along this section of the Nudgee Road corridor, as road upgrades occur. It should be noted that the recognised primary cycle route connecting these two points on Nudgee Road is the Kedron Brook Bikeway, which runs along Kedron Brook, with the secondary cycle route servicing destinations along the road itself.

The section of Nudgee Road between Kedron Brook and Kingsford Smith Drive, is a primary cycle route in City Plan. There are currently some sections of on‑road cycling infrastructure along this road and Council is considering further cycling infrastructure improvements along this section, and other sections, of the Nudgee Road corridor, as road corridor upgrades occur.

There is a long-term plan to upgrade Nudgee Road, between Toombul Road and Kingsford Smith Drive, to four traffic lanes, including bicycle lanes. Council completed preliminary planning in the 2019-20 financial year on the section of Nudgee Road between Crockford Street and Tufnell Road, to identify land requirements for a potential future upgrade to provide one‑way cycle tracks, pedestrian paths and intersection improvements. However, these upgrades are dependent on acquiring the land required from adjacent properties as development occurs along the corridor. On-road bicycle lanes are also being installed as part of intersection upgrades, such as Kingsford Smith Drive in 2019, Hampden Street and Mein Street in 2017, and Tufnell Road in 2016. Please note that while there is no timeframe or budget to deliver corridor upgrades at this time, land identified will be protected by conditioning adjoining approved developments to provide building setbacks or road dedications, as required.

Many key links in the cycling infrastructure network can be challenging to deliver due to site constraints and available budget, with some projects requiring a staged approach and feasibility investigations to determine affordable and deliverable results. While our active transport network grows, there will be some locations where connections are not as ideal as we would like, however, Council is working hard to enhance cycling facilities on a citywide basis.

On-street parking is a valuable community commodity and many residents rely on on-street parking in close proximity to their homes for visitors and services. Therefore, changing or removing on-street parking restrictions requires careful consideration, to balance the needs of all users. It is considered the existing parking arrangements along Nudgee Road meet a suitable balance between all road users, including residents and businesses whose properties front this road. Council will continue to monitor the Nudgee Road corridor and parking changes will be considered as adjacent land use changes. However, no parking changes are planned along the Nudgee Road corridor at this time.

Under the Queensland road rules (the rules), bicycles are recognised as a type of vehicle and cyclists and motorists have the same rights and responsibilities when using the road. Cyclists must obey the same general road rules as motorists, as well as the bicycle road rules. Under the rules, motorists must stay wide of cyclists by a minimum of one metre when passing a cyclist in a 60 km/h or less speed zone. The minimum passing distance applies even if the cyclist is riding around an obstacle, such as a parked vehicle. Motorists not giving way to cyclists in this regard is considered poor driver behaviour.

The Queensland Police Service (QPS) are the only authority who can enforce minimum passing distances, and as such, you are encouraged to report instances of poor driver behaviour to the QPS via Policelink on 131 444, for targeted enforcement.

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

Thank you for raising this matter.

**ADOPTED**

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

## *CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE*

Councillor Adam ALLAN, Civic Cabinet Chair of the City Planning and Suburban Renewal Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair. In last week’s Committee presentation we were provided with an update. We were provided with an update on a DA (development application) at 8 Textile Crescent, Salisbury, which was for a company called Food Connect. The Food Connect Foundation was created as a non-profit organisation to promote, educate and advocate for local and international fair food systems and has been operating in the same site for 12 years and purchased the site in 2019. Food Connect works in partnership with more than 80 farmers within South East Queensland, returning 50% of the retail price to farmers and generating $28 million within the local food economy.

 An overview of the site included the following details, so the site has an area of 2,256 square metres. It has a caretaker’s accommodation, it has a café and bakery, it has a pop-up outlet for certain types of exhibitors, it has an ancillary event space and, importantly, there is no change to the existing industrial uses on the site. The proposal aligns with the intent of the draft strategy for the Nathan-Salisbury-Moorooka neighbourhood plan in the following aspects. It promotes innovative and multifaceted use of industrial premises, it provides for land uses and activities which have a nexus with existing industrial uses while facilitating employment opportunities. It protects the industrial function of the area and it also increases the attractiveness and functionality of the existing industrial area.

 The benefits of the proposal to the community include providing additional revenue streams, while supporting local farmers. It enables Food Connect to display and promote products on a site co-located with existing industrial operations. It revitalises an underutilised industrial space. It provides flexibility to go back to an industrial use if it needs to. It fosters a sense of community and it also supports the provision of amenity and fresh food options for the local workforce. So a very good outcome and it received quite a number of submissions supporting the application.

 In addition to the presentation, we had a petition requesting that the current Nathan-Salisbury-Moorooka neighbourhood plan and associated processes be cancelled and commence a new Nathan-Salisbury-Moorooka neighbourhood plan. The Committee received a couple of petitions on this particular matter. The position that we’re currently in is that Council’s produced a draft strategy. The draft strategy was put to the community to source feedback and it’s a step in the neighbourhood planning process that we don’t have to do, but we do it because it provides a great starting point for exchanging views. The input that we’ve received from residents to that strategy has been solid. This sort of notion that they haven’t been consulted unfortunately isn’t accurate. There were quite a significant number of newsletters and emails distributed to the community, both in terms of the initial research but also the draft strategy itself. The level of feedback that we got from the community on the draft strategy was significant.

 In addition to the feedback we received there were 1,100 submitted surveys, more than 350 comments were pinned to an interactive map and more than 250 emails were received from submitters. So look, there was quite a lot of community consultation on this and some really valuable feedback. What we’re currently doing is we’re reviewing that feedback and it will help to inform the draft neighbourhood plan. That will then go back not only to the State for some feedback, but also to the community for a further round of consultation. Certainly, at this point in time, this process is a long way from finished and there’s a lot of consultation and input that can still be provided and I’ll leave further debate to the Chamber.

Chair: Is there any further debate?

 Councillor CASSIDY.

Councillor CASSIDY: Thanks, Chair.

**Seriatim – Clause B**

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| Councillor Jared CASSIDY requested that Clause B, PETITIONS – REQUESTING COUNCIL CEASE THE CURRENT NATHAN-SALISBURY-MOOROOKA NEIGHBOURHOOD PLAN AND ASSOCIATED PROCESSES, AND COMMENCE A NEW NATHAN-SALISBURY-MOOROOKA NEIGHBOURHOOD PLAN, be taken seriatim for voting purposes.  |

Councillor CASSIDY: Yes and I don’t know that I would necessarily agree with the petitioners in wanting another one started after this one was cancelled if they got their way, because I’d be once bitten twice shy if I was this community and seeking this LNP Administration to undertake a fresh neighbourhood plan the same way that they have done this one out here. Councillor GRIFFITHS has certainly put on record his community’s reservations about that process to date.

 We’ve had discussions in this Chamber over the last couple of weeks about that and this large petition, as well as the overwhelming feedback to date from what I understand, is that the community is not happy what this LNP Administration is proposing, particularly, in terms of the destruction of large swathes of character housing in certain parts of the Nathan‑Salisbury‑Moorooka neighbourhood plan area. They’re desperately concerned about the social and built fabric of their community, so we certainly support the petitioners in this instance and don’t support the Administration’s response to them.

Chair: Thank you.

 Further debate?

 Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks, just on item A, never let it be said that I object to every development that comes through the Council, because this is one I’m very happy to support. I think Food Connect does really good work and it’s positive to see that the Council is approving this application to allow a more diverse range of uses on the site. I did just want to place on the record that I think really this is a good example of Council overregulating in some of the industrial land uses. Particularly one of the triggers for needing to have the DA, as I understand it, is that they want to hold events in part of the warehouse. To be honest, I think that’s something that should be allowed as a right in a lot of industrial warehouse areas.

 I know the Council’s been looking at some reforms in this space, but as a matter of common sense, of all the places in the city to be holding little music concerts or community gatherings, it makes sense to hold them in industrial areas that are further away from sensitive residential uses. So it’s almost a shame, I think, that we do have to have—or community groups or event organisers are prevented from activating some of these industrial areas unless they go through that full development application process. So maybe this isn’t the forum for it, but I know Councillor ALLAN’s had some correspondence from me about this broader issue.

 It would be nice to see some more positive movements from the Administration about supporting the arts and community projects via a broader framing and understanding of how these industrial sites work in practice. Because this is not a new thing, artists and event organisers and community groups have been using warehouse sites for community events and projects for years and years, often in ways that technically don’t comply with the current City Plan. That’s happening right across the city and I think this particular DA’s just one such example, where really there’s not many changes being made to the actual building. They’re pretty minor changes just in terms of how the existing building is getting used.

 So it kind of makes you wonder why did they have to go through the significant cost and hassle of an impact assessable DA for something that’s not really even changing the overall structure of the site, it’s simply making some minor amendments to how that site’s used. So yes, happy to support the approval of this DA. Just conscious that maybe this is an example of an area where Council has gone too far in regulating such uses and that hopefully in future we’ll see a bit more flexibility and openness in terms of how industrial sites and warehouses can be used, so that other community groups aren’t having to go through that significant cost just so that they can occasionally use their warehouse for a Friday night gig or event or whatever. Thanks.

Chair: Thank you.

 Further debate?

 Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair. I will take the opportunity just to respond to Councillor CASSIDY’s rather colourful and outlandish comments, ‘destruction of large swathes of character housing.’ Look, I think he’s going to be pretty disappointed if he thinks that’s what’s going to happen and perhaps he should have been in the Committee this morning when I covered this in a question that was raised by Councillor STRUNK.

 We acknowledge there is character housing in a lot of the key areas that we’re looking at in the neighbourhood plan, but rest assured we’ll be looking at those houses on a house-by-house, street-by-street basis, particularly to look at what their character values are and whether they’re part of a character streetscape. So this sort of notion that there’s going to be swathes of character housing destroyed is just as I said, a little bit premature and a little bit too flamboyant.

 Now to Councillor SRIRANGANATHAN’s point, we are currently in the process of reviewing the industrial strategy for the city and the intent is to try and build some more flexibility and agility into particularly the Industry A zoning. So I guess my message is to watch this space. Thank you.

Chair: Thank you. Councillors, we now move to the vote on this report. First up, item A.

**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: Vote 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: 17 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, James MACKAY, Peter MATIC, David McLACHLAN, Ryan MURPHY, Angela OWEN and Steven TOOMEY, Andrew WINES.

NOES: 4 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Peter CUMMING, Charles STRUNK and Jonathan SRIRANGANATHAN.

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – FOOD CONNECT, 8 TEXTILE CRESCENT, SALISBURY (A005754340)

**74/2022-23**

1. The Planning Services Manager, Development Services, City Planning and Sustainability, attended the meeting to provide an update on Food Connect, 8 Textile Crescent, Salisbury (A005754340). He provided the information below.

2. The Committee was shown an aerial view of the subject site, which demonstrated the context of location and proximity to local sites. The Committee was also shown a zoning map from *Brisbane City Plan 2014* (City Plan), which identified the site as being within an Industry zone, as well as a satellite image of a context map.

3. The Food Connect Foundation was created as a non-profit organisation to promote, educate and advocate for local and international fair food systems. The foundation provides organic, seasonal produce from local farmers direct to customers, and works in partnership with more than 80 farmers within South East Queensland. Fifty per cent of the retail price is returned to farmers, compared to the national average of 14%, and $28 million is generated within the local food economy. The foundation supplies produce to 45 buyers, clubs, restaurants and cafes, and 1,500 households are provided with local and nutrition produce on a weekly basis.

4. The Food Connect Foundation has operated from the current site for the previous 12 years, and raised funds to purchase the site in 2019. The current site operations of Food Connect and OzHarvest include packaging and distribution of fresh produce from a warehouse and distribution centre. The associated Food Connect operations include a use of a commercial kitchen, farm store and office. In 2020, a material change of use application was approved for the Ballistic Beer Company to operate in the western corner of this site.

5. An overview of the site included the following details:

- owner: Food Connect Foundation Limited

- site area: 2,256 square metres

- caretaker’s accommodation: 60 square metres of gross floor area (GFA)

- café and bakery: 49 square metres of GFA

- pop-up outlets: 101 square metres of GFA

- ancillary event space: 338 square metres of GFA

- no changes to the existing industrial uses on the site.

6. The proposed activities are of a small scale and closely associated with the existing industrial operations of the site. The ancillary pop-up outlets provide a flexible space to display goods and produce. The café and bakery is a small-scale food and drink option for the local workforce and community, which utilises Food Connect produce. The ancillary event space is available for use by producers and business partners during standard business hours. The primary use of the site will remain as warehouse and medium impact industry.

7. The proposal aligns with the intent of the draft strategy for the Nathan‑Salisbury-Moorooka neighbourhood plan in the following aspects:

- promoting innovative and multi-faceted use of industrial premises

- provisioning of land uses and activities which have a nexus with existing industrial uses while facilitating employment opportunities

- protecting and supporting the industrial function of the area

- increasing the attractiveness and functionality of the existing industrial area.

8. The shop will operate between the hours of 6am and 10pm. The event space is only permitted for use after 5pm. Noise data and submitted acoustic reporting demonstrates compliance with City Plan, with a condition imposed to restrict the use of amplified music between 6am and 7am, and 10pm until midnight. The conditioned limitations to the operating hours aim to preserve the existing industrial operations and protect the local amenity.

9. Benefits of the proposal to the community include:

- providing additional revenue streams while supporting local farmers

- enabling Food Connect to display and promote products on a site co-located with existing industrial operations

- revitalisation of underutilised industrial spaces

- flexibility in utilisation of spaces outside of typical operating hours

- fostering a sense of community

- provision of amenity and fresh food options for the local workforce

- strong community support, with 99 submissions of support received.

10. The development application was approved for the following reasons:

- the development proposes activities which complement existing on-site industrial uses and supports the local workforce

- the development facilitates and maintains the long-term viability of industrial uses

- the development is compatible with sensitive uses in the vicinity

- the proposed activities will meet relevant health, safety and environmental standards

- the proposed development aligns with the strategic intent of the draft Nathan‑Salisbury‑Moorooka neighbourhood plan

- the development contributes towards Council’s vision as a smart, prosperous city.

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

12. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITIONS – REQUESTING COUNCIL CEASE THE CURRENT NATHAN‑SALISBURY‑MOOROOKA NEIGHBOURHOOD PLAN AND ASSOCIATED PROCESSES, AND COMMENCE A NEW NATHAN‑SALISBURY‑MOOROOKA NEIGHBOURHOOD PLAN

 **137/220/594/51 and 137/220/594/57**

**75/2022-23**

13. Two petitions requesting Council cease the current Nathan‑Salisbury‑Moorooka neighbourhood plan and associated processes, and commence a new Nathan‑Salisbury‑Moorooka neighbourhood plan, were received during the Summer Recess 2021-22.

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

15. The petitions contain 734 signatures. Petition 137/220/594/51 contains 418 signatures and petition 137/220/594/57 contains 316 signatures.

16. The petitioners submit that residents of Nathan, Salisbury and Moorooka were not adequately consulted on extensive high-rise developments being proposed for their suburbs and that the Nathan‑Salisbury‑Moorooka neighbourhood plan (NSMNP) draft strategy (the draft strategy) concentrates almost entirely on inserting high-rise apartments into these suburbs. The petitioners suggest that the draft strategy proposes excessive, inappropriate and unwarranted changes to the region’s character, heritage, environment, culture, safety and amenity.

17. The petitioners request that the Lord Mayor and Council abandon their current process for the proposed NSMNP and recommence with the formulation of a new draft strategy that is better aligned to community expectations and Council’s own vision for Brisbane. The petitioners request that the Lord Mayor and Council:

* cease the current NSMNP and associated processes, including abandoning the associated draft strategy
* recommence a new NSMNP from the study phase, including the creation of a draft strategy that is developed with genuine, inclusive and representative community consultation, and that is consistent with Council's relevant neighbourhood planning processes, policies and supporting legislation governing such community consultation.

18. The NSMNP commenced in late 2019 with a background research phase. More than 12,500 newsletters were distributed to residents and businesses to advise of the commencement of the NSMNP and to invite their feedback. Feedback was provided in the form of 787 submitted surveys and 430 comments pinned on an interactive map. At this time, Council sought nominations for and formed a Community Planning Team to provide advice on key local issues. This advice and feedback were considered in the preparation of the draft strategy, which was consistent with previous neighbourhood plan projects.

19. The draft strategy was released for community feedback from 7 June 2021 to 26 July 2021. More than 16,500 emails and 11,700 letters were distributed to provide information about the release of the draft strategy and to provide people with information on how to have their say. A business breakfast and three information sessions were also held to provide an opportunity for the community to talk with Council’s planners. Further feedback was received in the form of more than 1,100 submitted surveys, more than 350 comments pinned on an interactive map and more than 250 emails from submitters. Council is in the process of analysing these submissions and is currently preparing the statutory amendment package on the basis of comments received and further technical reviews.

20. Council undertakes consultation to test ideas with the community and to shape policy development. Significantly, it is not a legislative requirement under the *Planning Act 2016* or the accompanying statutory guideline (*Minister’s Guidelines and Rules*) to undertake this consultation in this phase of the process. The statutory public consultation on the NSMNP will be undertaken following the drafting of the NSMNP and Queensland Government approval to proceed to public notification. At this time, the community will have the opportunity to provide further comment on the draft NSMNP. When adopted, the NSMNP will form part of *Brisbane City Plan 2014* (City Plan) and will be used to guide and assess land use and development.

21. Council has demonstrated a commitment to engage with and provide opportunities for community input by providing opportunities in both the background research and draft strategy phases, both of which are additional to any legislative requirement. The community will have further opportunities to provide comment when the draft NSMNP, currently under preparation, is placed on public notification.

22. The petitioners suggest that the draft strategy concentrates high-rise developments extensively across the three suburbs. The draft strategy proposed discrete areas for investigation around future growth nodes identified in the existing strategic framework in City Plan (Moorooka and Salisbury stations), as well as three other areas with access to high‑frequency public transport and services (Lillian Avenue, Orange Grove Road and around Moorvale shopping centre).

23. The heights proposed in the draft strategy were listed under Strategy 1.1 and supporting maps, and included:

* 1.1.2 Investigate opportunities to provide residential buildings (up to 3 storeys) within easy walking distance of the Moorooka train station
* 1.1.3 Investigate opportunities to provide residential buildings up to 5 storeys closest to the Moorooka train station
* 1.1.4 Investigate opportunities to provide a mix of residential and commercial buildings (up to 8 storeys) immediately opposite the Moorooka station
* 1.1.5 Investigate opportunities to provide a mix of residential and commercial buildings (up to 5 storeys) immediately opposite the Salisbury station
* 1.1.6 Investigate opportunities to provide a mix of residential housing types (up to 3 storeys) on blocks which do not contain character housing and are within easy walking distance of high frequency bus stops on Lillian Avenue and around the Moorvale shopping centre.

24. As the city’s population grows, Council is committed to planning for a range of housing choices to be available to meet people’s current and future needs within their community and to provide greater access to employment opportunities and services. Undertaking a neighbourhood plan for these locations is important to provide a range of housing choices which remain affordable for existing and future residents as the city continues to grow.

Consultation

25. Councillor Steve Griffiths, Councillor for Moorooka Ward, has been consulted and does not support the recommendation.

 Customer impact

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

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

28. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition References:** 137/220/594/51 and 137/220/594/57

Thank you for your petitions requesting that Council cease the current Nathan‑Salisbury‑Moorooka neighbourhood plan (NSMNP) process and commence a new planning process with further opportunity for community engagement.

As the city’s population grows, Council is planning for a range of housing choices to be available to meet people’s current and future needs within their community and to provide greater employment opportunities and services. Undertaking a neighbourhood plan is important to provide a range of housing choices for existing and future residents as the city continues to experience sustained population growth. The draft strategy was prepared as part of the initial work on the NSMNP and areas for increased housing and employment opportunities were identified around Moorooka and Salisbury stations which are currently identified as future growth nodes in *Brisbane City Plan 2014* (City Plan), as well as three other areas with access to high-frequency public transport and services (Lillian Avenue, Orange Grove Road and Moorvale shopping centre).

Council undertakes consultation on a draft strategy to test ideas with the community prior to commencing the preparation of a statutory neighbourhood plan. Consultation at this part of the process is not a legislative requirement. Nevertheless, Council undertakes this additional step to gain community feedback.

As part of the consultation on the draft strategy, more than 16,500 emails and 11,700 letters were issued and three information sessions were held in the local community. This was in addition to initial community feedback provided in the background research phase. More than 1,100 submitted surveys, 350 comments pinned on an interactive map and more than 250 emails from submitters were received on the draft strategy. This feedback is now being considered and further technical investigations are being undertaken.

Council is committed to engaging with and providing opportunities for the community to have input by providing opportunities in both the background research and draft strategy phases, both of which are additional to any legislative requirement.

The next phase of the project is the preparation of the draft statutory neighbourhood plan which will include specific proposals such as changes to zones or overlays in City Plan. Following this, the draft NSMNP will be reviewed by the Queensland Government and Council will then undertake statutory public consultation on the draft neighbourhood plan.

Please let the other petitioners know of this information.

Should you wish to discuss this matter further, please contact Jennifer Einam, A/Senior Urban Planner, Neighbourhood Planning Team, Strategic Planning, City Planning and Economic Development, City Planning and Sustainability, on (07) 3403 6530.

Thank you for raising this matter.

**ADOPTED**

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

### ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE

Councillor Tracy DAVIS, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee, moved, seconded by Councillor James MACKAY, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor DAVIS.

Councillor DAVIS: Thank you, Mr Chair. The Committee presentation last week was on the Green Heart Fair, which was held at Victoria Park/Barrambin on Sunday 29 May. This year’s Green Heart Fair was the largest ever, showcasing over 120 sustainable exhibitors and sponsors, drawing over 15,000 residents to attend over the day. Residents had the opportunity to participate in a host of exciting activities, including workshops on growing food at home, upcycling household items and learning about Brisbane’s natural environment. One of the most popular attractions, as it always is, was Council’s free native plant stall, which saw over 3,000 native plants such as *Callistemons* and *Melaleucas* handed out throughout the day. Other activities included the Green Home Living, Eco Kids and the Reduce, Reuse, Recycle zones.

 Across the fair food vendors served up sustainably sourced local produce with compostable plates and cutlery, which residents could enjoy while taking in the Live on the Green entertainment at the solar-powered stage. Residents were able to utilise the many waste sorting stations around the fair, which in total diverted 1,600 litres of organic waste away from landfill. No single-use plastics were used across the event and waste warriors assisting in keeping Victoria Park clean and green during the day. In all, this year’s Green Heart Fair was a huge success. The event received 98% attendee satisfaction from those that were surveyed, 48% of residents identified as returning Fair Friends which meant that over half of attendees were new to the event. It’s great to see more residents becoming actively involved and engaged with our mission to keep Brisbane clean, green and sustainable and I’m very confident that next year’s Green Heart Fair will be even bigger and better and I’ll leave further debate to the Chamber.

Chair: Thank you.

 Is there any further debate? No further debate.

 I’ll now move the report.

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor Steve Griffiths.

#### A COMMITTEE PRESENTATION – Green Heart Fair

**76/2022-23**

1. The A/Manager, Water, Energy and Environmental Systems, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an update on Green Heart Fair. She provided the information below.

2. Council’s Green Heart Fair (GHF) was held in Victoria Park/Barrambin with over 15,000 attendees. It showcased over 120 sustainable exhibitors and sponsors and gave away 3,000 free native plants, including many callistemons and melaleucas.

3. The Committee were shown images of some of the sustainability initiatives from the event. This included:

 - waste sorting stations diverting 1,600 litres of the event’s organic waste from landfill

 - waste warriors ensuring the park was kept clean and green

- sustainable food vendors using local produce and compostable serveware

- 105 attendees utilising the free mug library

- styling of the GHF with upcycled furniture provided by Brandition

- Green Home Living Zone having a solar-powered stage

- hydration stations being located across the GHF

- not using any single-use plastics for the event.

4. GHF sponsors and stallholders included:

 - Bokashi Ninja

- Composta Australia

- UV Power

- Officeworks

- Urban Utilities

- Vessell Nundah

- Griffith University

- Brandition

- World's Biggest Garage Sale.

5. As part of the event, a survey was conducted upon attendees leaving. Favourite stalls at the fair included the free native plants and sustainability displays. The favourite zones were Brisbane City Council, Green Home Living, Eco Kids and the Reduce, Reuse, Recycle zone. Overall, the GHF received 98% attendee satisfaction from those surveyed. Forty-eight per cent of attendees surveyed identified as returning ‘Fair Friends’, which meant that 52% of attendees were new to the event.

6. The Committee was shown images of the event, including the native plant stall, a map of the event and the recycled clothing stalls.

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

8. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor TOOMEY, City Standards Committee report please.

### CITY STANDARDS COMMITTEE

Councillor Steven TOOMEY, Deputy Chair of the City Standards Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor TOOMEY.

Councillor TOOMEY: Thank you, Chair. Last week we had a very illuminating presentation on the Post Office Square lighting upgrade project. The presenter in Committee shined a light on some of the constraints of the site and how the officers from different departments worked together to ensure that the project was a gleaming success. I’m glad someone’s appreciating it, Councillor MATIC, I went to a lot of effort here.

*Councillors interjecting.*

Councillor TOOMEY: I am a bright spark, thank you. The end result, Chamber, the end result is a brighter future for Post Office Square, which is light-filled with a modernised LED lighting on the pathways, bollards and stairs and I will—

*Councillor interjecting.*

Councillor TOOMEY: Well it could be, it could be a beacon for the future, Councillor WINES, thank you for the interjection. I will leave debate for the Chamber.

Chair: Councillor CUMMING.

Councillor CUMMING: Thank you. With all the coloured lights in various other parts of the city that Council turn on to support various community groups and other organisations, I thought it could add some coloured lighting in Post Office Square. So it was actually an opportunity missed, I thought it was an opportunity missed.

Chair: Thank you.

Councillor TOOMEY.

Councillor TOOMEY: Thank you, Mr Chair, I’ll take Councillor CUMMING’s very bright comment and forward that on to the Chair for her consideration when she returns, thank you.

Chair: I’ll now move the report.

With the mic on, thank you again.

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 and Sarah Hutton.

**LEAVE OF ABSENCE:**

Councillor Nicole Johnston.

#### A COMMITTEE PRESENTATION – POST OFFICE SQUARE LIGHTING UPGRADE

**77/2022-23**

1. The Manager, Construction, City Standards, Brisbane Infrastructure, attended the meeting to provide an overview of the Post Office Square lighting upgrade. He provided the information below.

2. Post Office Square (the site) is a public square located between Queen Street and Adelaide Street in the Brisbane CBD. The site has an area of 3,300 square metres and includes a shopping arcade and six‑level underground car park. Upgrades to the site began in May 2021, with practical completion of the project achieved in November 2021. The project was finalised in May 2022.

3. The replacement of existing lighting with new lighting was the main scope of the work completed during the upgrade. The Committee was shown examples of the existing lighting when upgrades to the site began.

4. The Committee was provided with an overview of the new light locations and scope of the work completed during the lighting upgrade. This work included:

- installing a new switchboard to power the new lights

- installing new conduits and pits to allow for the installation of an electrical cable to power the new lights

- engaging the light pole supplier to install new certified footings within the existing retaining wall concrete structure at the site

- installing 32 new lights on 22 new light poles and four bollard-type lights.

Additional works were also completed during the upgrade, which included the installation of four new lights in the stairwells on the Adelaide Street side of the site.

5. The Committee was shown examples of how construction workers overcame challenges to delivering upgrades on the site due to structural limitations, such as load rating restrictions for machinery. Electrical conduits and pits were installed on top of the roof slab to the shops below and extensions to the vacuum excavation hose were used to complete work safely at the site.

6. The Committee was shown images of the completed lighting upgrades and other project delivery outcomes. Some of the upgrades to the site were not included in the initial design plan and were added to the project deliverables during the construction process. Additional upgrades to the site include a new events board and custom-made covers to hide conduit and pole footings. The events board supplies power to the new lights and the additional power points contained in the cabinet have the capacity to supply power to events that are held at the site.

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

8. **RECOMMENDATION:**

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

**ADOPTED**

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

### COMMUNITY, ARTS AND NIGHTTIME ECONOMY COMMITTEE

Councillor Vicki HOWARD, Civic Cabinet Chair of the Community, Arts and Nighttime Economy Committee, moved, seconded by Councillor Sandy LANDERS, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor HOWARD.

Councillor HOWARD: Thank you, Mr Chair. Before moving to the report, of course, I just want to mention a few things that have been happening in and around our beautiful city over the last week. I was delighted to attend the blessing of a new Vinnies store on the corner of Warner Street and Wickham Street right in the heart of Fortitude Valley last Thursday. It’s a much-anticipated store and I think it’s going to do extremely well in its space. It really enlivens an area of Fortitude Valley that has been empty for quite a while. So following the blessing of the store, it was opened on Saturday morning and so if you’re looking for a bargain there’s a new Vinnies store, of course which does a lot of work towards supporting our more vulnerable people across Brisbane.

 On Thursday night we saw the opening of Kaleidoscope on the performance lawn at the Brisbane Powerhouse and Keith Courtney’s work is nothing short of amazing. So I encourage all of you to pop along to the performance lawn and to buy a ticket to help Brisbane Powerhouse and to help our artists. But Keith was absolutely thrilled with the result, the Kaleidoscope will provide so much entertainment, not only during the day but also at nighttime. It will also be there until October, so really encourage you to let your residents know about that amazing new art installation at the performance lawn at the Brisbane Powerhouse.

 On Friday, the LORD MAYOR has already mentioned about the Camilla fundraising lunch for breast cancer. But one of the things I’d like to add is that in keeping with the comments that I’ve made earlier about The QUBE Effect, Andy Martin, who was the winner of one of the awards, performed at the Camilla event and in fact has just released his EP (extended play). So again an excellent opportunity for people to see the impact that The QUBE Effect has on our emerging artists.

 On Saturday, again the LORD MAYOR mentioned India Day Fair and it’s always a wonderful event to attend. I know very many of the Councillors were there to support our friends at India Fair Day. On Saturday night I attended the Moonlight Tango Winter Festival in the Ithaca Auditorium and again, what an amazing group of people who have come together to dance the tango. I have to say that I didn’t dance because I’ve got two left feet, but it was just an amazing evening. It’s something that they want to do annually, they told me that half of the participants had come from interstate so again, a wonderful opportunity to show people Brisbane. It was also the launch of the Brisbane Tango Orchestra and I really want to thank Annie and Alessandro for the work that they did in making that happen.

 Then finally, on Sunday I attended the Brisbane Girls Grammar School Gala Concert at the Convention Centre and yet again, what a wonderful opportunity to see the future of Brisbane on display and to know that these girls are just amazing. The performance was just fantastic.

 Now moving to the Committee presentation, we had Light up Brisbane, the story behind our city activations and our city activations is a service within our Council’s Business Hotline. The service was introduced in 2013 to support and promote not-for-profit organisations, community and cultural events and awareness campaigns through the use of Council assets. It primarily consists of the decorative lighting of iconic structures and the installation of banners on Council-managed bridges. So we were taken through the ability to see how this actually happens and to know that in addition to the Story Bridge and Victoria Bridge, Council has a number of alternate assets that can be requested for a light up. So Brisbane City Hall, Reddacliff Place sculptures, Wickham Terrace Car Park, the Tropical Display Dome and the Breakfast Creek bridge.

 We have also a number of spaces that we can hang bridge banners, so places like Story Bridge, Hale Street, Caxton Street and in all the nine areas across Brisbane that we can do that. So the Light up Brisbane page on Council’s website incorporates a calendar which is updated monthly and displays the schedule for approved light up activations across all of Council’s assets. So I urge again Councillors to take a look at the presentation because it really was quite stunning, some of the work that’s been done and I will leave further debate to the Chamber.

Chair: Thank you.

 Is there any further debate? No further debate.

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

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

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor Steve Griffiths.

#### A COMMITTEE PRESENTATION – LIGHT UP BRISBANE – THE STORY BEHIND OUR CITY ACTIVATIONS

**78/2022-23**

1. The A/Manager, Customer Services, Lifestyle and Community Services, attended the meeting to provide an update on Light up Brisbane. She provided the information below.

2. City Activations is a service within Council’s Business Hotline (133 BNE). The service was introduced in 2013 to support and promote not-for-profit organisations, community and cultural events and awareness campaigns through the use of Council assets. It primarily consists of the decorative lighting of iconic structures and the installation of banners on Council-managed bridges.

3. Since 1940, the Story Bridge has been an iconic part of the Brisbane skyline. When the existing lighting system underwent a major refurbishment in 2012, energy-efficient LED lights were installed to increase energy efficiency and reduce maintenance requirements. Each of the 550 lights on the Story Bridge contain red, green, blue and amber LEDs that combine to produce almost any colour, meaning the benefits of this change were not only environmental, but also enabled the addition of changeable colour.

4. Council also opened up bookings to the Brisbane community, allowing the lights to be activated to raise awareness for campaigns and for events being held in Brisbane. All light up requests are managed by the Business Hotline.

5. The lights are also programmed individually which allows organisations the ability to design a wide range of colours, designs, pattern effects and sequences for their booking. Some of the high-profile colour programs include the rainbow colours in recognition of LGBTQIA+ community events, green and gold for Australian sporting teams, and the colours of the Aboriginal flag for days of indigenous and national significance.

6. In 2015, 236 LED lights were attached to the underside of the pathways on either side of the Victoria Bridge, adding it to the City Activations program. A video of the Victoria Bridge displaying a ‘colour chaser’ was shown to the Committee as an example of the colour and movement capabilities of the lights. The lights are set to turn on and off automatically at the times set by the ‘Orbital Clock’, the official sunset and sunrise clock.

7. In addition to the Story Bridge and Victoria Bridge, Council has a number of alternate assets that can be requested for a light up. Due to their location, visibility and lower profile, they are considered complimentary assets, these assets include:

- Brisbane City Hall

- Reddacliff Place sculptures, *Steam* (2006) by Donna Marcus

- Wickham Terrace Car Park architectural wall

- the Tropical Display Dome at Brisbane Botanic Gardens, Mt Coot-tha

- the Breakfast Creek Bridge.

8. All applications are made via a simple online booking form which is found on Council’s website. The light up of Council assets is only available for significant city, State or national events or awareness campaigns that:

- have a citywide audience

- benefit all Brisbane residents

- attract 10,000 participants

- are a national event represented in multiple states.

9. Requests from organisations without a not-for-profit status will be considered only when they are for significant cultural events and provide positive economic benefit to the city such as major sporting events like the State of Origin. No commercial advertising or sponsor’s logos are displayed.

10. The Business Hotline oversees the regular light up applications and booking process. Light up requests:

- are free of charge for approved organisations

- can be submitted up to 12 months in advance

- are subject to the approval process

- are generally limited to a maximum of seven nights, depending on the length of the event or awareness campaign.

11. The team works collaboratively across Council to:

- provide confirmed bookings to the relevant asset owner preferably four weeks in advance for programming

- notify City Communication, City Administration and Governance, for the Council website publications

- provide reporting for relevant stakeholders.

12. Council’s Structures team are responsible for the operating and maintenance of the decorative lighting for both the Story and Victoria Bridges.

13. There are occasions when urgent light up requests are received for a significant national or international event or emergency, such as the death of a dignitary or a natural disaster, to show solidarity. The assets that can be used for after-hour light ups are the Story Bridge, Victoria Bridge and Brisbane City Hall. On these occasions, the Business Hotline works collaboratively with a number of stakeholders including the asset owners and organisations to ensure a successful light up is achieved.

14. Since its inception, the popularity of Light up Brisbane has been sustained over time. A graph was shown to the Committee showing a 90% average booking rate for the past three years, including during considerable COVID-19 impacts. Council is able to promote 219 not‑for‑profit organisations, community and cultural events and awareness campaigns in the 2022-23 financial year by lighting up Council assets.

15. Due to the ever-increasing popularity of Light up Brisbane applications, the Business Hotline is often required to negotiate the number of nights and assets available for a booking to allow other requests to be approved during that period. This can often see the Victoria Bridge and Story Bridge lit in different colours on the same night to enable the recognition of multiple campaigns.

16. On nights where there are no bookings, a default program runs on the Story and Victoria Bridges, displaying blue and gold to represent the main colours of Brisbane’s Coat of Arms. There are a number of recurring bookings each year, including:

- NAIDOC Week (July)

- Ekka (August)

- Brisbane Festival (September)

- Christmas Lights Display (December).

17. Brisbane City Hall is a popular light up asset and is considered to be ‘The People’s Place’. Since the Business Hotline took over managing light up bookings in July, Council has received 107 new applications. Private events and commercial enterprises often book Brisbane City Hall to complement their event bookings including gala balls and award nights.

18. Another popular way for organisations to promote their awareness campaign or event, is via the installation of bridge banners at one of nine Council-managed locations:

 - Story Bridge, Brisbane City (inbound and outbound)

- Turbot Street, Brisbane City

- Hale Street, Milton

- Caxton Street, Milton

- Bedivere Street, Carindale

- Rokeby Terrace, Taringa

- Mains Road, Sunnybank (inbound and outbound).

19. A banner application is an option for organisations who may not be eligible for a light up approval to still have their event or awareness campaign recognised. This has included events such as the Paniyiri Festival and the Brisbane Model Train Show.

20. Banners are beneficial for advertising events that are held in venues outside of Brisbane’s CBD and within proximity to a banner location. For example, the Quota Craft and Gift Fair is held annually at the Carindale Police Citizens Youth Club and their banner booking is made locally for Bedivere Street, Carindale.

21. The Business Hotline also manages the banner application and approval process. Applications can be made up to 12 months in advance and can be displayed for a maximum of two weeks. Banners need to be in line with the definition of a community event banner as per Council’s *Advertisements Local Law 2013*.

22. Between 2019 and 2020, an average of 50 campaigns and events per year were advertised through approved banner bookings.  In the 2020-21 financial year, there were 46 individual banner bookings across the nine locations promoting a variety of charities, events and awareness campaigns. The most popular banner location is the Story Bridge with an average occupancy rate of 87% for 2020-21.

23. The Light up Brisbane page on Council’s website incorporates a calendar which is updated monthly, displaying the schedule for approved light up activations across all of Council’s assets. This calendar allows the public to identify what the colours represent for a specific asset and which organisation the light up is supporting. The calendar includes a description of the organisation, event or awareness campaign and the colours the lights represents. For many organisations, the increased awareness is a welcome inclusion to their own media and social media campaigns and is often supported by posts on Council’s own Facebook page.

24. The Committee was shown customer feedback highlighting the success of Light up Brisbane. Council’s creative use of assets has inspired many other councils around Australia, such as the City of Hobart, to investigate and implement processes to light up their own structures for community organisations.

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

26. **RECOMMENDATION:**

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

**ADOPTED**

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

### FINANCE AND CITY GOVERNANCE COMMITTEE

Councillor Fiona CUNNINGHAM, Civic Cabinet Chair of the Finance and City Governance Committee, moved, seconded by Councillor Steven HUANG, that the report of the meeting of that Committee held on 9 August 2022, be adopted.

Chair: Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Thanks, Mr Chair. Our Committee presentation last week was from the Human Resources (HR) branch about athletes in the workplace. It was a timely presentation delivered at the conclusion of the Birmingham Commonwealth Games. Mr Chair, it was particularly exciting for our HR Branch Manager as it was an opportunity for her to celebrate the very special achievement of a member of her team. Cheryl Lindfield from Council’s HR branch and her lawn bowls partner, Serena Bonnell, represented Australia at the Birmingham Commonwealth Games in the para lawn bowls women’s pairs B6-8 event, winning of course the silver medal. I hope she doesn’t mind me mentioning it, but at 63, Cheryl was Australia’s oldest athlete at the Games and it’s quite a remarkable and inspiring achievement. She took up bowls in 1983 and only returned to the sport just last year.

 On her journey to the Games, Cheryl dominated the women’s singles at the 2021 Queensland Multi Disability Championships and also participated in the 2022 Trans-Tasman, where she was named the overall team, para team champion, but our presentation, Mr Chair, wasn’t all just about Cheryl. It was an opportunity to talk about our broader initiatives to recognise the benefits of athletes in the workplace, both for the individual but also for Council. While top athletes in more popular sports can earn a good living, we know that for many elite athletes, particularly in the Olympic, Paralympic, Commonwealth Games sports, balancing employment and sporting commitments can be difficult. So as an employer, Council can benefit from employing athletes, as they’re often high performers, goal oriented and resilient and they exhibit strong leadership, team and management skills.

 We provide employees with special leave for certain major national or international sporting events. This includes competitors, team managers, coaches, umpires, referees and officials. We also provide flexible arrangements for training and for trial events. So providing that flexibly, we can support our athletes in developing their career outside of sport and Council can benefit from the unique attributes of elite athletes. In the lead up to the 2032 Games, Mr Chair, I think that’s something that we all should really encourage. We are working on a program to support our emerging Olympian and Paralympic athletes during their sporting career to gain knowledge, skills and work experience in an occupational area outside of their sport, so they can transform their skills from their chosen occupation following their competitive sporting career. Mr Chair, I’ll leave the rest to the Chamber

Chair: Thank you.

 Is there any further debate? No further debate.

 I move to the vote on this report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – ATHLETES IN THE WORKPLACE

**79/2022-23**

1. The Chief Human Resources Officer, Human Resources, Organisational Services, attended the meeting to provide an update on athletes in the workplace. She provided the information below.

2. Balancing employment with sporting commitments can be difficult for elite athletes, who often struggle financially, as financial support and sponsorship is often limited to top-ranked individuals and popular sports. Many athletes put off their career ambitions for years while dedicating their time to training, competitions and recovery. Workplaces can benefit from employing athletes as they are often high performers, goal-orientated and resilient, and exhibit strong leadership, team and management skills.

3. Employees of Council can access special leave to participate in major national or international sporting events. This is available to competitors, team managers or coaches, umpires, referees and officials participating at a major national or international sporting event. Flexible working arrangements are also available to attend training and trial events.

4. Since the Commonwealth Games in 2014, Council has provided support to employees 60 times with their sporting endeavours.

5. Cheryl Lindfield from Council’s Human Resources, Organisational Services, and her lawn bowls partner, Serena Bonnell, represented Australia at the Birmingham Commonwealth Games (the Games) in the para Lawn bowls women’s pairs B6-8 event, winning the silver medal. At 63, Cheryl is Australia’s oldest athlete at the Games, taking up bowls in 1983 and only returning to the sport last year after a hiatus.

6. Cheryl is part of Australia’s first ever all-female executive group to lead a Commonwealth Games team, and was supported by Council with flexible working arrangements to attend training and competitions leading up to the Games, and benefited from paid major sporting leave while competing in Birmingham.

7. Council is developing an Emerging Olympians and Paralympians program (the program), to support current and emerging Olympian and Paralympian athletes during their sporting career, to gain knowledge, skills, and work experience in an occupational area outside of their sport so they can transfer their high‑performance skills into their chosen occupation following their competitive sporting career. The program will be conducted in partnership with:

 - the Australian Institute of Sport

 - the Queensland Academy of Sport

 - Council’s divisions

 - Council’s Brisbane 2032 Host City Office.

8. Benefits of the program to Council include:

- gaining access to a pool of goal-orientated, motivated, and focused talent for future roles for those who display:

- high performance behaviours that demonstrate team collaboration, leadership and respect for others

- leadership potential and transferrable skills such as adaptability, resilience, time management, drive and determination, self-discipline and delivering outcomes under pressure

- demonstrating Council’s commitment to the Brisbane sporting community by supporting elite athletes.

9. Benefits of the program to athletes include:

- paid career development whilst allowing them to continue to train and compete at the highest level

- flexible working arrangements in supportive environments

- increased levels of community connection and contribution

- upskilling in pursuit of career and education pathways

- life balance, financial support, and a cultivation of personal identity outside of their sporting career.

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

11. **RECOMMENDATION:**

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

**ADOPTED**

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

Chair: Councillors, I draw your attention to the Notice of Motion at item 6 on the agenda. As Councillor SRIRANGANATHAN isn’t here, the options available to me are to either defer this or to say that the motion lapses. That’s under 38(1) and (2) of the Meetings Local Law. I suggest that we defer this motion until the meeting next week, as we did last week. Thank you.

**In accordance with section 38(1) of *Meetings Local Law 2001,* the notified motion was deferred by the Chair of Council to the next meeting of Council.**

## PRESENTATION OF PETITIONS:

Chair: Petitions, Councillors, are there any petitions?

 No petitions. This is unusual.

*Councillors interjecting.*

Chair: Are there no petitions, as Councillors come back into the room?

All right, I’ll move on to the next item which is General Business.

## GENERAL BUSINESS:

Chair: Councillors, are there any statements required as the result of an Office of the Independent Assessor or Councillor Ethics Committee order?

 No one standing.

 Are there any matters of General Business?

 Councillor—

Councillor ATWOOD: Thank you, Chair. Today I wanted to speak about the lovely Ryan, Councillor Ryan MURPHY. Recently we celebrated your 10-year anniversary as Councillor. Many have come from these halls, but none like our very own Councillor MURPHY. I didn’t quite make it to your 10-year celebration, I’m very sorry about that, my body had other plans in mind. I just fell, let’s be honest. You’ve made some incredible achievements, both personally and for our city and for that we’re really grateful. You first made your mark on the Brisbane City Council political scene in 2011, when you made the brave decision to contest the Doboy Ward against the then Councillor John Campbell. He was the only Councillor—sorry, he was the only Doboy Ward Councillor ever since its inception in 1982 until 2012, when you won Doboy Ward.

 Over the past 10 years you’ve created some memories none of us will ever forget. Mark, your previous ward advisor, who worked with you for seven years, wanted to let you know, ‘I’ve had the pleasure of meeting Ryan in March 2012 and the honour of joining him on his journey to being a very well-respected member of our community and extremely capable leader. I consider myself very lucky to have worked with Ryan, to learn from him, but most of all I cherish our friendship which we have and share during the days, weeks and years to come. I’ll be forever grateful for all the love and support he gave us.’

Hannah, who has worked with you for over six years said, ‘you’re a fantastic leader and you have a knack for bringing people together.’ Deb, your current ward advisor, said—I didn’t put it into this email but Deb loves you, I’m very sorry, I didn’t write that.

 Toby, your current ward advisor, said ‘Ryan, you’re a person who strives for excellency and endeavours to bring out the best in people. You raise those who are around you to a new level and honour those not just above or to your side, but below as well. This is a quality that not many people have. Thank you so much for your mentorship, we are so lucky to have you as our Councillor.’ Toby also wanted to share a story. ‘One of my fondest memories with you includes losing my phone and subsequently fishing it out of the mighty Bulimba Creek during a meeting. Despite tripping over an exposed plank on a bridge whilst taking some video footage’—true media advisor there—‘you jokingly proclaimed that I had thrown $2,000 into the creek for fun and joked that I let it stay for two nights in the creek. Somehow people believe this and I will never ever live it down.’

 Nelson from your Chair’s office said, ‘in a time where Australians are more and more disappointed with their politicians, it’s been a privilege to work for someone with a vision, with someone with integrity and with a sense of humour. You have big ideas and stuff that makes me so excited to get up in the morning, even if they don’t always get the green light and we need our big ideas for the big challenges we have as a city. Thank you for your support always, Ryan.’ Emma, your beautiful wife, wanted to let you know, ‘you have worked so hard over these years and you are so passionate about making Brisbane a better city. I don’t think that this is ever truly out of your mind. You’re a fantastic Councillor, but Elodie and I are so lucky to have the best of you as a wonderful husband and a father.’

 Ryan, you’re an incredible friend and you have been a phenomenal mentor to me. I wouldn’t be here today without you. You left a big hole in Doboy Ward. When I became the Councillor, some of the local community leaders didn’t want to talk to me, they still wanted to chat to Ryan. But I think we’ve made those bridges, but the late nights, my meltdowns, especially during the election, you were always there for me and I’m so grateful. This leads me to quickly recognise some of your incredible achievements. At a Chair role, you’re modernising our public transport options, including e-bikes and scooters. We not only have double-decker CityCats, but now they have shade sails. You’re also delivering mega projects that will change the face of our city, the Metro and green bridges.

 You started a trend with dog park parties right across our city, after trying to curb the problem with our baiting. We held one together at Meadowlands, we have to do it again, Ryan. You also helped to deliver the greatest Meals on Wheels facility over in Wakerley and it also has eight netball courts, it’s amazing. Also on Green Camp Road, the Redlands and Eastern Brisbane love that upgrade and it was always a nightmare. Another huge festival that you’ve organised is the Wakerley Christmas Carols, people absolutely love it and we have around 8,000 people attending annually. So Ryan, I want to sincerely thank you for everything you’re doing for our city and here’s to another 10 years.

Chair: Is there any further General Business?

 Councillor STRUNK.

Councillor STRUNK: Yes, thank you, Chair. Well that’s the best farewell speech I’ve ever heard. All you have to do is insert I and we in that speech and you’ve nailed it, Councillor MURPHY. Anyway—

Chair: Your topic Councillor STRUNK, please.

*Councillors interjecting.*

Councillor STRUNK: Anyway, I rise to speak on one matter that the LORD MAYOR raised in his E&C speech or report and also a few events that happened over the weekend. Now I wanted to raise the issue of water security. The LORD MAYOR made a statement in regards to water security and I thought maybe it was going to be something that was going to be a positive one, but it was a partisan one in the end. Really water security is a motherhood statement really, we all agree that we need water security. If we don’t have water, we don’t exist, literally. There’s no species on this planet that can exist without water that I’m aware of. So it should be a bipartisan one but it didn’t take long for it to become partisan.

 There was one issue that came up in regards to the bulk water charge and somehow the bulk water charge is really a charge that really shouldn’t be levied on anyone, it’s too high. It doesn’t really do much except be a collector, a tax collector basically. But of course, this Council benefits from water, over $100 million a year from water that comes out of a dividend. So I just quickly looked up the water grid, so it kicked off in 2004, finished in 2006 and was fully operational, which connected 12 dams, also 10 drinking water treatment plants, three advanced water treatment plants, producing purified recycled water. Recycled water, there you go. One desalination plant, I think that was about $1 billion.

 Now the LORD MAYOR said it would cost $7 billion, well it was actually $6.9 billion, but I’ll take that $100 million any time and be able to use it for something else more important other than water. Eighteen water reservoirs, 22 bulk water pumping stations and they’re not cheap to run and they’re not cheap to maintain either, I’ll tell you right now. Altogether, 535 kilometres of pipe in this water grid that costs $6.9 billion, which actually is an asset for South East Queensland that I thank Peter Beattie and his government for, taking the bold steps and spending—it was a lot of money back then, I know.

 People came out against it, but I tell you what, Toowoomba loves the grid because it operates—it’s been operating ever since it opened up in some fashion, right? Of course, Toowoomba’s benefited because they didn’t want recycled water, so they built a pipe from Somerset up to there, that was part of the grid, so they didn’t actually have to—so they could just have potable water. Not recycled water, because they just thought they did not want—

Councillor MURPHY: Point of order, Chair.

Chair: Point of order to you, Councillor MURPHY.

Councillor MURPHY: Will Councillor STRUNK take a question?

Councillor STRUNK: Only if I know the answer. Yes, I’ll take a question, thank you.

Councillor MURPHY: Councillor STRUNK, who do you back in this water debate, the Premier or the Water Minister, Glenn Butcher?

Councillor STRUNK: I think you probably knew the answer to that question before you even asked it. Listen, I back everyone when it comes to water security. Honestly, but you really should do—this Council—and I’m taking probably a bit too much time because I want to talk about some other items as well. But this Council really should be coming out with a strategy that they could help with water security, not bag the State Government over what happened 20 years ago, right? So I’ll just leave it at that, but thank you for the question.

 I want to talk quickly about three events, if I have the time, Chair. Little Stars Gold Star program which rolled out at the new Inala Library in the new meeting room, which was just perfect for this program. I compliment Karen and her team for rolling it out. It’s really important, as I’m sure every Councillor knows. The program is to encourage parents and kids to read more, parents to read to the kids when they can’t read themselves until they get to a certain age. Just to—because as I said, during a brief time that I was given, that really reading is probably the most important thing that you can ever teach a child, because technology is never going to do it for us, we have to be able to read. Other disciplines of course technology is overtaking, whether it be writing or maths and things like that. So I just want to compliment them and it was terrific. The room was full, it was that—there was a great uptake this year.

 Also the India Day Fair, which the LORD MAYOR mentioned and Councillor HOWARD mentioned as well, took place. I just want to thank very much for the stick-to-it-ness, if I can—that’s not a word, but something that I’d heard once, the stick-to-it-ness of the GOPIO (Global Organization of People of Indian Origin) and the Indian community, because I tell you what, the day was—the day started off rainy, continued right through until the formal proceedings and then the skies parted for all the politicians, for the formal stuff at about 2pm, which we were very thankful for, of course, because there weren’t any undercover areas that we could have populated. But anyway, listen, this community does an enormous amount, not just in their own community but other communities as well and this was a—as I say, it’s the 75th anniversary of their independence.

 Finally, the Children of Courage, which was a Forsyth Lions Club project that they undertake every year with a number of schools that identify those kids with intellectual or physical disabilities, that really do it tough but come through their handicap in such a way that they’re really an inspiration to the rest of the community. Of course their families who support them were congratulated as well. Thank you, Chair.

Chair: Thank you.

 Any further speakers on General Business?

 Councillor MACKAY.

Councillor MACKAY: Thank you, Chair and welcome to two-minute Tuesday. I’m happy to say that we started last night—I’m going backwards, I guess. Last night a citizenship ceremony, which you were—

Chair: MC.

Councillor MACKAY: What do you call that, MC?

Chair: MC.

Councillor MACKAY: Adjudicating? I’m not sure, it was pretty funny. I quite liked it when the LORD MAYOR got up and said ‘Welcome to Brisbane, there are many pros and some cons, mainly cons, I mean pros’. I thought that was quite a funny little moment. But it’s always nice, as you would know, we have mega induction week this week. There’s 5,800 new Australians taking the oath, or pledging allegiance to our great country and I welcome them and thank them for adding to the fabric of society. The Clarina Street playground, this is an amazing nature playground in Chapel Hill and I popped down there again just to go and check it out. We realised that we need to change the swing configuration, so we’re putting in a second swing and that should be done in the next four to six weeks. It’s very, very popular, the neighbours are telling me that people are climbing—kids are climbing all over it at all hours, which is great, I guess.

 I ducked in and visited Sonia, a parent from the P&C (parents and citizens) at Ironside State School and Ms Wightwick and we did a little tour of the school to try and figure out if there’s somewhere that we could do a school farm. I’m going to try and assist with worm farms and composting and so on and they’re trying to get their kids more involved in sustainable food waste programs, which is great. Taringa Community Garden turned two on Sunday and I understand they had a little function down there. Unfortunately I couldn’t make it, I had something else on, but congratulations to them. It’s been a long two years trying to get that garden going. We’ve got lots of planter boxes there and we, as you would have heard last week, got one of the local developers to give back to the community and they donated a planter box and have committed to donate nine more.

 Police have said that at Indooroopilly train station four youths were arrested for the mugging of two teenagers at the station and this just further solidifies my position that we need to try and improve security at the train station and defunding the police is not the answer. This is an exciting one, there will be a monument to the Royal Australian Engineers put up at Toowong’s Anzac Park in about—well opening on Remembrance Day on obviously 11 November. The French Ambassador’s coming along. It’s going to be a very nice moment and we’re putting in a Bailey bridge, a replica original Bailey bridge, which is great.

 Wests AFL (Australian Football League) Juniors, West Juniors AFL, had their fundraising lunch on Friday, so I popped off over there and I got to sit next to one of my all-time idols, Simon Black, who was three-time premiership player, Brownlow medallist and Norm Smith medallist, played more than 300 games for the Brisbane Lions. The guy’s an absolute legend and you know what, I always expected that he’d be a little bit high and mighty, but he is such a down to earth guy and it was a real pleasure to meet him. I wish him all the best for the Simon Black Academy which he runs to teach kids about football. Speaking about football, the Brisbane Lions are playing their last home and away game Friday night, so I hope we beat the Demons. Look at that, I’ve gone over three minutes, sorry.

Chair: Three and 20, thank you.

 Councillor SRIRANGANATHAN.

Councillor SRIRANGANATHAN: Thanks, Chair. I just rise to speak about the Council park inspectors’ ongoing discrimination against disabled residents in our city. This has been an issue that’s been plugging away for some time, but I wanted to put it on the record here and make sure Councillor WINES was aware of it. I’ve written to him about it as well and I hope the LORD MAYOR’s aware of it. I’m sure he’s received correspondence about it from time to time.

 The issue in a nutshell is that the State Government issues disability parking permits, which I’m sure many Councillors will be familiar with and they allow you to park both in disabled parking areas but also allow you to park in other time-limited parking areas, with some exceptions on the time limits. The problem is that those are physical permits that appear on the—usually placed on the dashboard or the front windscreen of a car. But since Council has introduced the automatic camera-based parking inspections or parking fines, we’ve seen a lot of disabled people receiving fines for parking in the disabled zone even when they are displaying a disability parking permit. This is, I think, quite an important issue that I hope the Mayor will take the time to look into. I don’t want to make it a party-political thing, I think it’s just a problem of systems not being well adapted to their purpose.

 I appreciate that the permits themselves are issued by the State Government and it’s probably a source of some frustration for the Council that those permit systems aren’t better coordinated with local councils. But the fact is that Brisbane City Council is issuing fines to disabled residents who are legally parked in disabled parking spots and this is happening routinely. From the feedback we’ve had from some of those residents, they then have to go through the entire process of appealing and challenging a fine. They’re finding that Council is often unremorseful and unapologetic about incorrectly issuing those fines. Council appears to be making no attempts whatsoever to correct the problem.

 So as I said, the problem is that the parking inspector cars with the automatic cameras on top are just driving around, they just look at the rego plate, they issue the fine because there’s no disability permit connected to that particular registration number. Then the person has to—who’s already dealing with enough as it is, has to deal with challenging that fine. So I don’t think this is a good system at all. I think it’s highly discriminatory, I think it probably constitutes a human rights abuse when you look into the details of it. I think it’s a real embarrassment to this Council Administration that after several years now of people complaining and raising concerns about it, we’re still not seeing any obvious action from the Council Administration. If any members of the LNP Administration want to stand up and correct the record on this, I’d welcome that discussion.

 But I do think it’s a problem that needs further attention and I’ll be asking the Mayor questions about it in Question Time in future Council sessions, because the simple reality is that disabled people shouldn’t be getting these incorrectly issued fines and shouldn’t have to go through the hassle and stress of contesting fines again and again and again, when it’s the Council system that’s making a mistake. So I think the short-term solution is for Council—unfortunately maybe the short-term solution is that Council will have to stop using those camera-based parking enforcement vehicles. Because they are routinely and systematically issuing fines wrongly to disabled people. So if Council can’t sort the system out, it needs to stop using those camera-based enforcement cars and go back to the old method of inspectors patrolling individually and checking windscreens individually to make sure that there’s no disability permit there.

 If the Council’s not willing to do that, then some other system needs to be developed quite quickly, because we’re seeing an increase in the number of complaints. It seems like the Council parking inspectors are becoming more reliant on the camera cars, as they’re called. If that’s happening and the camera cars are being used more and more to police parking rules, then there’s going to be more and more people with disability permits who are incorrectly getting fined as a result of that system change. So I don’t think it’s satisfactory for the Council to just point the finger of blame at the State Government, because it’s the Council’s system that is issuing these fines incorrectly.

 So I’m calling you on, LORD MAYOR and Councillor WINES to look into this and actually develop some practical solutions because as I said, it’s discriminatory against disabled people. You’re setting them up for a lot of hassle and frustration when you’re telling them that they can park legally in a disabled permit spot, because they’ve got that permit on their dashboard and then you’re fining them. It’s just not fair.

Chair: Thank you.

 Any further General Business? No further General Business.

 I declare the meeting closed.

## QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN:

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

**Submitted by Councillor Steve Griffiths (received on 11 August 2022)**

1. Provide the total spent on catering for E&C meetings during 2021-2022 financial year.
2. Provide a list of all market research undertaken during the 2021-2022 financial year, with a breakdown of the cost and the name of the company undertaking the research.
3. Provide a list of all Civic Receptions held during 2021-2022 financial year, broken down by event and including the month the reception was held.
4. What has Council been using the former East Brisbane Bowls Club building at Mowbray Park for since Backbone was relocated?
5. Please provide a detailed breakdown of how much Brisbane City Council spent on advertising in the 2021-2022 financial year, broken down by various categories of advertising (e.g. television, billboards, radio, social/ digital, influencers, print etc).
6. Provide the total number of apprentices working in the following trades for Council (excluding Council contractors) broken down by category:-

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

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

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

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

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

1. Provide a list of all trips taken by Councillors using Council cab charges, including the date, reason and total amount.
2. Following the Lord Mayor’s announcement to purchase 59 Brisbane Metro vehicles from Hess in Switzerland, provide the total cost of the purchase.
3. What is the current number of Council officers by FTEs for the following job roles (excluding contractors):

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

## 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 9 August 2022)**

1. Provide a list of all travel taken in relation to the Brisbane 2032 Olympics and Paralympics by the Lord Mayor, Councillors or Council officers, and whether family members or other related parties travelled with them.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **NAME OF PERSON TRAVELLING** | **TRAVEL DATES** | **DESTINATION** | **PURPOSE/ EVENT** | **BREAKDOWN OF COSTS** | **FAMILY/ RELATED PARTY ATTENDED (YES/NO)** |
|  |  |  |  |  |  |

***A1.***

| ***NAME OF PERSON TRAVELLING*** | ***TRAVEL DATES*** | ***DETINATION*** | ***PURPOSE/ EVENT*** | ***BREAKDOWN*** ***OF COSTS*** | ***FAMILY/ RELATED PARTY ATTENDED (YES/NO)*** |
| --- | --- | --- | --- | --- | --- |
| *Lord Mayor*  | *19/7/21 - 25/7/21* | *Tokyo*  | *To attend the IOC meetings & Olympic Ceremony*  | *Accommodation - $283.19* | *No*  |
| *Colin Jensen*  | *19/7/21 - 25/7/21* | *Tokyo*  | *To attend the IOC meetings & Olympic Ceremony*  | *Accommodation - $283.19Meals - $ 346.94Allowance - $350* | *No*  |
| *Colin Jensen*  | *31/1/22 - 15/2/22* | *Beijing*  | *To attend the Winter Olympics Future Host Programme*  | *Airfares - $6,939.72Accommodation $7,899.45Meals - $1,057.91Allowance - $800* | *No*  |
| *Dyan Currie*  | *31/1/22 -15/2/22* | *Singapore/ Beijing*  | *To participate in Beijing 2022 winter Olympic Future host programme*  | *Airfares - $6,939.72Accommodation - $7,899.45 Meals - $ 275.90Allowance - $800Incidentals - $259.79* | *No*  |
| *Deputy Mayor*  | *21/5/22 -26/5/22* | *Athens*  | *World Union of Olympic Cities*  | *Airfares - $10,451.80* | *No*  |
| *Rebecca Arnaud*  | *21/5/22 - 26/5/22* | *Athens*  | *World Union of Olympic Cities*  | *Airfares - $11,380.60Meals - $24.42Allowance - $250Taxis - $358.42Incidentals - $16.15* | *No*  |
| *Dyan Currie* | *18/6/22 - 16/7/22* | *Switzerland/ France*  | *Meetings, workshops & inspections with Olympic Host Cities to further develop Brisbane’s 2032 Olympic Games*  | *Airfares - $ 13,921Accommodation - $12176.35 Allowance - $800Taxis - $112.04Miscellaneous - $135.82Public Transport - $382.35* | *No*  |

**Q2.** Provide a list of all parks projects completed under the Suburban Enhancement Fund for 2021-22 financial year including a summary of works done, the total cost, park name and Ward.

|  |  |  |  |
| --- | --- | --- | --- |
| **SUMMARY OF PARK PROJECT** | **COST BREAKDOWN** | **NAME OF PARK** | **WARD** |
|  |  |  |  |

***A2.***

|  |  |  |
| --- | --- | --- |
| *Bracken Ridge Ward* | *Len Trezona Park, Zillmere - seating and play station* | *$21,131* |
| *Bracken Ridge Ward* | *Len Trezona Park, Zillmere - fencing* | *$7,366* |
| *Deagon Ward* | *Bowden Park Connecting Pathway* | *$16,923* |
| *Hamilton Ward* | *Waterfront Park, Newstead - DOLA* | *$24,726* |
| *Hamilton Ward* | *Oriel Park - upgrade playground and fence* | *$324,139* |
| *McDowall Ward* | *Beckett Road Park - path* | *$5,867* |
| *Northgate Ward* | *Nudgee Water Holes - Indigenous artwork* | *$30,240* |
| *Northgate Ward* | *Tuckeroo Park - dog rinse facility* | *$6,041* |
| *Chandler Ward* | *Bridgnorth St Park, Carindale - stage 2 park upgrade* | *$208,271* |
| *Chandler Ward* | *Newbury Place Park, Carindale - dog agility equipment* | *$28,873* |
| *Chandler Ward* | *Anna Smith OBE Quota Park - park upgrade*  | *$74,576* |
| *Coorparoo Ward* | *Bill Hewitt Reserve, Camp Hill - install shade sail* | *$44,764* |
| *Doboy Ward* | *Rembrandt Street Park, Carina - shade structure installation* | *$39,805* |
| *Doboy Ward* | *Moonie Ave Park, Murarrie - shade structure installation* | *$46,602* |
| *Holland Park Ward* | *Mt Gravatt Outlook Reserve - supply and install totem pole* | *$10,689* |
| *Holland Park Ward* | *Monash Road Park, Tarragindi - park upgrade* | *$63,898* |
| *Morningside Ward* | *Keralgerie Park, Morningside - contribution to park upgrade. Stage 2.* | *$125,906* |
| *Wynnum Manly Ward* | *Bill Lamond Park, Lota - sports field lighting upgrade design* | *$7,798* |
| *Calamvale Ward* | *Heathwood Park - amenity block contribution* | *$108,000* |
| *Forest Lake Ward* | *Thrush St Park - Flying fox extension* | *$66,260* |
| *Forest Lake Ward* | *Kathleen St Park - BBQ* | *$35,233* |
| *Forest Lake Ward* | *Lake Parklands - PA Design sound system and Pathway design* | *$19,209* |
| *MacGregor Ward* | *D.M. Henderson Park, MacGregor - musical instruments* | *$7,512* |
| *MacGregor Ward* | *Boorabbin Park - musical instruments* | *$6,322* |
| *MacGregor Ward* | *Pask Family Park, Rochedale - table tennis* | *$9,312* |
| *Moorooka Ward* | *Jessica Andrews Place Annerley - park fencing* | *$39,663* |
| *Moorooka Ward* | *CA O'Sullivan Park - basketball court upgrade* | *$55,117* |
| *Moorooka Ward* | *Weston Place Park - remove existing concrete and install new concrete* | *$3,797* |
| *Runcorn Ward* | *Sheffield Place Park - Playground* | *$86,400* |
| *Runcorn Ward* | *Bonemill Rd - Park shelter and gardens* | *$24,194* |
| *Runcorn Ward* | *Westaway Park, Sunnybank Hills - Biodiversity Works* | *$19,871* |
| *Runcorn Ward* | *Yimbun Park - seating and path* | *$55,027* |
| *Runcorn Ward* | *McKoy St Park/Comer St, Coopers Plains - small kids’ playground* | *$57,039* |
| *Runcorn Ward* | *Grove Park - Playground* | *$60,426* |
| *Runcorn Ward* | *Kookaburra Reserve - Shelter* | *$36,015* |
| *Runcorn Ward* | *Les Atkinson Park concrete work* | *$46,882* |
| *Runcorn Ward* | *Svoboda Park - concrete works* | *$16,358* |
| *Tennyson Ward* | *Fehlberg Park - Half Basketball Court*  | *$60,455* |
| *Enoggera Ward* | *Eildon Hill Reserve - Resurfacing of Internal Roadway* | *$43,200* |
| *The Gap Ward* | *Wittonga Park - Outdoor Gym* | *$73,150* |
| *Pullenvale Ward* | *Dumburru Park Shipping Container* | *$9,072* |
| *Pullenvale Ward* | *Burrun Park Community Garden Driveway* | *$24,689* |
| *Pullenvale Ward* | *Pullenvale Recreation Reserve Nest Boxes* | *$1,191* |
| *Pullenvale Ward* | *Kenmore Community Centre - Design* | *$21,894* |
| *Pullenvale Ward* | *Moggill Sports Park carpark* | *$6,005* |
| *Pullenvale Ward* | *Booker Place War Memorial Contribution* | *$18,748* |
| *Pullenvale Ward* | *Moggill District Sports Park Speed Control* | *$28,493* |
| *Walter Taylor Ward* | *Anzac Park - Defence Chaplain's Memorial Grove* | *$6,683* |
| *Walter Taylor Ward* | *St Lucia Community Garden Tap Install* | *$3,706* |
| *Walter Taylor Ward* | *Walter Taylor Banner Poles Installation* | *$16,117* |
| *Walter Taylor Ward* | *Green Hill Res Shipping Container* | *$10,681* |
| *Walter Taylor Ward* | *Walter Taylor Bike Repair Station Installation* | *$26,650* |
| *Walter Taylor Ward* | *Street Library Installations* | *$23,454* |
| *Walter Taylor Ward* | *Taringa Community Garden Notice Board* | *$8,017* |
| *Walter Taylor Ward* | *Park Upgrades Walter Taylor Ward* | *$21,517* |
| *Jamboree Ward* | *Edenbrooke Park Pathway* | *$5,376* |
| *Jamboree Ward* | *Ducie Street Park Volleyball Court* | *$52,601* |
| *Jamboree Ward* | *Monier Road Vegetation Clearing* | *$24,684* |
| *Jamboree Ward* | *Rocks Riverside Jumping Pillow* | *$141,226* |
| *Jamboree Ward* | *Sanananda Street Park - Park Shelter* | *$20,285* |
| *Central Ward* | *Ivory Street Park - Hardstand Modification* | *$78,149* |
| *Central Ward* | *Teneriffe Park - Playground Fencing*  | *$6,091* |
| *Central Ward* | *Powerhouse Tree Replacement* | *$2,550* |
| *The Gabba Ward* | *Dutton Park tap upgrade* | *$2,627* |
| *The Gabba Ward* | *West End Community Artificial Turf* | *$9,350* |
| *The Gabba Ward* | *Raymond Park - garden bed* | *$10,773* |
| *The Gabba Ward* | *Davies Park Picnic Table* | *$5,777* |
| *Paddington Ward* | *Norm Buchan Park - DOLA Tap Upgrade* | *$4,080* |

1. Provide the total number of inappropriate conduct complaints which have been investigated by the OIA and then referred back to Brisbane City Council for investigation.

|  |  |  |  |
| --- | --- | --- | --- |
| **TOTAL REFERRED TO BCC** | **PENDING INVESTIGATION** | **CURRENTLY UNDER INVESTIGATION** | **RESOLVED** |
|  |  |  |  |

***A3. N****ote: the figures detailed below represent those matters referred to Brisbane City Council (Council) following Council coming under the jurisdiction of the Office of the Independent Assessor (OIA) on 30 March 2020.*

|  |  |  |  |
| --- | --- | --- | --- |
| ***TOTAL REFERRED TO BCC*** | ***PENDING INVESTIGATION*** | ***CURRENTLY UNDER INVESTIGATION*** | ***RESOLVED*** |
| *13* | *1* | *9\** | *3\*\** |

*\*Matters currently under investigation include those being assessed by the Councillor Conduct Tribunal and also those that are yet to be considered by the Councillor Ethics Committee*

*\*\*Investigations were deemed ‘resolved’ following consideration by the Councillor Ethics Committee.*

1. Advise the total number of people who were provided accommodation through Council’s Community Housing Partnership Project during the 2021-2022 financial year.

***A4.*** *82.*

1. Advise how many Council golf course officers Brisbane City Council employs (actual and FTE).

***A5.*** *7 staff equalling 6.36 FTE.*

1. Advise how many Council communications officers Brisbane City Council employs (actual and FTE).

***A6.*** *71 staff equalling 67.39 FTE.*

1. Advise how many legal staff (lawyers, paralegals etc) Brisbane City Council employs (actual and FTE).

***A7.*** *51 staff equalling 44.1 FTE.*

1. Advise how many Council homelessness officers Brisbane City Council employs (actual and FTE).

***A8.*** *6.*

1. Advise how many Council communications and media advisors based in the Lord Mayor’s office (actual and FTE).

***A9.*** *5.*

1. How much did Council pay to publish the Brisbane Festival – September 2nd ‑ 24th 2022 book?
2. How many copies of the Brisbane Festival September 2nd - 24th 2022 book were published?
3. To whom and where were the copies of the Brisbane Festival, September 2nd ‑ 24th 2022 book distributed to?

***A10, 11 and 12.***

*Council does not hold this information.*

1. Advise how many staff have resigned from their employment with Brisbane City Council, City Standards since 1 January 2022 to date.

***A13.*** *As at 8 August 2022, there have been 79 voluntary resignations.*

*Note: The workforce of City Standards is over 1,600.*

1. Please advise how many staff retired from their employment with Brisbane City Council, City Standards since 1 January 2022 to date.

***A14.*** *As at 8 August 2022, there have been 16 employees retire.*

**RISING OF COUNCIL: 4.35pm.**

**PRESENTED: and CONFIRMED**

 **CHAIR**

**Council officers in attendance:**

Dorian Maruda (A/Senior Council and Committee Officer)

Courtney Randall (A/Council and Committee Officer)

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