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# MINUTES OF PROCEEDINGS

**The 4727 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 14 November 2023**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

## TABLE OF CONTENTS

[TABLE OF CONTENTS i](#_Toc150926054)

[PRESENT: 1](#_Toc150926055)

[OPENING OF MEETING: 1](#_Toc150926056)

[APOLOGY: 1](#_Toc150926057)

[MINUTES: 1](#_Toc150926058)

[QUESTION TIME: 2](#_Toc150926059)

[CONSIDERATION OF COMMITTEE REPORTS: 30](#_Toc150926060)

[ESTABLISHMENT AND COORDINATION COMMITTEE 30](#_Toc150926061)

[A SURRENDER OF LAND FROM THE BELMONT RECREATION RESERVE (BEING THE CARINA POLICE STATION) 41](#_Toc150926062)

[B STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR SUPPLY AND DELIVERY OF PASSENGER AND LIGHT COMMERCIAL VEHICLES 42](#_Toc150926063)

[C AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE O 49](#_Toc150926064)

[D AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE Q 50](#_Toc150926065)

[ESTABLISHMENT AND COORDINATION COMMITTEE 51](#_Toc150926066)

[A APPOINTMENT OF DANITA PARRY AS COUNCILLOR FOR MARCHANT WARD AND THEIR MEMBERSHIP OF COUNCIL’S STANDING COMMITTEES 52](#_Toc150926067)

[ECONOMIC DEVELOPMENT AND THE BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES COMMITTEE 54](#_Toc150926068)

[A COMMITTEE PRESENTATION – ASIA PACIFIC CITIES SUMMIT WRAP UP 55](#_Toc150926069)

[TRANSPORT COMMITTEE 56](#_Toc150926070)

[A COMMITTEE PRESENTATION – PUBLIC TRANSPORT FACILITIES 60](#_Toc150926071)

[B PETITION – REQUESTING COUNCIL PLAN FOR BETTER PUBLIC TRANSPORT IN BRISBANE 61](#_Toc150926072)

[C PETITION – REQUESTING COUNCIL INSTALL IMPROVED LIGHTING ON THE MORETON BAY CYCLEWAY BETWEEN BUNGAMA STREET, DEAGON, AND ASHFORD STREET, SHORNCLIFFE 63](#_Toc150926073)

[INFRASTRUCTURE COMMITTEE 64](#_Toc150926074)

[A COMMITTEE PRESENTATION – FIG TREE POCKET ROAD AND KENMORE ROAD INTERSECTION UPGRADE 66](#_Toc150926075)

[CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE 67](#_Toc150926076)

[A COMMITTEE PRESENTATION – 321 ROGHAN ROAD, TAIGUM (A006111770) 69](#_Toc150926077)

[ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE 71](#_Toc150926078)

[A COMMITTEE PRESENTATION – SOLAR ON COUNCIL FACILITIES 74](#_Toc150926079)

[CITY STANDARDS COMMITTEE 75](#_Toc150926080)

[A COMMITTEE PRESENTATION – GRAFFITI REMOVAL 76](#_Toc150926081)

[COMMUNITY, ARTS AND NIGHTTIME ECONOMY COMMITTEE 77](#_Toc150926082)

[A COMMITTEE PRESENTATION – WRAP UP OF BRISBANE FESTIVAL 2023 79](#_Toc150926083)

[FINANCE AND CITY GOVERNANCE COMMITTEE 80](#_Toc150926084)

[A COMMITTEE PRESENTATION – SUPPLIER PORTAL UPGRADE 80](#_Toc150926085)

[PRESENTATION OF PETITIONS: 81](#_Toc150926086)

[GENERAL BUSINESS: 81](#_Toc150926087)

[QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN: 89](#_Toc150926088)

[ANSWERS TO QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN: 100](#_Toc150926089)

## PRESENT:

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

The Chair of Council, Councillor Steven TOOMEY (The Gap) – LNP

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| **LNP Councillors (and Wards)** | **ALP Councillors (and Wards)** |
| Krista ADAMS (Holland Park) (Deputy Mayor)  Greg ADERMANN (Pullenvale)  Adam ALLAN (Northgate)  Lisa ATWOOD (Doboy)  Fiona CUNNINGHAM (Coorparoo)  Tracy DAVIS (McDowall)  Julia DIXON (Hamilton)  Vicki HOWARD (Central)  Steven HUANG (MacGregor)  Sarah HUTTON (Jamboree)  Clare JENKINSON (Paddington)  Sandy LANDERS (Bracken Ridge) (Deputy Chair  of Council)  Kim MARX (Runcorn)  Ryan MURPHY (Chandler)  Angela OWEN (Calamvale)  Andrew WINES (Enoggera)  Penny WOLFF (Walter Taylor) | Jared CASSIDY (Deagon) (The Leader of the Opposition)  Lucy COLLIER (Morningside) (Deputy Leader of the Opposition)  Steve GRIFFITHS (Moorooka)  Charles STRUNK (Forest Lake)  Sara WHITMEE (Wynnum Manly) |
| **Queensland Greens Councillor (and Ward)**  Trina MASSEY (The Gabba) |
| **Independent Councillor (and Ward)**  Nicole JOHNSTON (Tennyson) |

## OPENING OF MEETING:

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

Chair: I declare the meeting open.

## APOLOGY:

Chair: Are there any apologies? No apologies.

## MINUTES:

Chair: Confirmation of minutes, please?

**302/2023-24**

The Minutes of the 4726 meeting of Council held on 7 November 2023, copies of which had been forwarded to each Councillor, were presented, taken as read and confirmed on the motion of Councillor Sarah HUTTON, seconded by Councillor Clare JENKINSON.

## QUESTION TIME:

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

Councillor ADERMANN.

**Question 1**

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

Over the weekend, you have released our plan to help protect residents against the escalating costs of the State Government’s bin tax. With residents feeling the bite of cost of living, can you please update the Chamber on your towards zero waste strategy, including how residents can benefit financially?

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair, and thank you, Councillor ADERMANN for the question. We know that there’s not a tax that this Labor State Government doesn’t love, and if they don’t love new taxes, then they love putting up the rate of taxes. That is exactly what is happening with the State Government’s bin tax, a landfill levy. When it was first introduced, Brisbane residents and Queensland residents were promised there would be no impact on households of the State Government’s bin tax. Well, clearly, that was rubbish. The reality is, starting from this year onwards, every single year, the bin tax will be increased by the State Government and the subsidy that is paid to councils to help offset that will be reduced, year-in, year‑out from now on. So, you will see an ever increasing gap which puts extra pressure on the residents of Brisbane. That gap will amount to $300 million over time.

So, any suggestion that somehow, there’s no impact on households, is just plain false. Having said that, we’re gearing up to make sure that Brisbane residents pay less. We’re gearing up to make sure we can do everything reasonable and practical to help residents divert their waste from landfill into other recycling initiatives. That’s exactly what our waste strategy is all about. It’s about making sure there are more options and more services, so that people can reduce their waste that is going in the red-top bin and going to landfill. One of the first things we’re doing is we’re expanding our food waste pilot recycling program from 6,000 households to 12,000 households. So, we’re doubling the size of that initial food waste recycling program through the green waste bins in 6,000 homes, and that will be expanded to 12,000 homes.

We’ve also committed to the staged rollout of organics and food waste recycling over the coming years. As I’ve said before, we’ll do that in a sensible and measured way and we’ll do that without reducing the red-top bin collection service. That is the important difference, because there are a lot of people, a lot of councils in other places that have rushed into food and organics recycling. They’ve done it by cutting the weekly red-top bin service, that’s the quick and easy way to do it, but it is the most impactful way for residents. It is the most impactful because it means that their red-top bin is festering away for a fortnight. I can tell you, it’s not popular in places like Melbourne, it’s not popular in Sydney. But can you imagine in subtropical Brisbane to have those red-top bins festering for a fortnight? We’ve heard of reports in other council areas of people storing dirty nappies in the freezer because they can’t put it in the bin for the fortnightly waste collection.

We’re not doing that. We’re keeping it weekly, weekly red-top bin, and gearing up our green waste collection. Obviously, we’ve reduced the cost of the green waste recycling service down to just a dollar a week. We’ve more than halved that cost. We’re investigating more locations for advanced community composting hubs, similar to the one in New Farm, Councillor HOWARD, that is so well used and so popular. We are investigating 50 convenient community-based recycling hubs for items such as batteries, CDs, glasses, tablet blister packs and various other items that can’t necessarily go in the yellow-top bin but also should be and can be recycled. So, we’re trying to provide more locations that people can recycle those items that can’t go in the yellow-top bin.

We’ll be installing 1,500 new recycling bins in our parks and public spaces as well. We are gearing up the opportunities so that there are more opportunities for people when they’re out about in public spaces to recycle. We’ll be taking advantage of the opportunity to roll out container exchange locations or container exchange bins, which will create a new revenue source for the Lord Mayor’s Charitable Trust. So every 10 cent coin that is collected on a container put in one of those bins goes to help the needy through the Lord Mayor’s Charitable Trust and I’m excited about that program as well.

We’ll be digitising waste vouchers. We’ll be working with industry to establish a household soft-plastics recycling trial. We’re investing in incentives for anaerobic digestion and other technologies in apartment buildings. We’re also incentivising composting and worm farms, which is obviously a really sustainable way to deal with organic waste onsite. It doesn’t involve any transport costs, it doesn’t involve any large costs on the ratepayers. The people that deal with their organic waste through composting onsite, they are heroes. We want to support them, and we’ll be increasing the rebate—

Chair: LORD MAYOR, your time—

LORD MAYOR: —from $70 to $100.

Chair: Your time has expired, LORD MAYOR.

Further questions?

Councillor CASSIDY.

**Question 2**

Councillor CASSIDY: Thanks very much, Chair.

My question is to the LORD MAYOR.

LORD MAYOR, when you were preparing your budget, you would have taken into account Brisbane’s inflation rate. In the March quarter this year, the annualised figure was 7.4%. In the June quarter, it was 6.3%. In the September quarter, it was 5.2%. This was just before you blamed inflation for your $400 million budget blowout. Given you’ve actually still not told the truth about what caused your massive budget blowout just 12 weeks into the new financial year. Will you come clean today, what caused the blowout?

Chair: LORD MAYOR.

*Councillor interjecting.*

Chair: Councillor MURPHY.

LORD MAYOR.

LORD MAYOR: Well, Mr Chair, it is fascinating that there’s only one person in the City of Brisbane who doesn’t seem to understand that everyone and everything is under cost pressures at the moment. There’s only one person, and that is Councillor CASSIDY.

*Councillor interjecting.*

LORD MAYOR: Up the road, up the road at the State Government, they understand it.

Chair: Just one moment, LORD MAYOR. Just one moment.

Councillor CASSIDY, you have asked the LORD MAYOR a question and you do not give him the respect of listening to that question in silence. We are going to, again, listen to responses in Question Time in silence.

LORD MAYOR.

LORD MAYOR: Thank you. Up the road in George Street, the Labor State Government understands it. They have had cost increases since the budget of over $4 billion, the entire Council budget is only $4 billion. Their cost increases alone equal the entire Council budget. Yet Councillor CASSIDY, like an ostrich, has his head in the sand doesn’t understand what’s going on here. In Canberra, they are facing massive cost blowouts, massive cost blowouts in Canberra. But really, what it comes down to, I would suggest Councillor CASSIDY brushes up on what the Federal Government, the Reserve Bank and even international agencies are saying to Australia. That is, the inflation in Australia has continued longer and more persistently than it was anticipated. Dr Chalmers knows that.

*Councillor interjecting.*

Chair: Councillor CASSIDY.

LORD MAYOR: Well, he’s asking—

Chair: Just one moment, LORD MAYOR.

Councillor CASSIDY do not disregard my previous instruction. We are going to listen to responses in silence.

LORD MAYOR.

LORD MAYOR: He’s asking how we missed higher than predicted inflation. It’s higher than predicted for longer. Do your research, Councillor CASSIDY—through you, Mr Chair. Dr Chalmers didn’t get it and in fact, his predictions were off, the State predictions were off. When we put the budget together, as we do every year, we go off the March quarter figures. The March quarter figures, which were based on Federal and State data, Federal and State data, predicted that inflation would come down much quicker than it actually has. In fact, we’ve seen—and we’re not just talking about things like groceries here, which inflation is measured by.

Our costs, like construction costs and a whole range of other costs that we have, have gone up massively higher than inflation, massively higher than inflation. But Councillor CASSIDY is unwilling to have a look at the facts. He’s unwilling to understand the facts, and just wants to keep trying to make a political point. Everyone else can see what pressures governments are under. Everyone else can see what pressures business are under. Everyone else can see what pressures households are under. Yet, we see a Labor Opposition—

Councillor CASSIDY: Point of order, Chair.

Chair: Just one moment, LORD MAYOR.

Point of order, Councillor CASSIDY.

Councillor CASSIDY: Yes, just on relevance, the question was actually asking the LORD MAYOR to detail what caused the blowout. He’s talked a lot about State Government and Federal Government, IMF (International Monetary Fund), lots of other bodies, but we are specifically asking about the Council budget here. He hasn’t answered that question. What caused the $400 million blowout?

Chair: Thank you, Councillor CASSIDY.

LORD MAYOR, to the relevance of the question, please.

LORD MAYOR: Councillor CASSIDY, Mr Chair, continues to deliberately misunderstand what is going on here. Whether it’s a deliberate misunderstanding of the increasing costs that governments are under—

*Councillor interjecting.*

LORD MAYOR: —which we’ve repeated time and time again, or a deliberate misunderstanding of the fact that the $400 million, 10% target that we have set is the end of financial year figure. It’s not today, it’s the end of financial year figure. So, we made it very clear that we need to make adjustments now so that, by the end of the financial year, we will be in the right position to help keep rates low while also delivering record infrastructure spend, which is exactly what we’re doing.

*Councillor interjecting.*

LORD MAYOR: We have consistently kept rates low year-in, year-out, and we have consistently delivered record infrastructure spend. Councillor CASSIDY wouldn’t be aware that, when you build something, the cost is going up, but that’s the reality for anyone that’s building something.

*Councillor interjecting.*

LORD MAYOR: I can tell you, the way that we would protect ourselves from inflationary pressures is to not build anything, but that’s not something we would ever do. Building is in our DNA. Delivering infrastructure is in our DNA. Dealing with traffic congestion is in our DNA.

*Councillor interjecting.*

Chair: Just one moment. Just—LORD MAYOR, just—

LORD MAYOR: Supporting the construction of new housing is in our—

Chair: Just give me one moment, please, LORD MAYOR.

Councillor CASSIDY, I consider you are displaying unsuitable meeting conduct and, in accordance with section 21(4) of the *Meetings Local Law 2001*, I hereby request you refrain from calling out across the Chamber.

LORD MAYOR, you’ve got the call.

LORD MAYOR: Because we are building more than ever before—

*Councillor interjecting.*

LORD MAYOR: Because we are building more than ever before, we face significant pressures when it comes to the increasing costs of construction.

*Councillor interjecting.*

LORD MAYOR: So, if you have a look at the record of infrastructure and capital works investment in our city, this three-year period we are in right now is the biggest three-year period ever in the history of the city and the suburbs. It’s the biggest, and 80—

*Councillors interjecting.*

LORD MAYOR: —80%-plus of it all is being invested in the suburbs.

*Councillors interjecting.*

Chair: Just one moment.

*Councillor interjecting.*

Chair: Councillor CASSIDY. Councillor CASSIDY, as you have failed to comply with the request to take remedial action for your unsuitable meeting conduct, I hereby warn you in accordance with section 21(6) of the *Meetings Local Law 2001*, that failing to comply with my request may result in an order being issued.

Councillor COLLIER, I will also caution you, as well, for calling out.

LORD MAYOR, you’ve got the call. Oh sorry, actually, you don’t. You’ve run out of time. Sorry.

Further questions?

Councillor JOHNSTON—

*Councillor interjecting.*

Chair: Oh sorry, my apologies.

Councillor ATWOOD.

**Question 3**

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

Councillor ALLAN, in the middle of a housing crisis and cost-of-living crisis, the Greens-Labor coalition of chaos announced three new taxes in three weeks. Instead of penalising those that build homes for a living, can you please update the Chamber on what the Schrinner Council is doing to create more homes in Brisbane?

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

Councillor ALLAN: Thank you, Mr Chair, and I’d like to thank Councillor ATWOOD for the question. Mr Chair, Councillor ATWOOD is absolutely correct. The Green-Labor coalition of chaos have announced three new taxes in three weeks, three new taxes that will further cripple the building and construction industry. But there might be trouble in paradise, maybe a little bit more chaos than coalition happening in the ranks. Last week, the Labor Lord Mayoral candidate released a press statement entitled Brisbane renters cannot afford the Greens. Apart from criticising their own coalition, the press statement was a poor attempt to showcase Labor’s plan—

*Councillor interjecting.*

Chair: Councillor MASSEY.

Just one moment, Councillor ALLAN.

Councillor MASSEY, you may not have been here for the warning when you ducked out earlier, but we are not calling out across the Chamber. Thank you.

Councillor ALLAN.

Councillor ALLAN: Apart from criticising their own coalition, the press statement was a poor attempt to showcase Labor’s plan to address the housing crisis. In the statement, Labor announced they will develop a comprehensive housing strategy. This concept of Labor developing a comprehensive strategy is not new, as we have heard Councillor CASSIDY spruik this idea for months, but we are yet to see any new policies to address housing within the city. Mr Chair, what was also interesting in the Labor press release was this renewed focus on density in well-located areas. Labor defines well located as close to public transport, close to centres of employment and close to parks and shopping centres. This sounds very familiar, probably too familiar.

Despite my criticism of Councillor CASSIDY for not reading our housing strategy, some might now suggest he has read it and even plagiarised it. One of the core pillars of our housing strategy is the concept of the right housing in the right location. Mr Chair, I quote directly from our housing strategy, “new housing for our community should be focused in the most appropriate locations for access to transport, services, recreation and employment opportunities.” It continues­, “integration of housing with existing and planned transport and infrastructure will maximise community access. Homes located accessible to jobs, social and community services, and transport can make living easier and more enjoyable for residents, as well as reduce living costs.”

Mr Chair, they say imitation is the sincerest form of flattery. Unfortunately, the rest of the press release sets a scene of destruction if a Green-Labor coalition of chaos were elected. Labor state they will work with developers, yet they currently refuse to meet with them and are proposing a land-banking tax. They have vilified them for years, but they have suddenly realised that they provide 96% of the housing in Brisbane. It’s unbelievable, you can’t make this stuff up. Labor state they will maintain the character of suburban Brisbane, yet they propose medium density in suburban residential areas.

*Councillor interjecting.*

Councillor ALLAN: Mr Chair, whilst the Green-Labor coalition of chaos will find ways to further hinder the building and construction industry, this side of the Chamber will get on with the job of facilitating more supply and encouraging more homes to be built. This includes our housing supply incentive, which will incentivise approved development applications to commence construction by reducing infrastructure charges. This includes our suburban renewal program and implementing the Kurilpa Sustainable Growth Precinct. This includes our build-to-rent incentive, citywide review of Major centres, Short-Stay Accommodation Taskforce and design-led city initiatives. All actions that focus on facilitating sustainable housing opportunities and supply.

Mr Chair, two weeks ago, I updated the Chamber that in September alone, we approved over 1,000 new homes. Our Development Services team continues to facilitate high-quality, sustainable development outcomes and latent supply. At the end of October, the team had decided over 3,000 development applications with a further 142 applications of a residential nature under assessment, 142 applications with the potential to provide an additional 9,000 dwellings. As is the Labor way, they are proposing to undertake audits, audits on the development approvals (DAs) and audits on land zoning.

Instead, Mr Chair, we are about action. We have a strong track record when it comes to ensuring Brisbane has an adequate and diverse housing supply while also ensuring growth occurs in a sustainable way, and our city’s future character is preserved. We will continue to focus on delivering these outcomes for the residents of Brisbane. Thank you.

Chair: Thank you, Councillor ALLAN. Your time has expired.

Councillor JOHNSTON.

**Question 4**

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

LORD MAYOR, approximately four years ago, Dr Geoff Copeland was killed walking home to his house on Venner Road in Annerley. As part of Council’s response to the coroner, we committed to resurfacing Venner Road, which is the bare minimum that Council could do. Last year, you allocated $200,000-plus for planning, and this year, almost $1 million to resurface Venner Road. Will you reconfirm today that you will fully resurface Venner Road to give the Copeland family some solace that road safety issues are being addressed, and confirm that Council will meet its commitment to the coroner to fully resurface Venner Road, Annerley?

Chair: LORD MAYOR.

LORD MAYOR: Mr Chair, I can confirm that we will absolutely meet our commitments. We will meet our commitments to the coroner. We will meet our commitments to the community. Obviously, we are working through timing issues and we will be able to confirm that in the near future. But funding, as has been pointed out, funding was allocated last year to plan and gear up for this project, and we’ve allocated further funding this year—will be meeting our commitments. Now, obviously, this situation was a tragedy, but from my recollection, what occurred in this tragedy was that someone who was really, really unsafe to be behind the wheel, someone who I understand was under the influence of a substance, caused this accident. It was not caused by a road surface.

So, we’ve just got to be clear on what caused this accident. Someone who was driving under the influence of substances caused this accident. The road did not cause this accident, but having said that, we will meet our commitments.

Chair: Thank you, LORD MAYOR.

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, today’s *Courier-Mail* outlined that the Federal Government’s 90-day review is likely to reduce the number of infrastructure projects being funded. Given Labor Councillors’ comments over the past few months, do you think they will be supporting their Federal Labor colleagues or their State ones?

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair, and I thank Councillor HUANG for his question. The answer is quite clearly, we shall see. We know that the Labor Party is in favour of cutting basic services, as we know they’ve advised that they’ll be halving the general waste collection if they were successful next year. We know that they love taxes. We know they have announced, as we heard from Councillor ALLAN, a whole new raft of taxes on housing coming if they are successful next year, and now we’ve seen that the Labor Federal Government is committed to cutting road projects, particularly in Queensland.

We have seen a number of Labor State Ministers come out and push back against that, but there is no denying the front page story today in today’s *Courier-Mail*, ‘The PM’s (Prime Minister’s) great roads squib’, where this article speaks to the Albanese Government pulling out of long-standing conventions regarding road funding and will shift the cost burden back to the states. So, that’s the Labor Party announcing another series of cuts to projects that will reduce traffic congestion, I assume this will affect both public and private transport projects. We have tried to be an excellent partner—excuse me—we have tried to be an excellent partner with the Federal Government across the board. We have worked with them on the Beams Road project, where we are still to have formal confirmation that they are going to hold up their obligation.

Stories like this, where the Labor Party has indicated a cut to road projects, puts me under a great stress about how the Federal Labor Government thinks these roads will be delivered. We know that we are hoping to partner with the Federal Government on the Lindum rail crossing mark two project, which we know that is important for the outer eastern suburbs, in particular Doboy and Wynnum Manly Ward. We knew, we knew the—excuse me, we knew the Federal Government was keen to get out of their obligations.

We knew they wanted out of these funding arrangements, and they are backing out of road projects like there’s no tomorrow, because deep in their heart, the Labor Party loves cutting road projects. They love cutting projects, particularly in Queensland—I do not understand why the Labor Party hates Brisbane and why they hate Queensland, but clearly, they do.

Now, when we asked the Labor Councillors in this place to back the people of Brisbane, when this Council on 16 May 2023 by resolution passed this, that the Council highlights its concerns about the almost $500 million in road funding that has recently been cut or deferred in the Federal budget, putting at risk several projects within the City of Brisbane, the fastest growing capital in the country. Council calls on the Federal Government to maintain its commitment to funding critical Brisbane road projects, getting residents—

*Councillor interjecting.*

Councillor WINES: —home sooner and safer.

Chair: Just one moment, Councillor WINES.

Councillor JOHNSTON, we’re not going to call out across the Chamber.

Councillor WINES, you’ve got the call.

Councillor WINES: Thank you, Mr Chair. The result of the vote on that resolution, ayes 17, noes four. Now, Councillor WHITMEE, by luck, was not present that day, but all of her Labor colleagues voted no to calling on the Federal Government to maintain their position in supporting road projects. So presumably, they’re completely fine with this because that’s how they voted on 16 May. When the chance was given to the Labor Councillors to stand up against traffic calming—excuse me, stand up against traffic congestion, they squibbed it. They squibbed it, they voted with their Labor colleagues, Councillor HUANG, so presumably, they are all in favour.

Let’s not forget that we have just hit day 198 of the 90-day review. All of those projects remain in limbo. This Council remains committed to their delivery and we want to see improvements to traffic flow, we want to see safety upgrades, in particular, and we want to see the people of Brisbane better off than they were before these projects occurred.

So, can I ask the Labor Councillors to reject their stated position of being in favour of those road cuts, and rather get onboard, try to help the people of Brisbane? Can I call on Councillor WHITMEE to get off the fence and get behind her own community? I know that she is torn on this, I know that she is deeply loyal to the Labor Party and she puts the Labor Party first, well above her community, and I know that that’s starting to bother people in the outer eastern suburbs. Please get off the fence and get with your own community. Maintain these projects.

Chair: Councillor WINES, your time has expired.

Councillor COLLIER.

**Question 6**

Councillor COLLIER: My question is to the LORD MAYOR.

LORD MAYOR, the residents of Brisbane deserve the truth, so let’s try again. Can you today come clean and tell the people of Brisbane what has caused the $400 million black hole in your budget?

Chair: LORD MAYOR.

LORD MAYOR: Mr Chair, the residents of Brisbane deserve an Opposition that asks a question and then listens to the answer week-in, week-out, and not continues to peddle rubbish, because that’s what we’ve seen time and time again. We’ve been through this countless times, it is obvious at all levels of government what has caused these challenges. Everyone is facing them, yet like ostriches, Labor has their heads buried in the sand and can’t seem to see what everyone else can see, despite it being pointed out to them time and time again. The costs facing Council are far higher than inflation. The costs, because we are constructing more than ever before, are far higher than inflation, but even if you took inflation as a guide, inflation has persisted longer and is higher than the Federal and State Governments were projecting earlier this year. It is really very simple, Dr Chalmers got it wrong, Cameron Dick got it wrong, it is a fact that we are all facing.

Now, we know that up at George Street, they have had a program of $3 billion worth of Labor cuts. They have the hide to make claims about their opponents, yet Cameron Dick has been cutting the budget up in George Street for years. He’s been reducing various things like agency staff, consultants, contractors, things that the Labor Opposition in this place rails against, yet they’ve been doing it up the road at George Street. As far as I’m aware, this program is still underway, because it was a multi-year program that the Treasurer announced. With all the pressures on their budget, coal rescued them temporarily.

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order, Councillor CASSIDY.

Councillor CASSIDY: The question wasn’t about coal royalties. This is on relevance, my point of order. The question was whether the LORD MAYOR can actually tell us what caused the $400 million blowout in his budget, not on the State budget or the Federal budget—

Chair: Thank you. Thank you.

Councillor CASSIDY: —or what the IMF says, in his budget.

Chair: Thank you. Thank you, Councillor CASSIDY. I don’t uphold your point of order. The LORD MAYOR is answering the question.

LORD MAYOR: It’s exactly the same things that are causing challenges to everyone else’s budgets, not just our budget. Now, if this was a challenge that we faced alone, it would be a different story. It is a challenge being faced by everyone. Every week, we’re seeing construction companies fall over. Every week, we’re hearing about how grim it is when it comes to the construction sector and construction costs. Every week, we are hearing about it. If Councillor CASSIDY and Councillor COLLIER are completely unaware of the situation that we are in, then I would be very, very alarmed that these people want to be in Administration next year. I would be very, very alarmed that they would have the control of the purse strings of Brisbane, because we know what they would do. They would jack up rates, they would jack up rates, they would give in to their Labor colleagues in the Federal and State Government, and support—

Councillor CASSIDY: Point of order, Chair.

Chair: Just one—LORD MAYOR.

LORD MAYOR: —the reduction in transport-related spending.

Chair: LORD MAYOR, just one moment.

Point of order, Councillor CASSIDY.

Councillor CASSIDY: On relevance. I assume the answer is the LORD MAYOR doesn’t know. He said that he just reads newspaper articles and then decides to cut $400 million. That’s not what the people of Brisbane deserve, that answer. They actually want to know why he’s had a $400 million blowout in his budget.

Chair: Councillor CASSIDY, there’s no debating a point of order. The LORD—and I don’t uphold your point of order. The LORD MAYOR has answered this question, I think, twice almost in this Question Time.

LORD MAYOR, sorry, I can’t tell you how much time you’ve got left.

LORD MAYOR: Okay, it says 3.21 on my counter.

Chair: Thank you, yes.

LORD MAYOR: So, we know that they would jack up rates because they’ve already announced a number of policies involving jacking up rates, that is the Labor approach. People pay more under Labor, whereas we’ve been trying to keep costs down and rates down and—

*Councillor interjecting.*

LORD MAYOR: Less than inflation, in fact half of inflation, less than half of inflation.

*Councillors interjecting.*

LORD MAYOR: I think—

Chair: Just one moment, LORD MAYOR.

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| **Order – Councillor Jared CASSIDY**  The Chair then advised Councillor Jared CASSIDY that as he had continued to fail to comply with his request for remedial action for his unsuitable meeting conduct, in accordance with section 21(8) of the *Meetings Local Law 2001*, an order reprimanding him for his conduct was being issued. |

Chair: LORD MAYOR, you’ve got the call.

LORD MAYOR: I think it’s actually—

Chair: Be very careful, Councillor CASSIDY.

LORD MAYOR, you’ve got the call.

LORD MAYOR: Thank you, Mr Chair. I think it’s the opposite of funny that the people who would be the alternative administration of this city can’t understand basic facts about the economic social climate that we are in at the moment, which is putting pressure on everyone. According to their logic, there’s nothing to see, there’s no challenges, no one’s facing any challenges. According to their logic, it’s okay to see over $4 billion worth of blowout since the budget at George Street under the Labor Government, yet there’s apparently no issue here in Council.

*Councillor interjecting.*

LORD MAYOR: So, in a climate where—

Chair: Councillor COLLIER.

LORD MAYOR: —construction costs have gone up month on month and they continue to go up, in a climate where we’re building more than ever before, we’re building more infrastructure than ever before in the city’s history, and I can tell you, even with a 10% sensible reduction in spending—

Chair: LORD MAYOR, your time has—your time—

LORD MAYOR: —we will be spending more than they ever did—

Chair: LORD MAYOR, your time has expired.

LORD MAYOR: —even with 10% reductions.

Chair: Further questions?

Councillor JOHNSTON, I believe you stood up earlier.

No, sorry, I’m meant to go over the other side. My apologies.

Councillor LANDERS.

**Question 7**

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

Councillor HOWARD, last week, the Schrinner Council announced some important grants for local community groups and organisations. Can you please update the Chamber on the latest round of grants available to Brisbane residents, including how they are helping build a better Brisbane?

Chair: Councillor HOWARD.

Councillor HOWARD: Well, thank you, Mr Chair, and through you, I thank Councillor LANDERS for her ongoing interest in Council’s community grants programs. Council recognises the important work that Brisbane’s not-for-profits and community groups do in helping to make the city more inclusive, more resilient, connected and healthy. With this in mind, throughout the year, the Schrinner Council delivers a range of useful and beneficial grant programs that go a long way in supporting the community organisations doing great work across the city.

One of the ways in which Council is able to foster vibrant and healthy communities is through our Lord Mayor’s Better Suburbs Grants program, in particular the community support category of this grant program. The community support category provides much-needed funding to improve community facilities, respond to local needs and build organisational capacity. Last week, Council was proud to announce that more than 50 clubs, community groups and not-for-profit organisations across Brisbane would share in over $400,000 as beneficiaries of the most recent round of the Lord Mayor’s Better Suburbs Grants. The recipients in this grant round have committed these funds to everything, from servicing air conditioning units to upgrading safety equipment or developing strategic plans for future growth.

While I don’t have enough time to list off each of the successful recipients today, I thought it would be worthwhile to make mention of a few. In Durack, the Durack‑Inala Bowls Club will be using their funds received to purchase a modern ride-on mower to better maintain their facility. In Chermside, the Brisbane Netball Association are set to install permanent shade shutters to provide a sun-safe viewing experience for their spectators, and in Nundah, Northside Connect Incorporated will be using their funds to develop a strategic plan to guide the organisation in its future ambitions. Again, these examples are just a snapshot of the more than 50 projects valued at over $400,000 that will go a long way to developing our city’s community organisations.

The community support category of the Lord Mayor’s Better Suburbs Grants works hand-in-hand with the community facility category of this grant program, which provides up to $200,000 in funding for significant projects that see our community facilities get even better. Since launching the program in 2021, the Lord Mayor’s Better Suburbs Grants has provided over 270 groups with a share of over $5.1 million in funding to make Brisbane suburbs even better. For those looking to access funding for their latest facility upgrade or project, the next round of grants for the community support category will open in late January 2024. I ask all of those here in the Chamber to encourage their community organisations in their ward to apply to this grant program, so that they can be supported in doing the great work across the city.

While the Lord Mayor’s Better Suburbs Grants program has so far seen $5 million in funding delivered to community organisations since its inception, it is far from the only grant program administered and delivered by Council. Earlier this year, Council was proud to announce three successful recipients of the Pathways out of Homelessness Grant program, with over $1 million in funding being provided to allow these organisations to undertake works to assist persons at risk or experiencing homelessness.

These groups were the Brisbane Housing Company, who are utilising a specialist mobile health provider to deliver place-based health services to support residents in community housing with complex health needs, Youth Advocacy Centre, who are providing a wraparound advocacy support program for at-risk young people age 14-19 years to transition to permanent safe housing, and the Institute for Urban Indigenous Health, who are supporting vulnerable First Nations people and families through the delivery of care plans and early interventions designed to maintain their tenancies.

Council also recognises that, across Brisbane, many grants are available for community organisations for a variety of purposes, provided by sectors such as businesses and corporates, philanthropic organisations and all levels of government. We have long known that the fragmentation of these grants can make it challenging for community groups to find, track and apply for all of the grants and funding opportunities available to them. With this in mind, Council set out to make the process of finding and applying for relevant grants as simple as possible for Brisbane’s residents and community organisations through developing our Funding Finder webtool. This tool allows community groups the ability to keep track of and receive updates on potential funding opportunities available to them, with Funding Finder’s database having over 1,100 grants worth over $55 billion currently available.

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

Councillor MASSEY.

**Question 8**

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

Three years ago, in 2020, the Queensland Government committed $10 million to further developing bike-friendly streets in South Brisbane and $22.5 million to improve the riverwalk at Kangaroo Point. I understand Brisbane City Council and TMR (Department of Transport and Main Roads) have executed a funding agreement for delivery. However, in this letter to State MP (Member of Parliament), Dr Amy MacMahon, Minister Bailey clearly states that they are waiting on your response to progress the delivery of these works. These are critical infrastructure deliveries, not only for South Brisbane and Kangaroo Point cyclists, residents, recreational or otherwise, and pedestrians, but also for people across the city that enjoy this area.

After three years of Brisbane City Council dragging its feet, can you today confirm you’ve met with Minister Bailey to progress these projects, so critical to South Brisbane and Kangaroo Point?

Chair: LORD MAYOR.

LORD MAYOR: Thank you for the question, Councillor MASSEY. I’m sure Councillor MURPHY would love to be able to meet with Minister Bailey, but unfortunately, he’s waiting on a response. There has been a request made to meet with Minister Bailey. Obviously, Minister Bailey is left with the commitments made by Jackie Trad, that they would fund certain things, and is scrambling around now to—

Councillor MASSEY: Point of order.

Chair: Just one moment, LORD MAYOR.

Point of order, Councillor MASSEY.

Councillor MASSEY: Just to clarify, the letter says that they are waiting on the LORD MAYOR, not—

Chair: Thank you, Councillor MASSEY.

*Councillors interjecting.*

LORD MAYOR: I think we’ve learnt from history that—

Chair: Chambers. Just one moment.

LORD MAYOR: —you can’t believe anything Minister Bailey says.

Chair: Hang on. Hang on, LORD MAYOR. Hang on.

No. Just wait.

LORD MAYOR, you’ve got the call.

LORD MAYOR: Yes, thank you. Look, this is someone who’s been caught out bending the truth time-in, time-out. This is someone who was labelled by the CCC (Crime and Corruption Commission Queensland) as foolish. So really, words from Minister Bailey are not worth the paper they are written on, but what we see here is that the State Government, through Jackie Trad, committed to funds towards certain projects, and obviously, they’re wanting us to deliver those projects for them. So, Councillor MURPHY has requested a meeting with Minister Bailey and hasn’t heard back yet. Obviously, you know, we will help the Labor State Government deliver their commitments with their funding, as they should, but if you want more information, I suggest you get in touch with Councillor MURPHY about this, because he can actually tell you the facts of the situation.

Chair: Thank you, LORD MAYOR.

Further questions?

Councillor JENKINSON.

**Question 9**

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

Councillor WINES, the Labor State Government has recently announced that they will be constructing a new pedestrian bridge at Boggo Road as part of their Cross River Rail works, whilst they still have no plans to repair the Normanby pedestrian bridge in Herston. Can you update the Chamber on why you think the State Labor Government is happy to prioritise one side of the river over the other?

Chair: Councillor WINES.

Councillor WINES: Thank you, Mr Chair, and can I thank Councillor JENKINSON for the question. She is, of course, an excellent advocate for the inner north and has been keenly interested in this project for some time. Now, to orientate those who don’t know what’s going on, as part of the Cross River Rail project, the State Government has a number of pedestrian bridges that they are proposing. One of them is this one. What a view, hey? What a wonderful bridge, a bay-area-bridge-inspired suspension bridge. This is for the southside of the city. It links the PA (Princess Alexandra Hospital) to Boggo Road, and what a stunning bridge. Well done. Kudos.

*Councillor interjecting.*

Councillor WINES: Kudos to them. It must be very close to the Minister for Transport’s—

Chair: Just one moment, Councillor WINES.

LORD MAYOR, we do not call out across the Chamber.

Councillor WINES.

Councillor WINES: It is very close, if not within the Minister for Transport’s constituency itself.

*Councillor interjecting.*

Councillor WINES: As you well know—

Chair: Councillor JOHNSTON.

Councillor WINES: —the vast majority of upgraded train stations as part of Cross River Rail, Yeronga, Yeerongpilly, Fairfield, also within the Minister for Transport’s jurisdiction—his constituency, I should say.

Now, what do we get on the northside? Well, we get—here we go—we get a stubby bridge, a stubby bridge that the State Government has ripped out and then tried to chuck on our desk and say, well, you can fix that now. Here you go. So, southside? Beautiful. Northside? Stubby and pointless thing. Why is there such a blatant southside bias among the State Government? They’ve had to be dragged kicking and screaming to even do a consultation on a northside road tunnel. When it comes to building a bridge, they will build the Taj Mahal of bridges for the inner south and leave us with a stub on the northside. It is quite frankly appalling. The rich irony is that they clearly have the money, or else they wouldn’t build the southside one, so it’s clearly personal.

*Councillor interjecting.*

Chair: Councillor MURPHY.

Councillor WINES: The Minister for Cross River Rail has clearly ensured that his part of the world is looked after, and that Councillor JENKINSON and my part of the world is obviously neglected. I should also recognise Councillor HOWARD. Those of us who care for the inner north are being—it’s worse than ignored. It’s being deliberately provoked. You know, Minister Bailey routinely attacks this organisation for—well, actually, for anything and everything. It’s just one of his preferred pastimes, but he criticises us for our position on active transport, even though the Brisbane City Council spends more on active transport than the entire Government of Queensland, across the whole State.

Right, so our expenditure on active transport exceeds theirs, but when it comes time to actually build something, they deliberately neglect the northside. It is appalling. Quite frankly, I am calling for the Minister to build an equivalent bridge on the northside. There have been a number of calls from the community to do so already. Councillor JENKINSON, I know, and I have had a number of conversations about how vital it is that we get the due recognition. Once again, we see a Labor Government cutting projects. We see a Labor Government cutting funding. We see a Labor Government cutting services and putting up taxes, and then deliberately neglecting the northside of Brisbane. I do not understand the extent to which they are committed to it.

I read within a news article from the *ABC News*, so it will not be super favourable to this organisation, but it says that the Kelvin Grove to the Grammar School bridge to be half dismantled as Council and State clashes. Well, that is not a clash. The State ripped it out as part of their Cross River Rail proposal. They ripped it out, and then they turned to us and said, well, now we’ve ripped it out, you fix it. That is exactly what happened. It is an interesting framing that it’s a clash. No, we believe the bridge should be there.

*Councillor interjecting.*

Councillor WINES: We also believe that there should be improved active—

Chair: Councillor COLLIER.

Just one moment—oh, sorry, Councillor MASSEY, I thought you were standing up.

Councillor COLLIER, do not call out across the Chamber, especially cupping your hands to call out across the Chamber.

*Councillor interjecting.*

Chair: Thank you, apologies accepted.

Councillor WINES, you’ve got the call.

Councillor WINES: Once a media defender of the State Government, always a media defender of the State Government. Councillor COLLIER could not miss an opportunity to fall into old habits and rush to the defence of what is an appalling and nasty government that are bent on hurting northsiders in Brisbane—

Councillor COLLIER: Point of order.

Chair: Just one moment, Councillor WINES.

Councillor WINES: —in particular—

Chair: Just one moment.

Point of order, Councillor COLLIER.

Councillor COLLIER: Will Councillor WINES take a question?

Councillor WINES: I am taking a question right now. In fact, it’s Question Time, and if Councillor COLLIER wants to ask me a question, she can use the very next question when it becomes the Opposition’s turn, but this is what I’ll say. This State Government is failing on active transport. It’s nasty and hurtful to the northside. The Federal equivalent of that is cutting funding. When you have double Labor Governments, you have double prices and you have half the stuff. Welcome to a double Labor Government world.

Chair: Councillor WINES, your time has expired and that ends Question Time.

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order, Councillor CASSIDY.

**303/2023-24**

At that juncture, Councillor Jared CASSIDY moved, seconded by Councillor Lucy COLLIER, that the Standing Rules be suspended.

Chair: Councillor CASSIDY, you have three minutes.

Councillor CASSIDY: Thanks very much, Chair. I call on the LORD MAYOR to come clean about his $400 million in cuts. In Question Time today, the LORD MAYOR refused to answer basic questions about what’s caused the $400 million blowout in his budget, just 12 weeks after it was delivered. He won’t say what’s caused the blowout, and now he’s claiming that it was just a sort of vibe that he felt. He won’t say what he’s cutting, but we do know the cuts are happening. It’s day 28, which means almost $45 million has been cut from suburban projects. So, we call today on the LORD MAYOR and every LNP Councillor in here to come clean.

Chair: Councillors, we have a procedural motion to suspend standing orders so that Councillor COLLIER—sorry, Councillor CASSIDY and Councillor COLLIER can move a motion.

The Chair submitted the motion for the suspension of the Standing Rules to the Chamber and it was declared **lost** on the voices.

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

The voting was as follows:

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

NOES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Andrew WINES and Penny WOLFF.

Chair: Councillors, we move on to item four of the agenda, consideration of Committee reports.

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

Councillor CASSIDY: Point of order, Chair.

Chair: Point of order, Councillor CASSIDY.

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

**304/2023-24**

At that juncture, Councillor Jared CASSIDY moved, seconded by Councillor Lucy COLLIER, that the motion submitted by Councillor Jared CASSIDY at the meeting on 24 August 2021, be taken off the table.

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

Chair: Right, so just to remind the Chamber, the motion reads that Brisbane City Council commits to buying all future buses from South East Queensland manufacturers. It was moved by Councillor CASSIDY and seconded by Councillor GRIFFITHS, and speakers so far have been Councillor CASSIDY and Councillor MURPHY.

*Councillor interjecting.*

Chair: Oh, just waiting for the papers just to be handed out, so that all Councillors in the Chamber are aware of where we are in the debate.

Billy, I believe Councillor JOHNSTON—thank you. I think that’s everyone.

Are there any further speakers? Any further speakers? No further—

LORD MAYOR.

LORD MAYOR: Thank you. This one is an interesting one, because we know this was a classic case of an own goal by the Labor Councillors, where they have consistently said that Queensland bus manufacturers can do things that they weren’t equipped to do and they weren’t funded by the State Government to do. We saw a number of years ago, Minister Bailey release a policy which sounded great at the time, and that was setting up a target where all future buses in the urban fleet would need to be zero tailpipe emission by a certain date—that was 2025—and then proceeded to do absolutely nothing to achieve that.

In fact, as usual, Minister Bailey left it to everyone else to do. So we heard, and we’ve heard Councillor MURPHY say repeatedly in this Chamber that the industry raised serious concerns about the ability to deliver on this commitment that they had made. It was obviously a knee-jerk commitment. It was obviously something that they hadn’t thought through, and it was obviously something that they hadn’t consulted the industry on. In the case of Brisbane—and I can speak in terms of our situation—to achieve that target, to buy either electric or hydrogen buses, for example, you’re talking at least double the cost of a Euro 6 diesel emission bus, like Euro 6 emission diesel bus, double the cost. So, you would assume that if the State Government was serious about their commitment that they would stump up half the cost of these new buses, because it was their policy and their commitment, but no.

In fact, there has been repeatedly no extra funding provided. Despite the fact that we have pleaded with the State Government to provide extra funding to enable us to roll out electric buses, there has been no such funding coming. So, we have the situation where the knee-jerk policy from the State Government has created an uncertainty in local industry because no one’s buying anything at the moment, because we don’t have certainty from the State Government and there’s certainly no funding from the State Government, where one of our local operators literally threatened to pull out of the State because of the State Government’s dithering and the way they have botched bus procurement.

We recently saw the State Government stepping up and saying, oh, we’ll buy a whole stack of—not electric buses, but diesel buses, diesel buses from that local provider. So, the same Minister and the same government that said we should all be going towards electric or hydrogen, zero tailpipe emission buses, botched it so badly that they’ve now had to buy how many diesel buses, Councillor MURPHY?

*Councillor interjecting.*

LORD MAYOR: Two hundred diesel buses. Two hundred diesel buses. So, I won’t be lectured on bus procurement by anyone from the Labor Party. I will not be lectured by the Labor Party on bus procurement. They have completely botched bus procurement. So, what we will be doing here is supporting local procurement, but we will do so based on the results of the tender process going forward. So, unlike the State Government, we won’t necessarily just be going with one provider in a sole source arrangement. We’ll be going out to tender. I want to make that very clear. We’ll be going out to tender and we’ll be putting that out there to make sure that our bus procurement needs going forward will be able to be met.

We still need that certainty from the State Government, obviously, when it comes to what type of vehicles or buses that we can procure going forward, and we still need to know that there is competitive tension in the process because the deal that the State Government signed up to involved no competition, a sole source arrangement with one provider, and we’ve already heard that the costs of going in that arrangement have significantly increased for the taxpayers of Queensland. We want to make sure we protect the interests of Brisbane residents. We want to make sure we get the best outcome. So, what we will be doing is moving an amendment to this motion.

**MOTION FOR AMENDMENT TO MOTION:**

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| **305/2023-24**  It was moved by the LORD MAYOR, seconded by the DEPUTY MAYOR, that the motion be **amended** by the removal and insertion of such words so that the motion would read as follows:  *Brisbane City Council commits to local content in future bus procurement subject to funding support from the State Government, in order to meet the Zero Emissions Bus targets they set.* |

Chair: LORD MAYOR.

LORD MAYOR: So, what this amendment does is it makes our intent very clear that we want to work with local manufacturers to deliver our future bus needs, but it should be done through a competitive tender process and it needs to be done with some kind of funding surety from the State Government on this. We can’t go this alone. We can’t do this alone. If the State Government policy doubles the price of a bus, which it’s doing, the State Government should stump up with at least half of the money to buy those buses. It’s pretty simple. We know the State Government has gone into partnerships with private operators to do exactly this. They have helped to fund new electric buses here and there in small numbers for private operators. They have helped to fund depot improvements involving charging facilities for private operators, yet they have not put a single cent on the table for Queensland’s largest bus operator, the Brisbane City Council.

This just smacks of what Councillor WINES was talking about there, where the Transport Minister continues to target—in some kind of weird obsession, Brisbane City Council, because of his political affiliations and some kind of historical thing that he’s got going on there. It is not fair. Brisbane residents and ratepayers are missing out because of his political games, and what we need going forward is some surety of funding. We are happy to work with local industry to meet our needs. We are happy to go fully electric, but we need to do so through a competitive tender process and we need that funding surety from the State Government.

So, we can achieve these things. We can achieve the ambitions put forward here, but there are two things that need to happen in order for us to do that, and as I said, the competitive tender and funding surety from the State Government.

Chair: Thank you.

Further speakers to the amendment?

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. There’s one thing the LORD MAYOR still won’t say in this debate. He still won’t say that he supports local manufacturing and Australian manufacturing. I listened carefully to what he said then, and he still won’t say he supports—

LORD MAYOR: Point of order.

Chair: Just one moment, Councillor CASSIDY.

Point of order, LORD MAYOR.

LORD MAYOR: Claim to be misrepresented.

Chair: Noted, thank you.

Councillor CASSIDY, you’ve got the floor.

Councillor CASSIDY: He might want to actually—thank you, Chair. He might want to actually say that, then. He might want to actually say that he does support local manufacturing because what he did, what he did in tearing up the bus building contract with Volgren was to turn his back on local workers and was to go to a Chinese company and buy electric buses to run on the City Loop. That’s what this motion was laid on the table for, originally, for two years—more than two years, it was August 2021 this motion was laid on the table, because the Chair of the Transport Committee, Councillor MURPHY, said they wanted to wait for a period of two years to see how the trial went.

We presume that must have been a success, but there were some issues along the way, Chair, with those Yutong buses. Instead of buying locally made content for that trial, this Administration led by this LNP LORD MAYOR decided to buy overseas made buses, thought there’d be great fanfare about welcoming these Chinese made buses to Brisbane. He was sorely mistaken because that was a slap in the fact of local workers. There were so many issues with those buses that one of those Yutong buses broke down and they couldn’t be fixed, so that company had to ship a whole new one out.

Councillor MURPHY: Point of order, Chair.

Councillor CASSIDY: A whole new one out.

Chair: Just one moment, Councillor CASSIDY.

Point of order, Councillor MURPHY.

Councillor MURPHY: Will Councillor CASSIDY take a question?

Chair: Councillor CASSIDY, would you take a question?

Councillor CASSIDY: No.

Chair: No, Councillor MURPHY.

Councillor CASSIDY, you’ve got the call.

Councillor CASSIDY: Yes, thanks very much, Chair. So, the bus couldn’t be repaired so the company just shipped a whole new one out. That doesn’t sound like good value for money—

DEPUTY MAYOR: Point of order, Mr Chair.

Councillor CASSIDY: —for the ratepayers of Brisbane.

Chair: Just one moment. Just one moment, Councillor CASSIDY.

Point of order, DEPUTY MAYOR.

DEPUTY MAYOR: I’m sure Councillor CASSIDY wanted to speak on the previous motion, but we are debating an amendment now and he needs to redo his notes to the amendment.

Chair: Thank you.

Councillor CASSIDY, we are—yes, sorry, we are on an amendment, just so you know.

Councillor CASSIDY: Thanks very much, Chair. So, those buses were such a failure—

Councillor JOHNSTON: Point of order, Mr Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Just so I’m clear on this, we’ve had a motion moved, urgency has been allowed, the LORD MAYOR has proposed an—

*Councillor interjecting.*

Councillor JOHNSTON: Oh, take it off the table. An amendment has now been proposed, but an amended motion has not been passed, so—

Chair: No, we’re—

Councillor JOHNSTON: Right, so we can debate—

Chair: Sorry, Councillor JOHNSTON—

Councillor JOHNSTON: —the original motion and—

*Councillor interjecting.*

Chair: No, no, no, no.

Councillor JOHNSTON: I am sorry, we’re—

*Councillor interjecting.*

Chair: Councillors, please.

Councillor JOHNSTON: That was Councillor WINES who was shouting across the Chamber, and I’m sure you want to name him—

Chair: Yes, thank you. Thank you, Councillor JOHNSTON.

Councillor JOHNSTON: —but an amendment inherently changes the original motion, so surely you can have debate about why the amendment is changing the motion and whether that’s a good or bad thing. Is that correct, Mr Chair?

Chair: That’s where we are in the debate, yes.

Councillor JOHNSTON: All right. So, what was the DEPUTY MAYOR doing just then, please?

Chair: The DEPUTY MAYOR was calling a point of order on the debate of the proposed amendment in relevance, that’s all.

Councillor JOHNSTON: Right, but she wasn’t—that was not upheld, though, is that correct?

Chair: No, that’s right.

Councillor JOHNSTON: Right, thank you. I’m just—

Chair: Councillor CASSIDY has the call.

Councillor JOHNSTON: Yes. There hasn’t been an amendment passed. That’s the key. that’s what she was implying.

Chair: No, no, we’re—

*Councillor interjecting.*

Councillor JOHNSTON: Thank you.

Chair: Councillor—DEPUTY MAYOR. Thank you.

Councillor JOHNSTON, we are debating the proposed amendment. Thank you.

Councillor CASSIDY, you’ve got the call.

Councillor CASSIDY: Thanks very much, Chair. So, we know that those Chinese-made buses have been a disaster in terms of their longevity. There were warnings that they wouldn’t last as long as a locally manufactured electric bus. The lifespan of a locally made bus could be up to 20 years. We know that those Chinese-made buses were eight to 10 years. Well, in fact, one of them lasted less than two years on this trial of zero emission buses (ZEB) that’s been running around, the City Loop trial. That’s where the genesis of this motion came from, but we know the LORD MAYOR doesn’t support local manufacturing because he uses weasel words all the time. He won’t actually commit to it. We know that this has been—

LORD MAYOR: Point of order.

Chair: Just one moment, Councillor CASSIDY.

Point of order to you, LORD MAYOR.

LORD MAYOR: Claim to be misrepresented.

Chair: Noted, thank you.

Councillor CASSIDY: We know that this has been coming down the road for a long time. In fact, we asked this question over the last few years in budget information sessions, and despite Council and despite this LNP Administration knowing that the transition to zero tailpipe emission buses had to happen, what we found out over the last few years is they did absolutely no work. That’s true to form to this LNP Administration. They just sat on their hands like they did with their housing plan, sat on their hands, wouldn’t produce that. They’re conservative, they’re resistant to change, but ultimately, what they like to do is pick a political fight. That’s what the LORD MAYOR and Councillor MURPHY and Councillor WINES is all about, trying to save their own political skins by picking a political fight. The LORD MAYOR has had—

*Councillor interjecting.*

Councillor CASSIDY: —lots of opportunities to—

Chair: Councillor COLLIER.

*Councillor interjecting.*

Councillor CASSIDY: You can laugh out loud, but you can’t interject. Yes, of course. The LORD MAYOR has had lots of opportunities to put on record his support for local manufacturing. We know with the Metro buses that the procurement document said that they specifically couldn’t look like a bus, so they shut out local manufacturers from tendering for them, even though they were proposing electric buses for the Metro to be built here in Brisbane, or here in Australia, for that matter. We know that they shut out the local manufacturing industry when they were ordering Yutong buses because they wouldn’t work with the industry to develop the capacity to build electric buses as we needed.

We’ve heard that time and time again from this LNP Administration. They talk in these broad motherhood statements about value for money and about a procurement process, but they have shown time and time again that they don’t have a strong commitment to local manufacturing. We see that again today, because the LORD MAYOR talks about Brisbane’s bus manufacturer Volgren there as something that’s sort of separate to Council in his eyes, but what he fails to mention is that all of those buses that were built were built in partnership with Volgren. It was a partnership between Council and that bus builder, and that goes back a very long time.

In fact, that partnership—not necessarily with that company, but a partnership between Council and bus builders, manufacturing locally-made buses for Brisbane people, goes back almost 100 years. They used to be built at the Toowong depot in Council, and then the new partnership with Volgren saw that moved to Eagle Farm, the TradeCoast land there, which is, lo and behold, partly owned by Council. So, the LORD MAYOR is sort of making out as if it’s somebody else’s problem in this debate, in moving this amendment here today, shifting the blame. Picking a fight with the State Government, geez, that sounds very familiar, doesn’t it?

*Councillor interjecting.*

Councillor CASSIDY: It’s the LNP playbook. The LNP under Councillor SCHRINNER has no vision for the future when it comes to local manufacturing. He’s got the pre-prepared notes that he reads from about his percentages here and his percentages there, certainly doesn’t have them when it comes to what’s being cut from the budget, but he doesn’t have any future for what the manufacturing industry looks like here in Brisbane. I guess that’s because he’s from central casting when it comes to the LNP, because we know what their commitment to local manufacturing is, where we saw that under the Abbott Government, the hollowing out of manufacturing of vehicles in Australia.

We see that under the LNP here in Brisbane, the hollowing out of manufacturing of local vehicles here. Brisbane can make electric buses. The depot, which Council is a partner of, out at Eagle Farm, is one of the most advanced manufacturing plants for buses in the world. It’s something we should be extremely proud of, and that partnership, we should be extending that, but because the LORD MAYOR dithered and delayed for years and years and years, Volgren were about to make the decision to close up that plant and move out of Brisbane entirely, move those operations not only down south to Victoria, but also offshore. They were looking at moving those manufacturing jobs offshore because this LNP Council dithered and delayed and wouldn’t commit to local manufacturing, so in stepped the State Government.

The LORD MAYOR likes to get up and criticise the State Government for procuring 200 buses, of which a quarter will be electric vehicles, zero tailpipe emissions—he omitted that part—committing to a transition to zero tailpipe emissions. Imagine if we had a leader in Council, a Lord Mayor that would actually commit to a future of manufacturing here in Brisbane, and do everything they could to secure local jobs and do everything they could to secure local manufacturing, and go out there and talk to Volgren and talk to those workers and make that commitment, just like Tracey Price did, just like Tracey Price did and went and committed to local manufacturing, to building buses here in Brisbane, to building electric vehicles and actually having the fortitude to commit to the future of Brisbane instead of being a tired, old, lazy, out-of-touch Administration that we have here led by Councillor SCHRINNER.

There is no vision for what the future of Brisbane looks like under this LNP Administration. This proves that today, it’s just cuts under the LNP. The LNP is just cuts. They cut manufacturing. They cut basic services. They cut projects and they’re slashing staff left, right and centre in Council. That’s what this LORD MAYOR is presenting as the future for Brisbane, a conservative, tired, old approach. Well, Labor will have a very different approach and we’ll have a genuine approach to supporting manufacturing here in Brisbane.

Chair: LORD MAYOR, your two points of misrepresentation.

LORD MAYOR: Yes, on both counts, Councillor CASSIDY claimed that I said that I didn’t support local manufacturing. In fact, I’m the only LORD MAYOR in the city’s history that has had a local buy policy. Eighty per cent of all contracts—

*Councillor interjecting.*

Chair: Councillor CASSIDY.

LORD MAYOR: Thank you, Mr Chair. Eighty per cent of all contracts go to local suppliers. In fact, it’s usually more than 80%. This is the first time the City of Brisbane has had that, and it’s something I’m very proud of, so it is a clear support for local business and local manufacturing.

*Councillor interjecting.*

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| --- |
| **Order – Councillor Jared CASSIDY**  The Chair then advised Councillor Jared CASSIDY that as he had continued to fail to comply with his request for remedial action for his unsuitable meeting conduct, in accordance with section 21(8) of the *Meetings Local Law 2001*, an order reprimanding him for his conduct was being issued. |

Chair: Further speakers?

Councillor JOHNSTON: Point of order.

Chair: Councillor JOHNSTON.

Councillor JOHNSTON: Just a procedural question, Mr Chairman. I’ve been given by the clerk a handwritten new motion saying amendment, but it’s actually a whole new motion. Is that what is actually proposed as the amendment? Because this is not an amendment, this is a brand-new motion. Is this what we’re debating? Because that’s a motion.

Chair: This is the amendment.

Councillor JOHNSTON: Yes.

Chair: Councillor JOHNSTON, you’ve handed in handwritten proposed amendments, as well.

Councillor JOHNSTON: Yes, but they say where I’m amending something. This just gives us a whole new motion.

Chair: It does not. I don’t uphold—

Councillor JOHNSTON: It most definitely does, Mr Chair.

Chair: Councillor JOHNSTON, I do not uphold your point of order.

Councillor JOHNSTON: Well, Mr—

Chair: Councillor JOHNSTON, I’ve dismissed your point of order.

Are there any further speakers?

Councillor JOHNSTON: Point of order, Mr Chair.

Chair: Councillor JOHNSTON.

Councillor JOHNSTON: Just to be clear, you’re saying that you can just move a whole new motion as an amendment? I just want to be clear on this. If this is the rule, I would like it to be clear so everybody is in the same boat, that you can just move a whole new motion as an amendment to an existing motion.

Chair: Just give me one moment, Councillor JOHNSTON.

Councillor JOHNSTON: Thank you.

Chair: Sorry, Councillor JOHNSTON, just give me one second. I’m just getting the right section for you. Councillor JOHNSTON, I do believe what has been presented before us is within section 40(1)(a) of Meetings Local Law.

Further speakers? Seeing no further speakers, we will now put the proposed—oh sorry.

Right of reply, LORD MAYOR. Five minutes.

LORD MAYOR: Thank you. Look, I won’t take five minutes. I won’t take 10 minutes, either. Look, this amendment provides what is a thoughtful, realistic and funded response to the issue because, as I said before, if a State Government policy doubles or more than doubles the cost of a bus, yet they’re not providing any extra funding to buy those buses, how do you think that will play out? How do you think that will work? If the State Government releases a policy which the industry themselves say, this is not workable, how do you think that will play out?

Councillor JOHNSTON: Point of order, Mr Chair.

Chair: Just one moment, LORD MAYOR.

Point of order, Councillor JOHNSTON.

**Procedural motion – Motion of dissent**

**306/2023-24**

Councillor Nicole JOHNSTON moved, seconded by Councillor Trina MASSEY, that the Chair’s ruling be dissented from.

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

Chair: LORD MAYOR.

LORD MAYOR: Thank you. As I was saying, the State Government has caused challenges with the bus manufacturing issue, so much so that they have been forced now to try and bail one of the providers out. Their policy caused the problem. They have now had to step in and bail them out because of the problem created by their knee-jerk, poorly thought through and unfunded policy. So, we are happy to go forward in partnership with local providers, provided we go through a competitive tender arrangement and provided we have a surety of State Government funding to top up the extra cost that zero emission buses cost, as per their own requirements, as per their own policy.

Now, we know that traditionally in Brisbane, public transport services have been funded 75% by the State Government and 25% by the Brisbane City Council. In every other area around us, they are funded 100% by the State Government. What’s happening here is that the State Government has introduced a new policy that will cost hundreds of millions of dollars extra with no funding attached, and they have completely squibbed their responsibility. Now, Councillor CASSIDY has pointed out that the Volgren arrangement that we have was a long-term arrangement, and he is correct. How did we enter into that? We went through a procurement process, and we locked in a particular contract, and that contract ran to its natural end.

Now, going forward, it is important that we go through a competitive tender arrangement, because I know that there are more than one companies that are out there that want to provide for the needs of Brisbane residents going forward when it comes to zero tailpipe emission buses. So, at this point in time, it is only fair to local manufacturers that they all get the opportunity to put in proposals, not locking out some, but opening it up to see what the industry can offer. Now, I’m excited about this opportunity because the innovation is leaping ahead. We know that last time we went out for a procurement for electric buses, unfortunately, none of the local providers, not even the South East Queensland providers but the Australian providers, full stop, could meet our requirements.

So, Councillor CASSIDY likes to rewrite history, some kind of suggestion that local providers were snubbed. No, local providers had the opportunity to tender. They could not meet the requirements at that point in time, but we have said repeatedly that the industry has continued to evolve and innovate, and we want them to be involved. It’s why we only procured four buses through that procurement arrangement. Councillor CASSIDY likes to say we have a fleet of Chinese-made electric buses. Well, that fleet is four. We have 1,200-plus buses in our fleet. So, you can see Councillor CASSIDY’s commitment to the truth is not that strong. He likes to bend it whenever possible, and just like he publicises that we apparently have a fleet of overseas buses or Chinese buses, we have four of them.

We’d like to have a fleet of locally-made buses. We’d like to have local providers and workers building those or assembling those for us. This amendment maps out a pathway forward that we can get to that outcome. It must be tested in a competitive environment and the State must come to the party. It’s pretty simple, it’s reasonable, and it’s financially responsible.

Chair: Thank you, LORD MAYOR.

We will now put the proposed amendment.

**Amendment put:**

The Chair put the motion for the amendment to the Chamber resulting in it being declared **carried** on the voices.

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

The voting was as follows:

AYES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Andrew WINES and Penny WOLFF.

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

Chair: Are there any further speakers on the substantive motion?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes. Just briefly, on the replacement motion that’s been moved by the LORD MAYOR here today. There was a time—I know there are a lot of new Councillors in the Chamber now, but back when I started, every week, the Public and Active Transport Chair would come in and they would talk about two things. It probably was actually Councillor SCHRINNER when he was Public and Active Transport back then. I’m sure he was told to do it, but anyway, hook or by crook, for the first two terms I was here, you would hear two things out of the relevant Public and Active Chair.

Firstly, you would hear about bus full numbers and you would hear about where buses were under pressure or where we needed more buses, and that kind of thing. I mean, that’s died a death, that you don’t hear about that anymore at all, but the second thing you used to hear about was how many new buses the LNP were building. It used to be week-on-week one of the things that the LNP were proud of, but that stopped many, many years ago. That’s probably in reflection of the fact that Council’s bus fleet is actually going backwards. Council stopped buying new buses. They used to start—I think it was 80, and for many years, it’d be 80 a year and then it was 60, then it was 30, I think.

You know, they don’t talk about it anymore, so you have to presume it’s zero, because if they were proud of what they were doing, they would talk about it because they’re desperately searching around for positive things to say about the City of Brisbane, but what we get instead is a process where the LORD MAYOR stands up today and completely moves a different motion about local buses. The reason this is a problem is because the LNP Council stuck their heads out, badly scoped the Metro project, stuffed up the Metro project, and have bought buses from overseas to support their Metro project.

What has happened? The Metro project has gone badly. Costs have blown out by many, many, many millions of dollars, which I’m not allowed to talk about publicly because of the LNP’s secrecy. They won’t come clean about the cost blowouts that we are expected to pay for out of local services, but they are cost blowouts that are the direct responsibility of this LORD MAYOR and the Public and Active Transport Chairperson, who have botched the LORD MAYOR’s signature bus project. So, no longer is this city proud of the buses they build. No longer do we talk about building them locally. No longer do we have reasonable debates about buses and the service delivery of buses. We’re still waiting on a response from the Public and Active Transport Chair about the review Council did months ago. I mean, I don’t even know if that’s coming back before the election.

I know my constituents and every other constituent in Brisbane are worried about their bus services being cut, and they should be worried because this Administration has promised something it can’t deliver. It keeps promising there’ll be more buses for the suburbs, more buses for the suburbs. Well, they’re not building them. They’re not building them locally. You can note what the LORD MAYOR has done here with his replacement motion today. He didn’t want to amend the motion to make sure that they are built in South East Queensland. He said locally. Now, locally to the LORD MAYOR probably means China, somewhere in the South Pacific area, because that’s pretty much how he thinks. That’s what he shows us by his actions.

So, this LNP Administration cannot be believed for one minute about any promise on buses. They won’t come clean on the cuts to local bus services. They’ve stuffed up their signature project, the Brisbane Metro. It’s causing pain to residents who are losing local projects in their community. This LORD MAYOR simply cannot deliver, and instead of doing the right thing and investing in local jobs and manufacturing in South East Queensland, he plays some tricky political game here to put a whole different motion in about buses. Well, LORD MAYOR, the residents of Brisbane are aware that you have botched up your Metro project. They are all aware now that their Metro comes nowhere near most of their homes. It will be of no benefit to them.

They are all overtly aware of the cuts to buses in Brisbane that you are proposing in your bus network review. So, the only people who can’t be believed on buses are the LNP. If they were proud of what they were doing, they’d be talking about it, and they’re not. I don’t reckon it’s—I mean, apart from the odd bus for the Metro, I don’t reckon a new bus got bought last year, or maybe even the year before, or the year before that. It’s probably at least a term since this Council bought a new bus. Now, that’s the far cry—that’s how far the LNP have fallen in the time I’ve been in Council, from being really proud about investing in a new fleet to secretly hiding cost blowouts on their bus projects. That’s where the LNP have Brisbane today, and it’s not good enough.

Chair: Thank you, Councillor.

Further speakers? I see no one rising.

Councillor MURPHY.

Councillor MURPHY: Yes, thanks very much, Chair. Look, there’s been a lot said in this debate, and I think it’s important to start at what has caused all of this. Why are we here? Why has bus procurement paused? What is this great debate about with the State Government? This is all about an energy transition. That is what it is about. One‑third of a city’s emissions are made up of its transport network, and if we want to decarbonise our transport network, we need to start by decarbonising public transport, all of which, in this city—or the vast majority, over 99%—operates on internal combustion engines, diesel buses, same as internal combustion engine cars.

So, we were quite excited two years ago when the State Government told us that they were serious about this transition to zero emissions, remembering, of course, this Council is a climate leader. We’re a carbon-neutral Council. Not a single State Government department is carbon neutral. Now, we were very excited when they announced these targets, 2025 for South East Queensland, 2030 for the rest of the State. Actually, we didn’t just sit here and wait for them to arrive with funding support. We actually went and met with them and said, look, we know you’ve got these lofty targets and that’s great, but we want to work with you because these things take a very long time to set up.

To transition these depots from internal combustion engine to electric or hydrogen takes a very long time, it’s extremely expensive, and then we have to also set up our fleet. As you know, and as has been mentioned in the debate by Councillor JOHNSTON, we generally will procure around about give or take 80 buses a year in order to support sustainable, local manufacturing. The reality is, they held an industry roundtable effectively two years after setting these targets, and the industry told them a number of things. I’ve got the document up here. The industry called for a rigorous definition of local content, because local content isn’t clear. Is it a locally built bus if you bring the chassis in from overseas and you put it together here, like a kit? Is that local content?

Local industry were concerned about the industry’s ability to meet the project timeframe, so again, the thing that we flagged with the State Government years ago, that the ZEB transition would need to start to be worked on today if we were to get to an appreciable transition by the time we arrive at the 2032 Olympic and Paralympic Games. The program was seen as incredibly ambitious, or overly ambitious is actually the word the TMR use in their own document. That’s what the industry said about the State Government’s ZEB targets. Again, this is not me. This is not me being a politician. This is what industry is saying about the State’s own zero emissions bus targets. What the industry will tell you—

Councillor JOHNSTON: Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Yes. Mr Chair, would you ask the Chair to table the document from which he is reading, please?

Chair: Councillor MURPHY, I believe that was a question towards yourself.

Councillor MURPHY: It’s on a tablet, Chair. I can’t really table it, but I can email it to the clerks to be provided to all. If you just Google it, Councillor JOHNSTON, I know you’re good at that. Industry engagement findings, Zero Emission Bus Program. You should be able to download it off TMR’s website.

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

Councillor MURPHY: What we’ve seen, Chair, is although we’ve called on the State Government to provide funding certainty, so that’s the funding uplift required that the LORD MAYOR mentioned, the difference between a diesel bus and an electric or hydrogen bus, and then the funding certainty around the infrastructure required at the depot to be able to bring those buses into service, they have not done that. They have, for going on two-and-a-half years now, they have done demonstration-sized projects with every private bus provider under the sun, outside of Brisbane. So, once again, the regional centres are getting a couple of buses here, a couple of buses there, but nothing for Brisbane. Nothing of a size and scale that is appreciable and will actually help affect this energy transition that we need.

It will be interesting, Chair, if the Chamber were to learn what type of buses they were using in those trials outside of Brisbane, because I have a Question on Notice that was asked by the Shadow Transport Minister, Steve Minnikin, in August of 2022. He asked, what kind of buses are you using in these Translink and qconnect electric bus trials? Minister Bailey answered, the trial includes five Yutong E12 buses with 422 kilowatt batteries. You know what? Since he answered this question, Keolis Downer transit systems, have got more Yutong buses that they’ve entered into service in Cairns. So, the biggest provider of Yutong bus services in Queensland is now the State Government, under Translink, but you will never hear the two career staffers over there, the Leader and Deputy Leader, Councillor CASSIDY, Councillor COLLIER, attack the State Government.

They are from central casting. They know what happens if they attack the State Labor Government in here, if they ever stand up for the residents of the City of Brisbane in this place, they will be punished. So, they need to toe the line. They need to say what they’ve got to say against us, but they’ll never tell the truth of the matter and they’ll never actually—and I doubt very much that Councillor CASSIDY has spoken to industry on this. He intimates that he’s spoken to industry. I’m very confident he’s spoken to maybe an Australian manufacturing workers’ union rep or two that was at the Volgren depot, maybe, but on this side of the Chamber, we actually do engage with industry, and we engage with industry deeply.

On this transition, industry has been deeply disappointed with the State Government because industry, in a broad sense, has an appetite to decarbonise. They have an appetite to start the transition and they have an appetite to do local manufacturing, which can support these services coming into play. What the State Government has done is very Rudd-esque. They’ve set a lot of targets and they’ve walked away from doing anything and taking any practical actions to achieve those targets. We did have a good inkling, though, Chair, ahead of the last State budget, that they actually did have in one of the budget bills, $4 billion to start the transition here in Queensland, and that Minister Bailey had worked very hard to get that in, but that the Cabinet Budget Review Committee and Treasurer Dick withdrew the money pretty close to the budget being finalised.

Now, I’m not sure if that’s true. I’m not sure if that’s just a rumour. You know, there’s a lot of Labour State Government staffers out there who do like to talk, but if that is the case, then perhaps I’m misdirecting Council’s disappointment to Minister Bailey, when it should be directed to Minister Dick. The problem with this transition, Chair, is if you don’t start today, every year, you lose capacity, your fleet ages, you have to buy and build more buses to catch up to where you used to be, and that is the problem that Council will soon have. We have mandatory fleet retirement ages which need to be met. We have now had going on three years where we haven’t been building buses in Brisbane, and I think that is one thing that is shared amongst all Councillors in the Chamber, is we do want to be building buses here in Brisbane.

Several years ago, when we tried to do it, industry locally was not up to the task. We now know that they are and there are products available, but we are running out of time. I’m very much wanting to reiterate to the Chamber the urgency of the task. The next State budget that is handed down needs to provide funding for the infrastructure, for the vehicles, to achieve the targets that the State Government has set, but we won’t get there and we’ll still have gas buses and diesel buses taking people to the venues for the Olympic Games. I think that that would be a great shame for our city, an embarrassment that will be shared on both sides of the Chamber.

So, it’s really important that those opposite, stop playing the pathetic politics of trying to blame us for this, when everyone knows who is to blame. You know who’s to blame. Just tell the truth about it, Councillor CASSIDY. The other thing that I will say is that—okay, yes, sure. Well, you know what? Who’s building the largest electric bus depot in the country? Who soon will have a fleet arrive and start to take passengers by the end of next year? This side of the Chamber, Councillor CASSIDY, and you opposed it the whole way. You didn’t have anything to do with it, okay?

*Councillors interjecting.*

Chair: Councillors.

Councillor MURPHY.

Councillor MUPRHY: So, is it the State Government?

Chair: Councillor MURPHY.

Councillor MUPRHY: No. Seriously, Chair. Is it the State Government?

Chair: Councillor MUPRHY.

Councillor GRIFFITHS.

Councillor MURPHY, you’ve got the call.

Councillor MURPHY: Chair, is it the State Government with a $42 billion budget to support it, or is it the Council with a $4 billion budget to support it? This is the Council that will be the first opening the largest electric bus depot in the country, starting our transition. Those opposite, they’re just hacks. They play like hacks, and they come in here and they do hack things like blame us for this. Why is everyone else saying that it’s the State Government but they say that it’s us? The answer is, Chair, they cannot tell the truth when it comes to the transition, when it comes buses.

Chair: Thank you, Councillor MURPHY.

Just one moment, Councillor COLLIER.

Councillor MURPHY, your time has expired, but also, if you are directing any comments to Councillors on the other side of the Chamber, can you please do it through the Chair.

Councillor COLLIER.

Councillor COLLIER: Thanks, Chair. This motion has laid on the table since August 2021. Two years, it has taken for the LNP to pay any attention and what we have heard just now, two years later, from the LNP Mayor, who after weeks and weeks and weeks—sorry, no—years and years, actually, of Labor Councillors pressing the issue, this LNP Mayor has just spent his time in this Chamber trying to explain away why he wants to send jobs offshore.

After two years, the best solution that this LNP Council has come up with is, make someone else pay for it. This LORD MAYOR couldn’t possibly bring himself to back local jobs, and I think that possibly the serious concerns raised by industry, I suspect, is because they know the LNP’s track record is that they favour overseas suppliers.

Let’s be clear that in the middle of an economic recovery from a global pandemic, this LNP Council chose to send jobs and manufacturing offshore. They have no plan to make and buy local. These are choices. These are choices made by this LNP Mayor. The LNP chose to send ratepayers’ money and jobs over to China. That is the choice that the LNP made.

Labor, on the other hand, is unapologetically clear, manufacturing should be local, whenever and wherever possible, jobs should stay here, too. The real issue here is that the LNP know they’ve been caught out and they don’t like it. After two years, the LNP finally have brought themselves to discuss this motion. That’s two years that they could have been planning to make and buy local buses—to do anything. Instead, we know where the LNP’s priorities lie, and it couldn’t be clearer. This Council—this LNP Council stands for sending jobs offshore, spending ratepayers’ money overseas and more cuts than ever before.

Chair: Thank you, Councillor.

Are there any further speakers?

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. I rise to speak on the amended motion and picking up on a point that Councillor COLLIER made there. It’s been two years, so we would have assumed over that time in which the LNP laid the original motion on the table and that this trial of Chinese buses was rolling on in Brisbane that they had been doing a lot of work. You’ve assumed that.

Now, Councillor MURPHY seemed to intimate that it was just two years ago that they got word about the transition to zero tailpipe emission buses. Apparently, they got the tap two years ago, but we know that the procurement for those buses happened in 2019. That’s a bit longer than two years ago that they’ve been talking—

*Councillor interjecting*.

Councillor CASSIDY: —that the LNP Administration’s been talking to the industry about this. So, it’s been going on a long time, and the LNP apparently were onboard with zero tailpipe emission buses from as far back as 2019. Because at the time, they said that the industry couldn’t produce the buses that were needed for this City Loop trial and subsequently for Council’s needs.

A lot has changed since 2019. We know that BusTech on the Gold Coast is producing world-class electric buses. We know that Volgren is producing world‑class electric buses here in Queensland—in South East Queensland. So, we know that’s happening and that’s all happened since 2019. In fact, that’s been happening for the entire time that this Chinese bus trial has been occurring on the LNP’s watch.

So, you would think that the LNP would have a bit of a vision about what procurement looks like in the future. You’d think they’d have a bit of a vision about what their position on local manufacturing and supporting local jobs here in South East Queensland—Brisbane and South East Queensland is. But it’s become extremely clear that either they don’t, after 20 years in power, have any vision for what the future of Brisbane’s going to look like, or they do and it’s one they don’t really want to share with the people of Brisbane because the LNP is not about supporting local manufacturing, and that’s extremely clear from the contributions we’ve heard in the debate today.

The LORD MAYOR sort of talked around in circles—I’m sure he’ll clear this up in summing up—talked around in circles about the conversations he’s had with the Minister and the conversations Council’s had with Translink. Because we know the arrangements in the past has been that Council builds the buses and for the past 15, 18 years in partnership with Volgren and its predecessor—so Council builds and pays for them and then they are paid back through the contract.

The costs are recovered through those contract payments to Council, so we sort of having this whinging and whining from the LNP about this cost. Well, we know over the previous contracts that 100% of the cost of bus builds has been covered by the State Government.

So, we assume then that the LNP over this period where a contract has ended to today where they are talking about a new procurement, that they have worked out the details with the State Government. You would assume that because you would hope that they aren’t just in the business of picking political fights. But nothing that the LORD MAYOR or the Chair of the Transport Committee has said today has given us any confidence that they’ve tried to work out these details—that they’ve been working hard over the last two years. I think it’s pretty clear that they’ve done—they have done absolutely nothing to get Brisbane ready for a transition to zero tailpipe emission buses—absolutely nothing.

Councillor MUPRHY let the cat out of the bag. He’s quite happy, clearly, for diesel buses to continue to be produced because he said they’ll just buy offsets—the LNP will just continue to buy offsets. They have no genuine commitment to a transition to zero tailpipe emission buses.

Councillor MURPHY: Point of order, Chair.

Chair: Just one moment, Councillor CASSIDY.

Point of order, Councillor MURPHY.

Councillor MURPHY: Claim to be misrepresented.

Chair: Noted. Thank you.

Councillor CASSIDY, you’ve got the call.

Councillor CASSIDY: So, Councillor MUPRHY said this was a knee-jerk—the transition to zero tailpipe was a knee-jerk policy position. But we know that it’s now been years—four years since this Administration knew that they had to procure zero tailpipe emission buses so that’s a pretty slow knee-jerk. I suppose given the age of this Administration, they’re a bit stiff. They’re not as agile, so a knee-jerk to them is clearly four years. That’s a pretty slow knee-jerk.

*Councillor interjecting.*

Councillor CASSIDY: Yes, an arthritic knee-jerk. That’s right. Councillor MUPRHY talked a lot about what everyone else was doing and what everyone else was saying. He didn’t talk at all about what this LNP Administration were planning to do in the future or what they had done to prepare Brisbane for this. They clearly think the whole thing is a bit of a joke the way that they are carrying on over there. But he didn’t talk about the LNP’s vision at all—at all. They, listening to them today, Chair, would be happy for the status quo to continue. They would be happy to continue to buy Yutong buses fully imported. That’s what we can gather from the contributions of the LNP Administration today.

Councillor MUPRHY: Point of order, Chair.

Chair: Just one moment, Councillor CASSIDY.

Your point of order, Councillor MUPRHY?

Councillor MUPRHY: Claim to be misrepresented.

Chair: Noted. Thank you.

Councillor CASSIDY, you’ve got the call.

Councillor CASSIDY: There’s something Councillor MUPRHY said which I couldn’t agree with more. He said that the LNP are running out of time. He got up and said that the LNP were running out of time, and I couldn’t agree more. They are absolutely running out of time. They have made atrocious decisions, whether it’s about jacking up rates and misspending that money on big inner city projects that have blown the budget like the Metro—overseas made buses there, overseas made buses that haven’t worked out on the City Loop trial.

I mean, this year we’ve seen rates being jacked up—rates, fees, charges and taxes by this LNP Administration jacked up by $113 million, and they’re cutting $400 million from the budget. I suspect I know why they’ve gone slow on bus procurement. I suspect I know why they haven’t engaged with local bus builders—because they haven’t got any money to spend on local bus procurement. They’re jacking up rates, fees and charges and taxes—the LNP—but they’re not spending it on future-proofing Brisbane in purchasing new zero tailpipe emission buses.

In fact, when the offer was made to this LNP Administration by the State Government to go on to the latest procurement deal that the LNP—that the Mayor just talked about today in purchasing those new buses, including electric buses from Volgren in Brisbane—when that offer was made in the last couple of months, guess what the LNP said? No. The LNP refused to go in on that procurement offer.

So, a lot of crocodile tears over there in the LNP, I think. They have had every opportunity to sort this mess out—every opportunity to sort this mess of their own making out, and they’ve taken none of them. They’ve sat on their hands. They specifically designed the Metro procurement documents to exclude local manufacturers. They went to a Chinese company and bought totally imported buses that broke down, that rattled to bits, that had to be replaced entirely, and then they’ve got the gall to stand up today and blame and complain. After 20 years in power, we deserve much better than this tired, old LNP Administration.

Chair: Further speakers?

Councillor WHITMEE.

Councillor MUPRHY: Actually, I had misrepresentation, Chair.

Chair: Oh, sorry. Sorry, Councillor MUPRHY. Your two points of misrepresentation?

Councillor MUPRHY: Yes, so Councillor CASSIDY has said that I said we would just buy offsets in order to offset emissions. Actually, I was just stating our environmental credentials broadly. He also said that we didn’t say what we wanted to do. I clearly spoke about Metro—our desire to transition to electric and hydrogen buses and our desire to transition Sherwood as the first depot. He also said that the LNP is running out of time. Actually, I said we’re running out of time for the energy transition, so I didn’t say what he said that I said.

Chair: Thank you, Councillor MUPRHY.

Any further speakers? I see no speakers rising.

We will now put the substantive motion.

As there was no further debate, the Chair submitted the motion to the Chamber and it was declared **carried** on the voices.

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

The voting was as follows:

AYES: 24 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Angela OWEN, Steven TOOMEY, Andrew WINES, Penny WOLFF and the Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK and Nicole JOHNSTON.

Chair: LORD MAYOR.

## 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 6 November 2023, be adopted.

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. Before I move on to items in front of us, I wanted to tell you the good news. We’ve finally received our expert assessment of koalas in the Boundary Road, Whites Hill Reserve precinct, and particularly, asking for recommendations on the best way to ensure a thriving and vibrant koala community or population in that precinct.

We received our report from Dr Sean FitzGibbon. I table this report today. Dr FitzGibbon—he was a leading koala researcher at University of Queensland (UQ)—has been on the ground for the last few months doing this study for us and he has found that the koala population in Whites Hill is thriving. Koalas are abundant and thriving, which is a fantastic thing. We are the koala capital of Australia.

Thank you. What’s clear from Dr FitzGibbon’s findings, though, Mr Chair, is that this is a complex issue, and so while some people might like to oversimplify it—particularly people who are seeking political gain—and suggest that you can solve problems in the area just by fencing the koalas in or creating a koala prison, Dr FitzGibbon has recommended otherwise.

He has suggested that some extensions to fencing will be positive, and those are at the two entry points where Boundary Road—particularly on the curve section of Boundary Road at the top near the dog park, so there is a recommended extension of fencing at the top section, and there is also a recommended installation of fencing near the bottom section or Eric Sivell Park.

We will be installing that fencing as per the recommended outcome or the recommendation from the report. But it has been recommended not to fence the vast majority of Boundary Road. In fact, that fencing of the vast majority of Boundary Road would be seriously detrimental to the koala population. Creating a koala prison would cause problems when it comes to the breeding of koalas, the movement of koalas.

As Councillor CUNNINGHAM knows, who lives in that precinct and had a koala in her front yard recently, koalas move right throughout that suburban area. Councillor ADAMS had a koala down on Carrara Street—a koala named Carter. The koalas move around that precinct, and it is really important for their genetic diversity and their health as a population that they continue to be able to move. If you fence them in in a koala prison, the population will suffer in the long term and that will be detrimental. We don’t want to see that happen.

So, the recommendations of this report are as follows. (1) Connectivity between Whites Hill Reserve and the habitat on the western edge of Boundary Road in the residential area towards the Finger Gullies should be maintained. Boundary Road is an important habitat link and there is lots of evidence of healthy and connected koala populations on both sides of the road, so keeping them just on one side is not going to work.

Koalas found on the western edge should be conserved and managed as part of the Whites Hill population. There is strong evidence that koalas on the western and eastern side of Boundary Road are able to traverse the road and are part of one in the same community. (3) Existing fencing at the southern end of Boundary Road should be extended northwards down the curve section of the road and supported by koala escape poles. There is existing fencing in this location. We will be extending it and we will be extending and will be adding koala escape poles.

Finally, approximately 150 metres of fencing should be installed right down the other end of Boundary Road near Eric Sivell Park. That’s at the other entry point to the Reserve precinct. We will be accepting these recommendations and we will be implementing them because we care about our wildlife, we care about our environment, and we care about keeping our koala population healthy. So, that’s a good outcome but one that is based on expert advice as opposed to political commentary which we’ve seen from Councillor GRIFFITHS and others.

Going forward, I wanted to talk about our lighting up of assets. Last night and tonight, all of our assets are lit up in yellow for National Recycling Week. What a good week to be talking about our vision towards zero waste, Councillor MARX. This week challenges all Australians to think about their waste and consider ways that they can recycle more. Our Towards Zero Waste strategy does exactly that and we’re very excited about the opportunities to recycle more and reduce waste and keep the cost of Labor’s bin tax down on residents.

Tomorrow night, all of our assets will be lit up in purple to support the eve of World Pancreatic Cancer Awareness Day. Pancreatic cancer is responsible for the third highest amount of cancer deaths in Australia, with a survival rate of only 12% beyond five years. On Thursday night, City Hall will be lit up in purple to support World Sanfilippo Awareness Day. Sanfilippo is a rare disease that leads to childhood dementia which affects one in 70,000 children.

Also on Thursday night, Reddacliff Place, the Story Bridge and Victoria Bridge will be up in green to support the eve of National Agriculture Day. This day celebrates our country’s farmers. Whether they be in cattle, grain, sheep, cane or wool, or any other kind of agricultural industry, we’re lighting up the bridge in support of the work they do.

On Friday night, City Hall will be lit up in blue for the Lord Mayor’s Multicultural Business Dinner and Awards—one that I’m looking forward to. It celebrates the great contribution our multicultural business community has made to our city and continues to make. On Friday night, the rest of our assets will be lit up in purple to support World Prematurity Day. There are nearly 15 million babies born prematurely each year. Sadly, nearly one million of these children lose their fight for life.

On Saturday night, City Hall will be lit up in red and white to celebrate Latvian Independence Day. Also on Saturday night, Reddacliff Place, the Story Bridge and Victoria Bridge will be lit up in red to support the Youngcare Christmas appeal. This year’s Christmas appeal is raising awareness and funds to achieve its mission, particularly in the leadup to International Day of Disabled Persons on 3 December.

Just a quick update on bushfire preparedness. Last week, 3.2 kilometres of track and trail maintenance was completed across four sites, including Kholo Bushland Reserve, Prout Road Park, Cherbon Street Park in Burbank, and Tingalpa Creek Reserve. We built on this with another 3.2 kilometres of track and trail maintenance in Kholo Bushland Reserve, Tingalpa Creek Reserve.

Last week was a big week for vegetation management. Our team completed 43.7 hectares of vegetation management across 14 sites across the city. Obviously, Mr Chair, this is all part of our ongoing preparation and readiness for the reason that may lay ahead. We’ve had welcome rain, which I know all of us have appreciated, but we continue to make sure we are as prepared as possible.

This work includes the control of weeds, clean-up of overgrown areas, as well as the rehabilitation of bushland areas. This was done at Cannon Hill Bushland, Whites Hill Reserve, Herbert Street Park, Manly Road Park, Tinchi Tamba Wetlands, Tingalpa Creek Reserve, Mt Gravatt Outlook, Warril Parklands, Ashgrove Scenic Reserve, Dandys Range Reserve, Wally Tate Park, Wacol Bushlands, Kedron Brook Wetlands Reserve and Keperra Bushlands.

The items in front of us, the first one is the surrender of land from the Belmont Recreation Reserve, being the Carina Police Station. Council is the trustee of the reserve from the State Government of which the existing Carina Police Station forms a part of. In 2007, QPS (Queensland Police Service) first approached Council for suitable land to relocate the Camp Hill Police Station, too. In 2009, QPS requested the current site at the intersection of Narracott Street and Creek Road in Carina be used and a 10-year lease was entered into not long after.

In 2019, the lease was renewed for a further five years, with the current lease due to expire in December 2024. The State Government recently indicated to Council they believe an ongoing trustee lease for the operation of the police station is not consistent with the intended use of the site. Therefore, surrendering that portion of land back to the State Government will enable the department to issue a new lot for the police station which the State Government will own and manage—obviously something we support.

Item B is a Significant Contracting Plan (SCP) for the supply and delivery of passenger and light commercial vehicles. The SCP relates to the current fleet of around 400 passenger and 500 light commercial vehicles—and, DEPUTY MAYOR, I may need an extension of time shortly—to maintain a modern and efficient fleet. Routine upgrades to the fleet are necessary which includes Council’s transition to zero emission vehicles.

Chair: LORD MAYOR, your time has expired.

**307/2023-24**

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

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Mr Chair. Obviously, we were talking before about zero emission buses of which we are leading Australia in the acquisition of and creation of Australia’s largest and most advanced public transport depot when it comes to electric transport. We also continue to make that transition when it comes to our fleet. As of the end of last financial year, we had 32 electric vehicles and 84 hybrid vehicles in Council’s passenger fleet. We’re also looking at ways we can transition when it comes to the commercial vehicle fleet as well and whether that’s trucks and other commercial vehicles.

So, we are making the transition when it comes to passenger vehicles, we’re making the transition when it comes to light commercial vehicles, and this submission enables us to continue that process and make that transition. The current contract that’s in place will end in June next year and the item before us seeks approval for Council to go to market early next year. The contract, once agreed to, will be for a maximum term of seven years, commencing on 1 July 2024.

Item C is the amendment to Brisbane City Plan package O. The amendment includes the following planning scheme policies—air quality, infrastructure design, management plans, refuse, transport access, parking, and servicing. Within the air quality PSP (Planning Scheme Policy), there is an inclusion of a new air dispersion model as an option for planning when it comes to air quality in complex environments.

Additionally, guidance on noise, vibration and dust impact plans have been updated, ensuring they can fit wholly within—sorry, as well as meeting the minimum standard design for refuse collection vehicles. During consultation in July and August this year, five properly made submissions were received. As a result, the consultation report has been prepared and a minor change to PSPs have been undertaken based on this feedback. The amendment package is now before us today for adoption.

Item D is the amendment plan package Q. For many years, we’ve been encouraging the development industry to incorporate subtropical design into their buildings. Brisbane’s climate, as a subtropical climate, caters for this type of design and the outcomes from a built form perspective are attractive on our city skyline. Good subtropical design can deliver economic, social and environmental outcomes and benefit residents’ health and wellbeing.

This package proposes to create a new planning scheme policy—subtropical building design PSP to support subtropical design outcomes. For example, it adapts design elements from the Buildings that Breathe design guide to apply more broadly to the built environment in other locations and for other building types, not just residential.

The policy will provide additional guidance and information to assist applicants and industry on our commitment to subtropical design outcomes. If supported today, the amendment will proceed to public consultation in accordance with the Minister’s guidelines and rules. Thank you, Mr Chair.

Councillor HUTTON: Point of order, Chair.

Chair: Point of order, Councillor HUTTON.

**ADJOURNMENT:**

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| **308/2023-24**  At that time, 3.07pm, it was resolved on the motion of Councillor Sarah HUTTON, seconded by Councillor Clare JENKINSON, that the meeting adjourn for a period of 15 minutes, to commence only when all Councillors had vacated the Chamber and the doors locked.  Council stood adjourned at 3.09pm. |

**UPON RESUMPTION:**

Chair: Are there any further speakers?

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. I rise to speak on the report before us, E&C.

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

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| Councillor Jared CASSIDY requested that Clause C, AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE O; and Clause D, AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE Q, be taken seriatim *en bloc* for voting purposes. |

Councillor CASSIDY: Just on A, we’re supportive of this land being surrendered to the State Government so they can manage the use of it accordingly. They’re obviously managing the use of it now through the police station out there at Carina. If they’ve decided that’s where they want the police station and they’re continuing to use it, then I think the best option is for Council to surrender that to the State Government, given it is land that’s held in trust, crown land held in trust for different purposes. So instead of going through that change process, it does make sense in our view to transfer that land back for the purposes of a police station.

Clause B is the contracting plan for the delivery of passenger and light commercial vehicles. Planning for EVs (electric vehicles), that’s strange, isn’t it? It can be done when the bureaucrats of Council are going through the standard process of putting procurement plans together and Stores Board submissions, but it can’t be done when the LNP are doing it, when the Administration Councillors are doing it as we’ve just heard in the debate around locally made buses.

But the procuring of vehicles, passenger vehicles and light commercial vehicles is important, it’s an important thing for Council to do given the number of vehicles we have. Transitioning those to zero tailpipe emissions into the future is important to plan around as well. So we certainly support this procurement plan, we don’t have much confidence when it gets beyond this stage, beyond the Council officer stage, when it gets in the hands of the political leadership of Council under the LNP currently that they will get this right. However, we’ll support the Stores Board submission today.

The two items, C and D, are City Plan amendments and they’re business-as-usual amendments that are coming back to Council. The changes they’re proposing are fine, but I guess the issue is fine doesn’t really cut it anymore, does it? Especially when we’re talking about City Plan amendments in the context of the housing and homelessness crisis Brisbane is facing at the moment. When we see amendments to City Plan and changes coming through this place here, you would expect a Council that talks a big game, the LNP certainly talks a lot about housing and homelessness, but we’re not seeing any action on it.

So what we have before us today, these changes and amendment packages, don’t get us any closer to a solution to the housing and homelessness crisis. It’s all well and good to continue to just say the word Pinkenba, Pinkenba, Pinkenba, but what is the plan in providing solutions and providing amendments to City Plan to enable the continued supply of housing? We still haven’t seen the planning scheme amendment for the Kurilpa area yet, have we?

Apparently, it was very urgent that the LNP had to bring a TLPI (Temporary local planning instrument), but they haven’t progressed a planning scheme amendment to reflect those changes that they want to make. The changes before us today don’t make any material difference to people who are at risk of homelessness and who are facing the housing crisis we have before us today. Amending design standards don’t get more roofs over people’s heads. Amendments around air quality and the size of bins is important, it’s important to progress, but it doesn’t help a family living in a tent or raising children in the back seat of their car. It’s been another week go by in this tired, lazy, old LNP Administration, week 4 of their budget cuts, nearly $45 million. It’s been months and months and months since the so‑called Housing Action Supply Plan was released, which indicated a few TLPIs.

Councillor ALLAN: Point of order, Mr Chair.

Chair: Just one moment, Councillor CASSIDY.

Point of order, Councillor ALLAN.

Councillor ALLAN: To the report.

Chair: Thank you, thank you, can we draw—I’m assuming that was on relevance, Councillor? Yes.

Councillor CASSIDY, can I draw you back to the report please?

Councillor CASSIDY: Yes, thanks very much, Chair. The amendments before us today, package O and package Q, do not address the critical issues that Brisbane people are facing at the moment, is the point I’m making. If the LORD MAYOR actually had a vision to address these issues, these critical issues, he’d come clean about what he’s cutting and who he’s sacking and bring amendments to this place that actually address these issues. But what we have is just a business as usual approach, as I was saying. Package O and package Q is just this is the standard process, these items are coming back to Council, they’ve been ongoing for years and years. The LNP’s approach is just that, their conservative approach is just business as usual. Even in the face of crisis, in the face of the worst housing and homelessness crisis this city has ever seen, the LNP’s approach continues to be business as usual and that’s before us today to see again.

It’s a transfer of land, a Stores Board Submission from the Council bureaucracy because it had to be done, because there was a certain date on a document that needed to be renewed and some business as usual amendments to City Plan. I guess if you want to see a Council led by the LNP continue to just tinker around the edges, not bring innovative approaches to address the critical issues facing Brisbane, you vote for the LNP. But if you actually want to see change and you want to see progress and you want to see a Council full of enthusiasm, you get rid of them and that’s the bottom line. When you look at what this lazy LNP Administration continue to bring to Council each and every week, I mean there’s mass confusion. Mass confusion on the LNP side.

I remember three weeks ago, Councillor MURPHY saying in two weeks the budget review will be brought, which was last week. We’re now hearing that’ll be 28 November, so I guess the LNP Chairs don’t know what the LORD MAYOR’s office is doing and what they’re cooking up when it comes to these cuts. I guess the Chairs of these Committees don’t really know what the Council officers are bringing to E&C as well in terms of amendments and things like that. This is not a Council administration that is full of energy and ideas to take Brisbane forward to 2032 and beyond. They say the words but their actions certainly don’t measure up to that and that’s what we’ve got before us today, a tired old LNP Administration continuing as business as usual, which is really disappointing for the people of Brisbane.

Chair: Further speakers?

Councillor MARX.

Councillor MARX: Yes, thank you, Mr Chair. I rise to speak on item B, which is a Significant Contracting Plan for supply and delivery of passenger and light commercial vehicles. The Schrinner Council’s committed to steering Brisbane towards a cleaner, greener and more sustainable future. With approximately 400 passenger and 500 light commercial vehicles in our fleet, this SCP before the Chamber today appropriately balances operational requirements with our environmental goals. While this item revolves around the acquisition of vehicles, it’s not just about the current purchase, it’s a strategic move in our plan to transition our passenger fleet to electric by 2028. Council has been at the forefront of embracing electric vehicles maintaining a portion of our passenger fleet as battery electric and hybrid electric vehicles for a decade.

We pride ourselves on being early adopters, actively engaging in trials of new vehicle technologies to stay abreast of industry advancements. It not only ensures the efficiency of our fleet, but also aligns with our commitment to sustainability and then transition to zero emission vehicles. This item seeks to undertake a public tender in early 2024, given that this contract will expire on 30 June 2024 and the new contract will commence on 1 July 2024. This will be to identify a panel of dealerships and manufacturers to provide access to a wide range of vehicle brands and models. Chair, it is important that we keep our fleet moving at the best possible value for money, so the item today before us strikes a balance between the operational requirements of the fleet while focusing on value for money and our zero emissions target. I commend this item to the Chamber.

Chair: Thank you, Councillor MARX.

Are there any further speakers?

Councillor ALLAN.

Councillor ALLAN: Thank you, Mr Chair. I rise to speak on item C, which is amendment O. As the LORD MAYOR said earlier, the amendment package is about five planning scheme policy changes and these follow consultation. The five changes relate to air quality, infrastructure design, management plans, refuse and transport access parking and servicing.

Changes to the policies include the inclusion of a new air dispersion model as an option for planning an air quality report in complex environments, for example, residential towers near pollution sources. Updates to guidance provided on noise, vibration and dust impact management plans to ensure the relevant control measures are in place and address any pollution sources that might be nearby. New non-residential refuse service frequency requirements and new refuse generation rates for non-residential development. Finally, updates to the minimum standard design for refuse collection vehicles to ensure the vehicles can stand wholly within the site for collection.

Public consultation was undertaken in July and August through various communication channels. The submissions received have been reviewed and minor changes made to the amendment package, including a minor update to wording to reflect technical advice and feedback. Changes such as these ensure our planning scheme remains robust, resilient and current. It reflects changes over time, in line with community and industry expectations and standard, and I commend that item to the Chamber.

Moving on to item D, amendment package Q, we know that Brisbane residents and visitors value our desired outdoor lifestyle. We relax and entertain at home more than any other large city and our natural environment plays an important role in preserving this subtropical character. As our city grows, we have the opportunity to shape our city’s future in a way which embraces our distinctive climate and architectural traditions. Brisbane needs exemplary buildings that respond to and embrace our subtropical climate and showcase our city’s urban character and outdoor lifestyle.

Whether it be building walls and windows that open up to natural light and air, capturing ambient daylight and cooling breezes and in turn reducing costs and energy needs, or greenery that is growing within the streets, rooftops and walls, injecting life into our city and enriching our urban biodiversity and habitat. It is these design elements featured in Council’s *New World City Design Guide – Buildings that Breathe* that have been adapted into this new planning scheme policy, the subtropical building design PSP. Sustainable, liveable and well‑designed subtropical homes are also a priority in *Brisbane’s Sustainable Growth Strategy*, our housing strategy. As such, the strategy includes the following initiatives.

Embedded subtropical design principles in the City Plan to ensure new residential buildings are appropriately designed to suit our climate and lifestyle and increase awareness of quality subtropical design outcomes and importance of Brisbane residents’ quality of life and the liveability of their homes. Designing our buildings to embrace the benefits of our subtropical climate not only contributes to the identity and experience of our city, but it can also deliver economic, social and environmental outcomes and benefit residents’ health and wellbeing. Now I will leave the—I commend this particular item to the Chamber and I am somewhat interested in Councillor CASSIDY’s comments on TLPIs, which I’ll refer to later, thank you.

Chair: Thank you, Councillor ALLAN.

Are there any further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you, Mr Chair. I rise to speak on hopefully all four items if I have time.

**S****eriatim - Clause C**

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| Councillor Nicole JOHNSTON requested that Clause C, AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE O, be taken seriatim for voting purposes. |

Councillor JOHNSTON: Yes, firstly, with respect to the Stores Board submission for item B, which is passenger and light commercial vehicles, I understand the—understand Council’s desire to have a zero emission fleet and it’s a very desirable objective. It is something I think that Council should be working towards. I do have some concerns with the way in which Council is working towards that objective and that’s the problem with this Stores Board submission here before us today. All over this submission is clear concern by Council officers that the price of EVs is being driven through the roof and that the current market is unable to deliver on Council’s needs. That is very clear in terms of the risk and the challenges that are faced by replacing Council’s existing fleet with a fleet of zero or in some cases very low emission hybrid vehicles.

I think that Council needs to approach this differently. Whilst we are heading towards a sustainable Olympics and all these sorts of things, I don’t think Council should be manipulating the market in a way simply to achieve an outcome that comes at a huge cost. Because the issue we’re talking about here, by replacing Council’s existing fleet of vehicles with a new fleet of EVs, is cost, it’s going to be phenomenal, as we know. The cost of an electric vehicle is often more than double the cost of the same type of vehicle in a different range. The issue then becomes what is the best value for money in terms of Council’s purchasing power and how we should go about replacing our fleet.

Now we know that every four years Councillors are told to replace their cars and I did push back on that last time and I kept my car. It was in excellent condition, I kept it, it’s a great little car, it’s economical to run and it’s a manual and I like driving a manual. I think one of the big issues we have is that Council simply requires us to use and dispose of a vehicle without thinking about the end life of it. Also if we’re moving completely to environmentally sustainable vehicles or electric vehicles, there are huge costs that come with doing that in terms of the infrastructure needed to support the charging of electric vehicles, the infrastructure for people to do that both in their homes or at their offices or at Council depots.

Currently we know that only some Council premises have solar power and solar power provides a miniscule part of the overall reduction in Council’s carbon footprint. What we end up getting, if we go down the path that Council is suggesting, is that we’re going to spend an enormous amount of money upfront to buy electric vehicles. We’ll have to spend an enormous amount of money upfront to install all the associated infrastructure needed to charge and maintain those vehicles. We’re going to then have to look at how that extra power load is actually managed, because we know that currently 95% of all emissions by Council are offset with dodgy carbon credits purchased through a broker that has been disgraced around the world and that’s not good enough. So we’re just going to buy more offsets to pay for the additional power requirements that we need.

In my view, there’s not a well thought out strategy here. Buying environmentally‑friendly vehicles is a great idea, I have no problem with that. As I said at the beginning of this, it’s how we do it that’s the challenge. I think the problem with the way Council goes about this is it’s like a bull in a china shop. It just goes in, it goes we must have X number, we must have this way, we must do this and that’s where we get the problems. So I have some concerns with the how that Council is doing this and the additional costs that will be incurred because of what Council has been talking about with this.

With respect to item C, the amendment for package O, this is the amendment to the traffic, waste and some other planning changes to City Plan planning scheme policies. There is a real problem with the way that Council assesses waste and if you listened to Councillor ALLAN earlier you would be forgiven for thinking that these new standards will ensure that Council vehicles can wholly attend on a medium or high-rise density site and collect rubbish. That’s actually the current standard. Not only that, I suspect this Council is weakening the current requirements which actually require a vehicle to be able to enter into a site, turn around and exit. Now we know Council does not approve this.

Over and over and over again in my ward for medium density and in other parts of the city for high density, Council allows huge trucks to rock up, block the footpath and then to unload giant bins that are located in a side setback adjoining a neighbouring property where it shouldn’t be either under the planning scheme. This might happen two or three times a week. Council’s planning scheme policy, Council’s implementation of that planning scheme policy and the way in which developers have been doing what Council’s now going to allow them to do for years and years and years, will be a detriment to people who live in units.

It will be a detriment to those people who are walking on the footpath that will have to wait for a giant rubbish truck that hangs over the footpath, waiting for them to pick up their rubbish and back out. If you live anywhere near where these bins are, on the first storey, the second storey or in the neighbouring building, you’ve got to cope with noise pollution at 3am in the morning, 4am in the morning, 5am in the morning, which is not what the planning scheme was intended. Rubbish collection is supposed to be underground and the reason for that is to help minimise noise nuisance. This Council is now giving developers the right to do what Council has let them do contrary to the planning scheme for many years and I don’t think that is good enough.

It’s such a battle when it comes to waste because when you look at planning schemes, in almost every objection that I put in a submission for one of the issues that comes up is about waste. The first thing developers do is want to put their bins in the side setback or the front setback, where there’s supposed to be landscaping. When you say well hang on a minute, that’s not what the scheme says, it should be centrally located under the building, the Council officers don’t push back on this. They have allowed developers all over Brisbane pretty much to turn our front streetscapes and our side setbacks into rubbish tips, that is what has happened. They have allowed huge vehicles that don’t fit under the height of the podium to actually then come along and collect that rubbish, which then impacts on the footpath network and the road network.

In my view, Council has got this wrong and I raised this last time that this matter came through. I think the changes Council have made are just going to make it worse. They’re just going to make it worse because there’s now not even going to be an attempt to make sure that noise is mitigated. There are so many LNP Councillors sitting over there who are brand new, that have got high-rise in their communities, that will be going what’s she talking about? Well you’re about to find out, because the people in the apartment blocks in your units are going to start going nuts when rubbish is being noisily collected on the footpath. I don’t think this amendment is a good one. I think there was an opportunity here to do some things that improved both traffic and rubbish collection in our city.

I think that yet again the LNP have bowed to the pressure of the developers, rather than undertake good planning changes to make sure as the city grow and densifies in some parts, that the impact of that densification is minimised upon the people who live there and who use that neighbourhood.

Chair: Councillor JOHNSTON, your time has expired.

Further speakers? I see no further speakers.

The LORD MAYOR is not here to sum up, so we will now—DEPUTY MAYOR.

DEPUTY MAYOR: Thank you. Summing up, but I’ll also speak on the items then, thank you. Thank you very much, Mr Chair. The items before us today, mainly the items that we just heard the comments about, item B, on the contracting plan for passenger and light commercial vehicles. Yet again the Councillor for Tennyson seems to have not read what was actually before us today. This is not signing a contract for EV vehicles, this is not signing off the purchase of EV vehicles at an amount of money. This is seeking the delegation to go to a public tender early next year, to identify a panel of dealerships and manufacturers to provide access to a wide range of vehicle brands and models.

Can I say we pride ourselves on being early adopters, of being carbon neutral, of being clean, green and sustainable. That also involves engaging in trials of new vehicle technologies to make sure that we actually stay up with the industry advancements. On one hand we hear from them that we’re always behind, we’re always behind, the conservative LNP. Then in the next argument we hear that we’re too far ahead, we’re too far ahead. So you know what though, we are early adopters—

*Councillors interjecting.*

Chair: Councillor GRIFFITHS.

*Councillors interjecting.*

Chair: Councillor GRIFFITHS, we’re not calling out across the Chamber.

DEPUTY MAYOR.

DEPUTY MAYOR: But we are working hard to be early adopters and investigating the industry advancements in zero emission vehicles. Not to mention it’s important we keep our fleet moving at the best possible value for money as well, so that is exactly what today’s report does. It strikes the balance between making sure we have the requirements for our fleet, but going to a panel dealership that may be able to give us the opportunities on our zero emission targets, well if it is at the right price. It is a direct to market model so we will be talking to many, many dealers to make sure that when we are looking at maintaining and replacing the vehicles that need to be replaced, not replacing the entire fleet in one holus-bolus go, but going through the fleet when they are expected to be replaced. That can be based upon the knowledge that we have that is out in the market.

We have already installed one large-capacity EV charger and one small-capacity EV charger at Wacol, so that we can test the infrastructure. Exactly what we just heard again the Councillor for Tennyson say that we should do, done.

*Councillor interjecting.*

DEPUTY MAYOR: Now I just hear—and I’ll take the interjection from Councillor JOHNSTON—that we should have more than one testing facility as well. Now we’re getting into the financials of we should just put them everywhere and then if they don’t work it doesn’t matter. It’s not how we do it.

Councillor JOHNSTON: Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Claim to be misrepresented.

Chair: Noted, thank you.

DEPUTY MAYOR.

DEPUTY MAYOR: I don’t know if you can claim to be misrepresented from an interjection that you’re not allowed to do, but anyway.

*Councillors interjecting.*

Chair: Councillor GRIFFITHS. Don’t just say.

DEPUTY MAYOR.

DEPUTY MAYOR: So nice to have you back, Councillor GRIFFITHS, I thought you were gone there for a while. But what we have here today is a balanced approach to replacing our vehicles as they need to be replaced, with an opportunity to look at EV, moving towards zero waste, moving towards zero emissions and doing it in a sustainable and financial responsible manner. As for the other amendments, again I’m glad to hear that Councillor CASSIDY is very keen for us to get moving with that Kurilpa precinct amendment, because we’re working on it as well. There’s plenty that we’re doing in this place and the amendments continue to go. It would just be nice if the State Government ever wants to get them off their desk to get them back to us in the long run. I put the report to the Chamber.

Chair: Thank you. There being—sorry, Councillor JOHNSTON, your misrepresentation, my apologies.

Councillor JOHNSTON: Yes, thank you. Firstly, Councillor ADAMS has misrepresented my speech by suggesting that somehow, it’s not all Council vehicles that are being replaced. That’s what it says in paragraph 18 of the report before us today, that it is all eligible passenger vehicles. She also stated that I had said there should be more than one—

*Councillor interjecting.*

Chair: DEPUTY MAYOR.

Councillor JOHNSTON.

Councillor JOHNSTON: —there should be more than one electric vehicle charging station. I did not suggest a number and simply suggested we needed to have a better plan to manage the introduction of electric vehicles in the fleet.

Chair: Thank you.

I’ll now put the report of items A and B together.

**Clauses A and B put**

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

Chair: We’ll now put item C.

**Clause C put**

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

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

The voting was as follows:

AYES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Angela OWEN, Steven TOOMEY and Penny WOLFF.

ABSTENTIONS: 6 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Trina MASSEY and Nicole JOHNSTON.

Chair: We will now put item D.

**Clause D put**

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

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

The voting was as follows:

AYES: 17 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Angela OWEN, Steven TOOMEY, Andrew WINES and Penny WOLFF.

ABSTENTIONS: 6 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Trina MASSEY and Nicole JOHNSTON.

The report read as follows⎯

**ATTENDANCE:**

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

**LEAVE OF ABSENCE:**

Councillor Kim Marx.

#### A SURRENDER OF LAND FROM THE BELMONT RECREATION RESERVE (BEING THE CARINA POLICE STATION)

**161/265/439/8**

**309/2023-24**

1. The Divisional Manager, Lifestyle and Community Services, provided the information below.

2. Council is trustee of the Belmont Recreation Reserve for recreation purposes and holds a lease with The State of Queensland (represented by the Public Safety Business Agency) for part of the land on Lot 499 on SP 326039 (formerly Lot 499 on CP 852757), being the whole of Lease D on SP 207723 (approximately 2517 m2) (refer Attachment B, submitted on file). The permitted use of Lease D is the operation of a 24-hour Carina Police Station.

3. In 2007, the Queensland Police Service (QPS) approached Council for suitable land to relocate the Camp Hill Police Station. Various locations appear to have been considered and, in 2009, QPS requested the current site for the Carina Police Station at the intersection of Narracott Street and Creek Road. A lease was entered into in 2009 for 10 years and was renewed in 2019 for a further five years. The current lease is due to expire on 14 December 2024.

4. The Queensland Government’s Department of Resources’ view is that the operational use of the land as a Police Station is not consistent with recreation purposes for which the reserve was granted to Council, and that a more appropriate outcome compared to an ongoing trustee lease is for the portion of the land to be surrendered to the Queensland Government.

5. Should Council surrender the portion of land that is the subject of Lease D on SP 207723 to the Queensland Government, it will enable the Department of Resources to issue a new lot for the Carina Police Station, which they will own and manage.

6. Section 226(2) of the *City of Brisbane Regulation 2012* (the Regulation) requires that Council decide by resolution that the exception set out in section 226(1)(b)(i) of the Regulationmay apply before disposing of a valuable non-current asset other than by way of tender or auction.

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

8. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO SURRENDER LAND FROM THE BELMONT RECREATION RESERVE FROM LOT 499 ON SP 326039 (APPROXIMATELY 2517 m2) AS SHOWN ON THE PLAN MARKED AS ATTACHMENT B**

As:

1. Council is Trustee of land described as Lot 499 on SP 326039, located at the intersection of Creek Road and Narracott Street, Carina, known as Belmont Recreation Reserve, for recreational purposes
2. Council as Trustee has a lease with The State of Queensland (represented by the Public Safety Business Agency) for part of the land, being the whole of Lease D on SP 207723 for the operation of a 24-hour Police Station, which is due to expire on 14 December 2024
3. the operation of a Police Station is inconsistent with the recreation purpose for which the reserve was granted to Council and an ongoing trustee lease in respect of the Police Station is not appropriate, and once the exception is applied and the land is surrendered, Council will no longer hold the land in trust
4. section 226(2) of the *City of Brisbane Regulation 2012* (the Regulation) requires that Council decide by resolution that the exception set out in section 226(1)(b)(i) of the Regulationmay apply before disposing of a valuable non-current asset other than by way of tender or auction,

then Council:

(i) resolves that the exception set out in section 226(1)(b)(i) of the Regulationapplies to the disposal of the land by way of surrender of the trustee lease, as shown in Attachment B (submitted on file).

**ADOPTED**

#### B STORES BOARD SUBMISSION – SIGNIFICANT CONTRACTING PLAN FOR SUPPLY AND DELIVERY OF PASSENGER AND LIGHT COMMERCIAL VEHICLES

**165/830/179/982**

**310/2023-24**

9. The Chief Executive Officer provided the information below.

10. The Chief Executive Officer and the Stores Board considered the submission, as set out in Attachment A (submitted on file), on 16 October 2023.

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

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

Purpose

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

Contract title: Supply and Delivery of Passenger and Light Commercial Vehicles

Type of procurement: Establishing a Corporate Procurement Arrangement (CPA)

Categories/portions: Category 1A: Vehicle Range (QFleet Standing Offer Arrangement)

Category 1B: Vehicle Range (Council Additional List)

Category 2A: Delivery Partners (Dealerships)

Category 2B: Delivery Partners (Manufacturers)

Market engagement strategy: Category 1A: Exemption

Category 1B: Direct discussions with manufacturers and Delivery Partners throughout the CPAs term to identify suitable Passenger and Light Commercial Vehicles (vehicles) that are not available through Category 1A.

Category 2A: Public tender

Category 2B: Exemption

Contract duration: A maximum term of up to seven years. An initial term, and options to extend for additional periods, with the most advantageous term to be determined and recommended in the submission for post-market approval.

Price basis: Schedule of rates

Exemption: Category 1A will utilise the terms, conditions and pricing from the Queensland Government’s QFleet Standing Offer Arrangement (SOA) QF1211 for Motor Vehicles Passenger and Commercial Segments (or future standing offer arrangements which may supersede this) (QFleet SOA) without first inviting tenders in accordance with Exemption 4 of Council’s *SP103 Procurement Policy and Plan 2023-24*, which allows exemption from tendering for contracts made with, or purchases from contracts made by, another government entity, government-owned entity or Local Buy.

Category 2B will engage manufacturers (without a traditional Dealership delivery model) which sell their own brand, model or quantity of vehicles to the market directly without first inviting tenders in accordance with Exemption 15 of Council’s *SP103 Procurement Policy and Plan 2023-24*, which allows exemption from tendering where the marketplace is restricted by statement of licence or third-party ownership of an asset (excluding public utility plant).

Background/business case

14. Council owns and operates approximately 400 passenger and 500 light commercial vehicles, that are used to deliver key services across the city. To maintain fleet currency, Council routinely upgrades its vehicles throughout the year. To facilitate this, Council maintains a Vehicle replacement forecast for a period that aligns with its current budget and forward estimate (Replacement Schedule).

15. Council’s current CPA 510995 for Supply and Delivery of Passenger and Light Commercial Vehicles is a panel arrangement which commenced on 1 July 2019 following a public tender. The CPA has a final expiry date of 30 June 2024. Three suppliers were approved under this CPA. These suppliers manage the supply and delivery of a vehicle from its manufacturer and provide other services such as the supply and installation of accessories (Dealerships).

16. This CPA leverages the pricing and vehicles (SOA List) nominated in the QFleet SOA. QFleet is the Queensland Government’s fleet management provider, which purchases around 3,000 vehicles each year. The QFleet SOA is a commercial arrangement between QFleet and the manufacturers which allows eligible customers, such as Council, to leverage its procurement process and competitive pricing. In-turn, the manufacturers cascade the SOA List to Council’s Dealerships via the CPA.

17. At the QFleet SOAs inception, QFleet established a prequalified register of manufacturers. Whilst the vehicles on the SOA List are frequently refreshed, the manufacturers are not. QFleet generally buy other vehicles, often from recent Australian market entrants such as Tesla, Polestar and BYD (Additional Vehicles), under separate agreements. As Council cannot access these arrangements, its ability to react with agility to the opportunity afforded by these Additional Vehicles is restricted.

**Council’s Zero Emission Vehicle Transition**

18. This need for increased purchasing agility is primarily driven by Council’s commitment to transition all eligible passenger fleet assets to Zero Emission Vehicles (ZEV), targeting Electric Vehicles (EV). While the availability of EV platforms is increasing rapidly, so too is demand. In exceptional circumstances, Council may also consider other technologies, such as low emissions hybrids, where an EV which meets operational requirements cannot be sourced. However, these too are highly coveted by buyers. Government and commercial organisations, as well as private buyers, are increasingly aligning towards ZEV’s and low emissions hybrids.

19. Council has canvassed many Dealerships and manufacturers to assess the market’s ability to meet its ZEV Replacement Schedule. While vehicles are available, they will need to be sourced through broader avenues to meet Council’s demand. A key factor is that manufacturers generally distribute a limited quota of popular vehicles, such as EVs, to each Dealership. This encourages Dealerships to sell to private buyers that typically assure higher margins. Where supply is allocated to Council, delivery lead-times can be excessive. To meet its ZEV transition objectives, Council must secure EVs from multiple manufacturers and Dealership networks.

**Proposed Vehicle Procurement Strategy**

20. Council will largely maintain its existing Vehicle procurement strategy, however, will introduce additional elements that build upon learnings garnered through its operation.

**Category 1: Vehicle Range**

21. As QFleet’s economies-of-scale and bargaining power delivers significant value, Council will continue to leverage the SOA List.

22. In addition, Delivery Partners, or prospective Delivery Partners, and Council may discuss the inclusion of an Additional Vehicle that is not on the SOA List at any time. If the Additional Vehicle complies with Council policies, it will be considered for future purchase (Council’s Additional List). This both assures access to emerging technologies and maintains the supply market’s equality of opportunity.

23. The combined SOA List and Council’s Additional List is referred to as the Combined Vehicle List.

**Category 2: Delivery Partners**

24. Council will engage Delivery Partners to manage the process of confirming an order, managing the fit‑out/build to Council requirements, and the hand-over of the new Vehicle. Historically, this role was solely fulfilled by Dealerships, however, as some manufacturers now offer a direct-to-market sales model, this segment will allow for their participation. The CPA may also be used to purchase spare parts and for maintenance services where Council needs specialist support.

25. Council will separate the Delivery Partners into two streams:

1. **Dealerships:** Council will engage dealerships which provide access to several manufacturer’s vehicles. Dealerships often also offer additional price discounts to the SOA List pricing (Dealership Discount). Council may choose to engage dealerships to maximise its access to vehicles.
2. **Manufacturers:** In some instances, it may only be possible to source a particular Vehicle brand or model, or larger quantity of vehicles, directly from the manufacturer. In this case, the manufacturer will be assessed to ensure compliance with Council’s policies.

**Vehicle Purchase**

26. Periodically, Council will assess which vehicles on the Combined Vehicle List best meet the requirements of the Replacement Schedule. This assessment will be undertaken using the Vehicle Selection Criteria defined in section 10.3(c).

27. Once a Vehicle has been selected, Council will determine an appropriate Delivery Partner.

Policy and other considerations

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

Yes, refer to section 2.0.

29. Could Council businesses provide the services/works?

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

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

*CS5 Carbon Neutral Policy* objectives are to facilitate the ongoing achievement of carbon neutral status in accordance with national best practice standards. This SCP is designed to help Council improve upon its carbon neutral status.

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

No

32. Does the proposed contract involve leasing?

No

Market analysis

33. According to IBISWorld, the Australian EV industry has grown rapidly over the past five years, reaching a combined annual revenue of $2.8 billion in 2022-23. Key factors supporting this growth include improved charging​ infrastructure, a larger range of available EVs and greater environmental concerns.

Procurement strategy

34.

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| Procurement objective: | To procure Passenger and Light Commercial Vehicles in a way which complies with the sound contracting principles set out in section 103(3) of the *City of Brisbane Act 2010* and provides the most advantageous outcome for Council.  The achievement of the above procurement objective will be measured in the post-market submission. |
| Title of contract: | Supply and Delivery of Passenger and Light Commercial Vehicles |
| Type of procurement: | Contract/order under a CPA or use of place orders under QFleet SOA |
| Categories/portions: | - Category 1A: Vehicle Range (QFleet Standing Offer Arrangement)  - Category 1B: Vehicle Range (Council Additional List)  - Category 2A: Delivery Partners (Dealerships)  - Category 2B: Delivery Partners (Manufacturers) |
| Process to be used: | - Category 1A: Utilising the QFleet SOA  - Category 1B: Direct discussions with manufacturers and Delivery Partners and Request for Quote to identify additional suitable vehicles  - Category 2A: Request for Proposal (RFP) (Panel Arrangement)  - Category 2B: Request for Quote |
| Tendering standards to be used and any amendments: | Council’s corporate standards with no amendments. |
| Contract standard to be used including any amendments: | - Category 1A: Not applicable.  - Category 1B: Not applicable. Any pricing will be included in an associated Category 2 contract.  - Category 2A: Good/services – high risk – panel arrangements.  Summary of changes made: The contract will include provisions to refresh the panel, changes to goods and or services.   * Category 2B: Where applicable, Council’s Good/services – high risk – a panel arrangement will be used.   Summary of optional inclusions applicable: The CPA will include provisions to refresh the CPA to include additional panel members, changes to goods and/or services.  On occasion it may be necessary to buy vehicles under a supplier’s contract standard (typically standard terms available to retail buyers). Should this occur, any risk or impact to Council will be contemplated in the Vehicle Selection Criteria. |
| Market engagement: | - Category 1A: Not applicable  - Category 1B: Quotes are to be sought via direct discussions with manufacturers and Delivery Partners over the term of the CPA to identify suitable Additional Vehicles.  - Category 2A: Offers are to be sought publicly via Council’s supplier portal.  - Category 2B: Delivery Partners will be engaged as and when required. Fleet Solutions, City Standards (CS), Brisbane Infrastructure (BI), will seek quotes for vehicles and discounts with manufacturers to seek the most advantageous outcome for Council over the term. |
| How tender documents are to be distributed: | - Category 1A: Not applicable  - Category 1B: Not applicable  - Category 2A: Via Council’s supplier portal  - Category 2B: Not applicable |
| How tenders/proposals are to be lodged: | Category 2A: Via Council’s supplier portal |
| Part offers: | Part offers will be considered. Many suppliers only supply a limited range of vehicles. Part offers will enable flexibility to meet Council’s needs. |
| Contract duration: | A maximum term of up to seven years. An initial term, with options to extend for additional periods with the most advantageous term to be determined and recommended in the submission for post-market approval. |
| Insurance requirements: | Public and product liability of $20 million and workers’ compensation insurance to the extent required by the Queensland Government. |
| Price basis: | Category 1A will utilise the terms, conditions and pricing from QFleet SOA QF1211 for Motor Vehicles Passenger and Commercial Segments (or future standing offer arrangements which may supersede this) (QFleet SOA) without first inviting tenders in accordance with Exemption 4 of Council’s *SP103 Procurement Policy and Plan 2023‑24*, which allows exemption  from tendering for contracts made with, or purchases from contracts made by, another government entity, government-owned entity or Local Buy. |
| Price adjustment: | - Category 1A: Under the QFleet SOA QF1211 manufacturers can alter the price at any time prior to an order being placed.  - Category 1B: To be agreed during negotiations  - Category 2A: To be agreed during negotiations  - Category 2B: Not applicable |
| Liquidated damages: | Not applicable |
| Security for the contract: | Not applicable |
| Defects liability/warranty period: | Warranty period to be tendered by suppliers |
| Other strategy elements: | Not applicable |
| Alternative strategies considered: | Solely using the QFleet SOA List was considered, however, it has been slow to facilitate participation by emergent manufacturers and direct to market business models. |

Anticipated schedule

35. Pre-market approval: 14 November 2023

Date of release to market: 19 January 2024

Tender closing: 16 February 2024

Evaluation completion (including formalised contract offer(s)): 30 April 2024

Post-market approval: 3 June 2024

Contract commencement: 1 July 2024

Funding and budget considerations

36. Estimated [expenditure](#ScreenTip_Note):

Expenditure under this contract is limited to that approved by Council within the current budget and forward estimate. Spend under the contracts term is estimated to be $44.8 million which includes the vehicles capital purchase and an allowance for original equipment manufacturer spares and maintenance.

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

Establishing the CPA and authority to use QFleet SOA or directly negotiating will not commit Council to any purchases. Funding is only required when an appropriately delegated Council officer approves placing orders, subject to approved funding availability.

38. Indicative program and supporting information:

Program: 8 – City Governance

Outcomes: 8.2 – Financially Sustainable City

Strategy: 8.2.2 – Asset Performance and Optimisation

Services: 8.2.2.1 – Asset, Property and Fleet Management

39. Anticipated procurement benefits (if any):

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

Procurement risk

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

No

41. Summary of key risks associated with this procurement:

| **Procurement risk** | **Risk rating** | **Risk mitigation strategy** | **Risk allocation** |
| --- | --- | --- | --- |
| Council is unable to source adequate vehicles to fulfil the Replacement Schedule | Medium | Council’s procurement strategy maximises the avenues through which it can source vehicles.  Council will coordinate the communication of its Replacement Schedule with manufacturers and Delivery Partners. | Council |
| Council sources a wide range of vehicles, increasing operational complexity | Medium | Council considers operational efficiency in its Vehicle Selection Criteria. Forward planning of the Replacement Schedule will allow Council to optimise variants within the fleet. | Council |
| Variation in prices | Low | The arrangement uses the SOA List’s competitive pricing. Additional Vehicles will be compared against the SOA list pricing through the Vehicle Selection Criteria | Council |
| Council is unable to leverage environmental, technological, safety or other benefits from Additional Vehicles | Low | The Procurement strategy allows Council to incorporate Additional Vehicles and evolve the CPA where necessary. | Council |
| Manufacturer reluctance to allow Council to access the QFleet volume discounts | Low | The procurement strategy evolves the existing approach which uses the QFleet SOA and as such this is thought unlikely. Should this occur, pricing from another equivalent government arrangement may be used in the Vehicle Selection Criteria. | Council |

Tender evaluation

42. Evaluation criteria:

1. Mandatory/essential criteria – Both Category 2A and 2B

- Has a valid ABN

- Has an acceptable financial position

- Has the required insurances

- Has appropriate relationship with manufacturer(s) or is a manufacturer

- Complies with relevant Council policies

1. Non-price weighted evaluation criteria – Category 2A:

|  |  |
| --- | --- |
| **Weighted evaluation criteria** | **Weighting %** |
| Local benefits | 30 |
| Capacity and capability | [Commercial-in-Confidence] |
| Experience and track record | [Commercial-in-Confidence] |
| Commercial | [Commercial-in-Confidence] |
| **Total:** | 100 |

Non-price weighted evaluation criteria – Category 2B:

As manufacturers offer their own vehicles that are typically not accessible through other channels, their suitability will be assessed through the Vehicle Selection Criteria.

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

The Commercial non-price weighted evaluation criteria will consider any Dealership discounts, and prices for accessories, serving and maintenance. Price will otherwise be considered through the Vehicle Selection Criteria.

43. Evaluation methodology:

1. Evaluation plan and shortlisting:

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

- Additionally, Council may also choose to engage dealerships on the basis that they maximise Council’s access to vehicles.

1. Negotiations:

- Council’s structured negotiation process is anticipated to be undertaken.

- The Manager, Category Management, Strategic Procurement Office, Organisational Services, or a nominated delegate, will provide advice and any negotiation lead as required.

1. Value for Money (VFM):

- In Categories 2A and 2B, Council’s traditional VFM model is not suitable for assessment. The complexity of aligning Council’s Replacement Schedule with vehicles in the Combined Vehicle List, amid expected supply limitations, means that any basket-of-goods that would commonly be used to assess price criteria will not be representative.

- In accordance with current fleet practice, Council will typically decide the vehicles it will purchase from the Combined Vehicle List based upon:

- the most whole-of-life cost competitive model (including any Dealership discount)

- those that efficiently deliver Council’s operational requirements

- those that align with the time, budget, and other requirements of the Replacement Schedule (Vehicle Selection Criteria).

- It is anticipated that market constraints will mean this will be fulfilled using many manufacturers, models, and Delivery Partners. However, Council will maintain fleet consistency, as much as practicable, to ensure operational efficiency. In some circumstances, for instance where Council seeks to undertake a trial, alternative selection criteria may be used.

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

45. **RECOMMENDATION:**

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

**Title of contract: Supply and Delivery of Passenger and Light Commercial Vehicles**

**Type of procurement: The CPA will have the following categories:**

**Category 1A: Vehicle Range (QFleet Standing Offer Arrangement)**

**Category 1B: Vehicle Range (Council Additional List)**

**Category 2A: Delivery Partners (Dealerships)**

**Category 2B: Delivery Partners (Manufacturers).**

**Contract duration: A maximum term of up to seven years. An initial term, with options to extend for additional periods that will be determined and recommended in the submission for post-market approval.**

**Price basis: Schedule of rates**

**ADOPTED**

#### C AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE O

**152/160/1218/536-002**

**311/2023-24**

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

47. At its meeting of 16 May 2023, Council resolved to amend the Air quality planning scheme policy, Management plans planning scheme policy, Refuse planning scheme policy, and Transport, access, parking and servicing planning scheme policy in Schedule 6 of *Brisbane City Plan 2014* (the planning scheme). Planning scheme policy (PSP) amendments (the proposed amendment) were progressed to maintain the effectiveness, useability and currency of the planning scheme.

48. Public consultation on the proposed amendment was undertaken from 10 July to 7 August 2023 in accordance with the *Minister’s Guidelines and Rules* (the Guideline). Council received six submissions (five of which were properly made) on the proposed amendment. Key issues raised in the submissions related to refuse bin size, bin collection frequency, waste generation, and the proposed air quality model, Graz Lagrangian Model (GRAL).

49. A Consultation report has been prepared that summarises the matters raised in the submissions and how they have been addressed (refer Attachment B, submitted on file). In response to the submissions received, minor changes to the proposed amendment are recommended including:

- Air quality PSP - changing wording from “model options” to “model input parameters” and the addition of a new point to address the steady state (standard) mode in GRAL and justification for the use of it.

- Management plans PSP – to aid in clarity, combining requirements relating to locating noise and air pollutant generating plant, vehicles and parking areas away from neighbours.

- Refuse PSP - the addition of a row to reflect the Medium density residential zone in the service frequency table.

50. The proposed changes in Attachment C (submitted on file) do not result in the proposed amendment being significantly different to the version released for public consultation.

51. Should Council decide to progress with the proposed changes and resolve to adopt the proposed amendment, it is planned the proposed amendment would take effect from Friday 8 December 2023.

52. The proposed amendment, inclusive of the proposed changes, is set out in Attachments D and E (submitted on file).

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

54. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO DECIDE TO MAKE CHANGES AND ADOPT AN AMENDMENT TO THE AIR QUALITY PLANNING SCHEME POLICY, MANAGEMENT PLANS PLANNING SCHEME POLICY, REFUSE PLANNING SCHEME POLICY, AND TRANSPORT, ACCESS, PARKING AND SERVICING PLANNING SCHEME POLICY**

As Council:

1. at its meeting on 16 May 2023, resolved to amend the Air quality planning scheme policy, Management plans planning scheme policy, Refuse planning scheme policy and Transport, access, parking and servicing planning scheme policy contained in Schedule 6 of *Brisbane City Plan 2014* (the planning scheme) to maintain its effectiveness and the currency of the planning scheme policies, pursuant to section 2.1 and 2.2 of Part 1 of Chapter 3 of the *Minister’s Guidelines and Rules* (the Guideline)
2. has undertaken public consultation on the proposed amendment pursuant to section 3.1 and 3.2 of Part 1 of Chapter 3 of the Guideline
3. having considered the submissions on the proposed amendment pursuant to section 3.3 of Part 1 of Chapter 3 of the Guideline, has prepared a consultation report pursuant to section 3.4 of Part 1 of Chapter 3 of the Guideline about how Council has dealt with properly made submissions (refer Attachment B, submitted on file),

then Council:

1. directs, pursuant to section 3.4 of Part 1 of Chapter 3 of the Guideline, that each person who made a properly made submission be provided with a copy of the consultation report and that the consultation report be made available to view and download on Council’s website
2. decides, pursuant to section 4.1 of Part 1 of Chapter 3 of the Guideline, to make changes to the proposed amendment (refer Attachment C, submitted on file), which does not result in the proposed amendment being significantly different to the version released for public consultation
3. decides, pursuant to section 5.1 of Part 1 of Chapter 3 of the Guideline, to adopt the proposed amendment to the planning scheme policies (refer Attachments D and E, submitted on file)
4. directs, pursuant to section 5.2 of Part 1 of Chapter 3 of the Guideline, that a public notice be published in accordance with the *Planning Act 2016* and the requirements prescribed in Schedule 5 of the Guideline
5. directs, in accordance with section 5.3 of Part 1 of Chapter 3 of the Guideline, that a copy of the public notice and a certified copy of the proposed amendment be given to the Chief Executive of the Department of State Development, Infrastructure, Local Government and Planning.

**ADOPTED**

#### D AMENDMENT TO *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE Q

**152/160/1218/551**

**312/2023-24**

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

56. Council is committed to facilitating economic growth and maintaining prosperity in Brisbane through sustainable development regulated by *Brisbane City Plan 2014* (the planning scheme). This requires a robust and resilient planning scheme that reflects changes over time, in line with community and industry expectations.

57. The proposed amendment will make a new planning scheme policy (PSP), Subtropical building design PSP (proposed PSP), to support the subtropical design outcomes already sought by the planning scheme. The proposed PSP adapts the design elements of the *New World City Design Guide – Buildings that Breathe* (BtB), which is currently focused on the inner city, to apply more broadly to the built environment in other locations and for other building typologies throughout the city. In providing this additional guidance in a PSP, the subtropical design outcomes sought by the planning scheme will be reinforced and additional information will be available for applicants in demonstrating how they achieve these outcomes. The design elements in BtB are industry supported.

58. The process for making a PSP is set out in Part 1 of Chapter 3 of the *Minister’s Guidelines and Rules* (the Guideline). In accordance with the Guideline, the proposed amendment is to make a PSP. The proposed PSP has been prepared in accordance with the requirements of the Guideline, as set out in Attachment C (submitted on file). The schedule of proposed amendments is set out in Attachment B (submitted on file).

59. Should Council decide to proceed with the proposed PSP, pursuant to section 3.1 of Part 1 of Chapter 3 of the Guideline, Council must publicly consult on the proposed PSP.

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

61. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO DECIDE TO MAKE AN AMENDMENT TO INCLUDE A NEW PLANNING SCHEME POLICY IN *BRISBANE CITY PLAN 2014* – AMENDMENT PACKAGE Q**

As Council:

1. decides, pursuant to section 2.1 of Part 1 of Chapter 3 of the *Minister’s Guidelines and Rules* (the Guideline) made under the *Planning Act 2016*, to make a new planning scheme policy – Subtropical building design (in the manner stated in section 1 of Attachment B (submitted on file) and as identified in the schedule in Attachment C (the proposed planning scheme policy) (submitted on file) to be contained in Schedule 6 of *Brisbane City Plan 2014* to maintain the effectiveness and currency of the planning scheme policies
2. pursuant to section 2.2 of Part 1 of Chapter 3 of the Guideline, has prepared the proposed planning scheme policy in the manner stated in section 1 in Attachment B, and as identified in the schedule in Attachment C,

then Council:

1. directs, pursuant to section 3.1 of Part 1 of Chapter 3 of the Guideline, that public consultation be carried out on the proposed planning scheme policy.

**ADOPTED**

Chair: DEPUTY MAYOR.

### ESTABLISHMENT AND COORDINATION COMMITTEE

The DEPUTY MAYOR (Councillor Krista ADAMS), Deputy Chair of the Establishment and Coordination Committee, moved, seconded by Councillor Sarah HUTTON, that the report of the meeting of that Committee held on 13 November 2023, be adopted.

Chair: DEPUTY MAYOR, you’ve got the call.

DEPUTY MAYOR: Thank you, Mr Chair. It’s my great pleasure to stand here today to support item A in this report, of the appointment of Danita Parry as the Councillor for Marchant Ward and the membership of the Council’s Standing Committees as well. As the City of Brisbane Act allows, as many Councillors in this—everybody knows, Councillors can be appointed to the role of Councillor within the year of the next election and that’s exactly what’s happening here. Danita is a mother of two and has a very impressive background in corporate affairs, including senior roles in Telstra.

I had the great pleasure of working with Danita in the past and I look very forward to working with Danita for many, many more years to come. Danita’s appointment will take the number of women in our team to 65%, which is 13 out of 19 Councillors. As I always say, there is something achieved by merit and with open and transparent pre-selections, not something that the other side can identify themselves with at all. But we are very, very proud to welcome Danita Parry as Councillor for Marchant Ward and we look forward to her working with us in our strong Schrinner Team for years to come.

Chair: Thank you, DEPUTY MAYOR.

Further speakers? I see no one rising.

We will now put the second Establishment and Coordination Committee 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 APPOINTMENT OF DANITA PARRY AS COUNCILLOR FOR MARCHANT WARD AND THEIR MEMBERSHIP OF COUNCIL’S STANDING COMMITTEES

**137/225/37/18**

**313/2023-24**

1. The A/Divisional Manager, City Administration and Governance, provided the information below.

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

3. Former Councillor Fiona Hammond tendered her resignation as the Councillor for Marchant Ward to the Chief Executive Officer with effect from 3pm, Friday 10 November 2023.

4. As:

1. this resignation takes effect during the final part of Council’s term (more than 36 months after the last quadrennial elections were held); and
2. former Councillor Fiona Hammond was elected as a nominee of the Liberal National Party, then section 166(3) of the *City of Brisbane Act 2010* requires Council to seek the nomination of a qualified nominee from the Liberal National Party, and upon receipt of that nomination, formally appoint that nominee by way of Council Resolution.

5. Under section 166(4) of the *City of Brisbane Act 2010*, the Chief Executive Officer wrote to the registered officer of the Liberal National Party on 10 November 2023 requesting advice of the name and address of a qualified nominee to fill the vacant Councillor position for Marchant Ward.

6. By letter dated 12 November 2023 (refer Attachment B, submitted on file), the Liberal National Party advised of the nomination of Danita Parry to fill that vacancy.

7. Danita Parry has provided the Chief Executive Officer with a completed Statutory Declaration (refer Attachment C, submitted on file) confirming they are qualified for appointment to the position of Councillor in accordance with sections 152 to 156 of the *City of Brisbane Act 2010*.

8. Anticipating the appointment of Danita Parry as Councillor for Marchant Ward, it is proposed they be appointed as the Deputy Chair of the Infrastructure Committee and a member of the City Planning and Suburban Renewal Committee.

9. The A/Divisional Manager provided the following recommendation and the Committee agreed.

10. **RECOMMENDATION:**

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

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO APPOINT DANITA PARRY TO FILL THE VACANT POSITION OF COUNCILLOR FOR MARCHANT WARD AND TO ALTER THE MEMBERSHIP OF COUNCIL’S STANDING COMMITTEES**

As:

1. former Councillor Fiona Hammond, Councillor for Marchant Ward, resigned as a Councillor by signed notice of resignation given to the Chief Executive Officer with effect from 3pm, Friday 10 November 2023
2. this resignation takes effect during the final part of Council’s term (more than 36 months after the last quadrennial elections were held)
3. former Councillor Fiona Hammond was elected as Councillor for Marchant Ward as a nominee of the Liberal National Party
4. section 163(4) of the *City of Brisbane Act 2010* requires that vacancy be filled within two months of that vacancy occurring
5. section 166(3) of the *City of Brisbane Act 2010* requires that vacancy be filled by a nominee of the Liberal National Party
6. upon receipt of that nomination, Council is to formally appoint that nominee by way of Council Resolution
7. under section 166(4) of the *City of Brisbane Act 2010*, the Chief Executive Officer wrote to the registered officer of the Liberal National Party on 10 November 2023 requesting advice of the name and address of a qualified nominee to fill the vacant Councillor position for Marchant Ward
8. by letter dated 12 November 2023, the Liberal National Party advised of the nomination of Danita Parry to fill that vacancy as set out in Attachment B
9. Danita Parry has provided the Chief Executive Officer with a completed Statutory Declaration confirming they are qualified for appointment to the position of Councillor in accordance with sections 152 to 156 of the *City of Brisbane Act 2010*,

then:

(i) Council resolves to appoint Danita Parry of [Privacy-in-Confidence], as Councillor for Marchant Ward with immediate effect, and approves, effective from the day after the approval of this resolution, that Danita Parry be appointed as the Deputy Chair of the Infrastructure Committee and a member of the City Planning and Suburban Renewal Committee.

**ADOPTED**

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

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

The DEPUTY MAYOR (Councillor Krista ADAMS), Civic Cabinet Chair of the Economic Development and the Brisbane 2032 Olympic and Paralympic Games Committee, moved, seconded by Councillor Sarah HUTTON, that the report of the meeting of that Committee held on 7 November 2023, be adopted.

DEPUTY MAYOR: Thank you. I hope everyone’s listening because I need to go through the free workshops that are at the Business Hub, coming up in the next week. It is going again strength to strength into their fourth year of work at the Business Hub. On 15 November this week at 9.30 we have turn your dreams into reality with neuroscience. We have the NeuroTrust Institute doing an interactive workshop on how the brain science of success can help you turn your dreams into reality in your career, business or other areas of your life.

Then on 21 November at 9.30, enhancing your workforce with global talent. By attending the workshop, you’ll learn about how to access global workforce, strategies available to support a global workforce and navigating visas, sponsorships and independent pathways. That’s being delivered by our friends Passage Migration Consulting. We have to thank all of our business experts and partners that do a wonderful job in delivering those free workshops across the weeks and years that they’ve been at the Business Hub as well.

We got some feedback from a recent attendee, Bronwyn, who went to what if big companies and SMEs (small-medium enterprises) could actually talk together. Said it was just not a place where I’ve connected with remarkable individuals, but a delightful venue for hosting workshops. The setup to the conclusion of each session leaves me feeling invigorated and fulfilled. Staff members consistently exude positivity and make every effort to ensure a delightful working environment. I have to say I agree totally, the team over at the Business Hub are absolutely outstanding and I will continue to make sure everybody hears about it and knows when those workshops are on.

Another team that has recently done the most outstanding role is our International Relations and Multicultural Affairs, who hosted for us the 2023 APCS (Asia Pacific Cities Summit), which is the 14th time we’ve had an APCS, the ninth time we’ve hosted it in Brisbane. It was Shaping Cities for our Future, that was the name of the conference. It was around cities of connection, cities of sustainability, cities of legacy. We had 1,158 delegates, 171 cities, 118 mayors, deputy mayors or equivalents and a population of over 350 million represented by the cities who came to Brisbane for that week. There were 181 speakers and facilitators, 78 exhibitors, 40 sponsors and partners, 140 young professionals which had a fantastic time in the program run by Griffith University.

We do have a marriage and a baby out of the young professionals over the last few years, so we’re hoping to always keep track of how we go with the meet and greets there as well. Of course, we had 58% to 42% public to private delegates as well, so a lot of the private community came to meet with government. Some of the key program elements, the Mayor’s Forum and Accord, the program and the speakers, the app which—everything was digital, no paper handed out, where you could actually meet other people and sort out meetings face-to-face with other people. As I mentioned, the Young Professionals’ Forum, the City Leaders’ Forum and then Market Square and Innovation Alley.

It was an exciting three days that were topped off by key note speakers, Bo Seo, world debating champion and coach of the debating at Harvard University; Mr Charles Montgomery, who is a city doctor based in Canada; Anthony Pratt, CEO of Visy; and of course Andrew Liveris, who gave a most outstanding inspirational speech about the leverage that we are going to get out of the 2032 Olympics. We had fantastic partners, sponsors and supporters, I thank them all and I thank the team that did such a wonderful job. They’re a small team but wow, they’re effective and the feedback that I’ve gotten from right across the world has been outstanding. I look forward to APCS 2025. Thank you, Mr Chair.

Chair: Thank you, DEPUTY MAYOR.

Are there further speakers? I see no one rising.

We will now put the report.

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

The report read as follows⎯

**ATTENDANCE:**

The Deputy Mayor, Councillor Krista Adams (Civic Cabinet Chair), Councillor Sarah Hutton (Deputy Chair), and Councillors Greg Adermann, Jared Cassidy and Lucy Collier.

**LEAVE OF ABSENCE:**

Councillor Steven Huang.

#### A COMMITTEE PRESENTATION – ASIA PACIFIC CITIES SUMMIT WRAP UP

**314/2023-24**

1. The Asia Pacific Cities Summit Project Manager, International Relations and Multicultural Affairs, City Planning and Sustainability, attended the meeting to provide an overview of the 2023 Asia Pacific Cities Summit and Mayors’ Forum (APCS). She provided the information below.

2. APCS is Council’s signature international event which takes place every two years, representing the largest and most diverse gathering of mayors in the Asia Pacific region. First held in 1996 and held 14 times across the Asia Pacific, 2023 was the nineth time that Brisbane has hosted APCS.

3. The overall theme of APCS was Shaping Cities for our Future. The content addressed included three sub-themes:

- Cities of Connection – focusing on technology, data and the people

- Cities of Sustainability – adapting to growth, inclusivity and well-being

- Cities of Legacy – creating events of prosperity and longevity.

4. The Committee was shown a highlight reel of the event, which took place over three days from 11 to 13 October 2023. APCS hosted 1,158 delegates including 118 mayors, deputy mayors and equivalent stakeholders, representing 171 cities and a combined population of more than 350 million. APCS welcomed 180 speakers and facilitators, 78 exhibitors, 40 sponsors and partners and 140 young professionals, with 58% of delegates being from the public sector and 42% from the private sector.

5. APCS also hosted four keynote speakers:

- Bo Seo, a two-time world champion debater

- Charles Montgomery, the award-winning author of *Happy City*

- Anthony Pratt, Executive Chairman of Visy Industries

- Andrew Liveris AO, the inaugural President of the Brisbane 2032 Olympic and Paralympic Games Organising Committee.

6. Some of the key APCS program elements included:

- the Mayors’ Forum and Accord, co-facilitated by the Milken Institute Asia Centre’s Curtis Chin and Amos Garcia

- 180 speakers and facilitators split across three types of sessions: keynote, big picture and deep dive sessions

- Meet@APCS app, with delegates encouraged go paperless and download the app to organise meetings and connections ahead of attending

- the City Leaders’ Forum, powered by professional services firm KPMG, as an opportunity for stakeholders to come together and share ideas and learnings

- the Young Professionals’ Forum, attended by 140 delegates, as an opportunity to work together to discuss subthemes and interact with guest speakers

- the Market Square and Innovation Alley, where 78 exhibitors showcased concepts relating to education, services, city governance, consulting and products.

7. The Civic Cabinet Chair thanked the Asia Pacific Cities Summit Project Manager for her informative presentation.

8. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor MURPHY.

### TRANSPORT COMMITTEE

Councillor Ryan MURPHY, Civic Cabinet Chair of the Transport Committee, moved, seconded by Councillor Angela OWEN, that the report of the meeting of that Committee held on 7 November 2023, be adopted.

Chair: Councillor MURPHY.

Councillor MURPHY: Thank you, Chair. Members of the Transport Committee last week were treated to a presentation on our public transport facilities. Last year, we saw around 190,000 passengers use our bus network each and every day and our patronage is fast approaching pre-COVID levels. To support that significant number of trips, Chair, Council maintains a network of almost 6,000 bus stops across the city. One of the key functions of our Transport Planning and Operations, or the TPO area of Council, is the Bus Stop Upgrades Program. Under the program, not only do we identify new locations for bus stops, but we have also undertaken a very significant pipeline of amenity and accessibility upgrades.

Thanks to investment in that program from successive LNP Lord Mayors, we have now over 90% of our passengers on the network who are boarding and alighting from stops that are DDA compliant, that is Disability Discrimination Act compliant. The only Council in the country to have compliance of that level. That’s no easy task, Chair, since we started this program a decade ago the average cost of a bus stop upgrade has more than quadrupled, but we have made significant progress in this space and as I mentioned, much more than other jurisdictions around the State, but also around the country. We’ll continue to keep working to make this network accessible for everyone who needs to use it.

Now in the presentation we also heard about the public transport facilities that we provide to our drivers and that includes our bathroom and meal spaces. As I’ve spoken about in this Chamber previously, Chair, we’ve embarked on an upgrade program in recent years for our driver toilet facilities in particular. The last financial year we converted seven of our chemical toilet facilities to sewered connections and we’ve identified another set of locations that will be completed this financial year. We’re continuously seeing improvement in the maintenance of these facilities as well, Chair.

QR codes have now been introduced to help us more efficiently manage the cleaning and maintenance requirements at least location and it allows drivers who see something wrong or that they don’t like in one of those facilities to quickly and easily report that, using the QR code system and their mobile phone. A lot less reliance on scheduled cleaning and a lot more proactive response from us, so a great outcome, Chair.

Of course, Chair, we don’t only maintain public transport facilities, but we do most of the planning work for public transport services as well as our forward program of infrastructure, which takes me to the first petition which was considered by the Committee. Council received a petition with 25 signatures requesting that we plan for better public transport in Brisbane. Now as the Chamber will know, Chair, I’m a big advocate for public transport and I will of course always advocate for better services for Brisbane, but as the petition response notes, we are constantly working towards that goal.

Public transport service and infrastructure improvements are part of the core function of Brisbane City Council, it’s what makes this Council different from every other Council in the country. In the last year, we have made a lot of strides in terms of that improvement. We have delivered or concepted and delivered Brisbane’s New Bus Network, which represents the biggest review of bus services in Brisbane for over a decade. With Brisbane Metro, we are providing one of the most significant uplifts in terms of public transport capacity in the city’s history ever. We are already planning for the future of Brisbane Metro as well, we’ve identified the priority routes for future Metro lines once Stage 1 is complete. That’s not to mention everything we’ve done to encourage patronage from our free seniors off-peak travel to free buses like the City Loop.

Of course, Chair, ultimately the responsibility for planning public transport in this State lies with the Queensland Government and with Translink. So while Council does play an important role in this place, I want to place on record our ability to deliver service improvements and uplift is severely limited by the lack of growth funding that the State Government has provided for buses and ferries throughout the last decade. I won’t rehash what I said in the Chamber last week, but it’s very clear I think to all of us now that Brisbane has been singled out and does suffer from receiving pretty much inflation only increases in its funding envelope from Translink, which severely limits our ability to provide new services.

Speaking of new infrastructure, Chair, Council also received a petition with 12 signatures requesting that Council install improved lighting on the Moreton Bay Cycleway between Bungama Street, Deagon—I hope I got that pronunciation right—and Ashford Street, Shorncliffe. Council supports the installation of further lighting in this section to improve safety for cyclists and pedestrians, particularly when the sun goes down. We will be making a funding application to the Department of Transport and Main Roads to progress this project under the Cycle Network Local Government Grant Program and I’m happy to report that this response received unanimous support from the Committee.

Finally, Chair, I’d just like to recognise the recent retirement of Brian Bothwell, our Transport for Brisbane Network Planning Manager. Brian’s career in public transport has spanned over 45 years, 25 of those he has spent here at Brisbane City Council. He joined Transport for Brisbane as a network planner in 1999, just before our busway network opened and he is effectively the architect of the bus network as we know it today. He was also key in devising and developing our very popular BUZ network, or bus upgrade zone network, the network that provides higher frequency bus services along key corridors throughout the city. Brian’s knowledge of buses in Brisbane is quite simply unmatched. Brian can tell you almost everything there is to know about any bus service in Brisbane, how many people catch it, what time of day it arrives, when it’s at high frequency, when it’s not, when it’s most popular, even where the passengers who use that bus come from and go to.

Brian is a beautiful mind, Chair, and he is a true savant. We have lost his expertise as he goes into retirement, but one of the things that Brian has done very well is make sure to foster and pass on that knowledge to his junior team. There are several very capable transport planners in Brian’s team that are coming up through the ranks and will be able to provide that continuity of excellence in transport planning for Brisbane. I think I speak for all of those in the Chamber across both sides who have known and met Brian and have engaged with Brian over the years when I do say he’ll be sorely missed, but we wish him all the very best in his well‑earned retirement. I’ll leave further debate to the Chamber, thank you, Chair.

Chair: Thank you, Councillor MURPHY.

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. I rise to speak on these items before us today. I note that accessibility is very important when it comes to public transport and bus stops need to be accessible. What we’ve seen over the last five years, is a reduction in the number of bus stops in our network from about 6,500 to 5,800 now that are DDA compliant. As we’ve heard from the LNP, exemptions are now only sought when a complaint is made by members of the public, meaning that there are now hundreds of non-compliant bus stops that are inaccessible and in limbo. Footpaths to and from those bus stops are also not part of DDA compliance and as we’ve found out over the years, this LNP Administration put zero dollars into funding footpaths to and from bus stops to make them more accessible.

It was extremely telling in the Committee when one of the senior LNP Councillor, Councillor HUANG, said that living with disability in Brisbane was bliss; that’s what he said, I’m not even kidding. That’s one of the LNP’s most senior Councillors and someone that they entrusted to run in a Federal seat for them as well. But that’s pretty typical of the LNP’s approach to everything we’ve come to expect, business as usual, do barely enough to get by.

It’s conservative and it’s a go-slow approach and it shows that they’re entirely out of touch. They then go and cut $400 million from the budget and sack staff that do this kind of work, day-in, day-out for Council as well. Under Labor, that would be very different. Our comprehensive mobility plan will build 50 kilometres of new footpaths a year, connecting people to public transport facilities, an ambitious plan that will change our suburbs for the better, not the conservative LNP approach we have come to expect.

On item C, the petition requesting Council install improved lighting on the Moreton Bay Cycleway, this section of the Moreton Bay Cycleway running from Bungama Street in Deagon to Ashford Street in Shorncliffe is an extremely busy and popular section of cycleway. It’s very dimly lit, in fact it’s not lit at all and it is one of the most pitch black bikeways that I’ve been on at nighttime, given there is no surrounding infrastructure or houses or street lights to provide any lighting.

So I support the response before us today, which is to seek funding from the Department of Transport and Main Roads to install funding there, but I also think Council should be stumping up as well. I think we should go further. These are the kinds of investments people want to see in their suburbs to make bikeways more accessible for more hours of the day all year round, to ensure that we are providing a—our section of the Moreton Bay Cycleway that is fully useable and fully compliant going forward. So I think Council needs to step up, but I do support this recommendation before us today.

Chair: Thank you.

Are there any further speakers?

Councillor MASSEY.

Councillor MASSEY: Thank you, Chair. I rise to speak on item A. It is incredibly important that our public transport system, especially bus stops are accessible to people that are living with disability. Particularly, for the fact that some of the most marginalised in our community need public transport not only to create connections with people, but to be able to go to appointments, to see their doctors, to connect with other people and to not feel so isolated in these challenges. While it is great that Brisbane City Council has historically built a compliance of, I think from memory 80%, it is a little bit worrying that the compliance of disability access for bus stops is not something that is always immediately built when we build a new bus stop, which is what we’ve actually experienced in The Gabba Ward, where we had a new bus stop built and unfortunately a person living with a disability, Uncle Willie, was unable to get on to a bus.

While we are at a high percentage, there’s further work to do particularly when you think of the future. If the Olympics is going to happen in Brisbane, what we actually need is a completely accessible city. A part of that accessibility means that people living with disabilities are able to not only safely go on to public transport like buses, but also be able to safely travel through from footpath and public realm. I think it’s important to highlight that the work’s not done yet, you know? The work in this space isn’t done, we do have to go further and we have to commit to accessibility as something that we need to deliver for our city, because the gaps will show soon enough. Thanks, Chair.

Chair: Thank you, Councillor.

Are there any further speakers? None rising.

Councillor MURPHY, right of reply.

Councillor MURPHY: Chair, just briefly on the contribution from Councillor CASSIDY and Councillor MASSEY. In respect of Councillor MASSEY, I did look into that issue with Uncle Willie and the claim that was made in Committee was that Council had installed a new bus stop that was not DDA compliant, which of course was quite a surprise to the Council officers and myself, because all new-build bus stops are built fully compliant. What it was, Councillor MASSEY, and I’m not sure if you’ve been misled or you might want to correct the record in General Business later, but my understanding was that this is not a new bus stop. This is actually an older bus stop, but it is newly serviced by the Blue CityGlider, through you, Chair.

*Councillor interjecting.*

Councillor MURPHY: That’s correct, Councillor MASSEY, I’ll take that interjection. She said it’s not DDA compliant. Well, yes, there are still a number of stops across the city that are not DDA compliant for reasons that were canvassed in the Committee presentation, which you will have heard. It’s always important that we make sure that the truth is told in this place, because people, you know, they watch in. I know there’s only a few hundred of them, but they can be easily misled. So it is an old stop, it is on the list to be upgraded and we’ll make sure, given Uncle Willie’s concerns about access there, that we can get that on the list as a priority. We’ll absolutely do that, Councillor MASSEY, but it’s important that we understand that this was not a new-built stop that was built without disability compliance.

In respect of Councillor CASSIDY’s contribution, Chair, you know, he’s just said an outright mistruth, which is that the number of stops in the city or bus stops in the city is going backwards. That’s not true. The amount of stops that are managed by Council has sometimes dropped and that is as a result of Translink taking control over of those key facilities and operating them. This is a program that Translink started 10 years ago, which was to take bus stops off Council’s hands into their own operations. They’re proceeding at a very, very slow pace of doing that, but that is the only mechanism through which stops are no longer served by Brisbane City Council, is when Translink takes them over or Translink decides that a route is no longer needing to be served by a stop and removes them under their own steam, Chair. Then Council, as the operator, will go ahead and do that.

The other thing that Councillor CASSIDY said, which just does need to be corrected, he did say Councillor HUANG in Committee said that living with a disability in Brisbane was bliss—an outrageous thing to say—an outrageous claim that he made about Councillor HUANG’s contribution. What Councillor HUANG actually said was that people living with a disability in Brisbane are blessed to have access to such an accessible transport network, when over 90% of the patronage stops are accessible and DDA complaint. That’s what he meant and he was meaning that in the way that versus other jurisdictions interstate and around Queensland, Brisbane is leading the pack. As a person living with a disability here in Brisbane, that person will have better access to public transport facilities than someone in a comparative other city or other state, so I can’t let that go.

In terms of Labor’s comprehensive mobility plan, we all know that was a tweet several months ago, a single square box of dot points. That comprehensive mobility plan, from what I’m aware, Chair, has not grown in scope or scale since and we’re yet to see any details or costings out of that comprehensive mobility plan. So we’ll wait and see what Councillor CASSIDY’s team has in store for us at the election when it comes to an actual mobility plan, but I won’t hold my breath.

Chair: Thank you, Councillor MURPHY.

We’ll now put 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, Julia Dixon, Steven Huang and Trina Massey.

#### A COMMITTEE PRESENTATION – PUBLIC TRANSPORT FACILITIES

**315/2023-24**

1. The Program Director, Program Management, Transport Planning and Operations, Brisbane Infrastructure, attended the meeting to provide an update on Council’s public transport facilities. She provided the information below.

2. As part of Council’s *Brisbane Vision 2031* (the Brisbane Vision), Council is focused on improving accessibility for each of the approximately 190,000 daily patrons who utilise Council’s bus infrastructure. Council is required to meet legislative requirements as per the *Disability and Discrimination Act 1992* (DDA)*.* As of November 2023, approximately 90% of current patrons board or alight at a DDA‑compliant bus stop.

3. Council has delivered several programs to increase or update bus infrastructure facilities. These programs and other initiatives include:

- the Bus Stop Accessibility Improvements Program (BSAIP)

- the Bus Stop Improvement Program (BSIP)

- the Bus Stop Upgrade Program (BSUP)

- access to Queensland Government grant programs, including the Passenger Transport Accessible Infrastructure Program and Bus Stop Shelter Program.

4. Prioritisation of project-led improvements are informed by:

- customer requests

- infrastructure upgrades and land use

- efficiency opportunities

- demographics, including access to community and disability services, aged care and retirement facilities

- patronage levels

- Council’s crew facilities and budget allocation.

5. The BSIP commenced in the 2017-18 financial year, with a focus on amenity improvements, including seating and shading, but was subsequently rebranded as the BSUP, facilitating a closer alignment to the Brisbane Vision.

6. The BSUP formally commenced at the end of the 2021-22 financial year and aims to deliver on Council’s ongoing commitment to legislative requirements and fulfill customer requests through the provision of accessibility and amenity upgrades. The prioritisation framework of the BSUP focuses on:

- total patronage

- vulnerable user patronage and compliance requests

- proximity to community facilities

- requests from public for new infrastructure.

7. Council is also committed to upgrading driver facilities. These upgrades aim to improve user experience and include focus areas such as:

- facility maintenance

- amenity upgrades

- increased sustainability

- reduction of chemical facilities

- QR codes utilised to track cleaning frequency and efficiency.

Other improvements include bus stop infrastructure maintenance, such as infrastructure cleansing, response to graffiti, rubbish collection and opportunistic amenity improvements.

8. Council’s network compliance strategy demonstrates a key focus on meeting the minimum standards set out in the *Disability Standards for Accessible Public Transport 2002*, with a significant emphasis on improving accessibility. A considerable increase in the cost of bus infrastructure upgrades over time has presented a challenge in the delivery of improved infrastructure. The Committee were shown graphs demonstrating the increase in patronage using DDA-compliant bus stops from 2014 to 2023, and the increase in average cost per bus stop upgrade since 2014.

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

10. **RECOMMENDATION:**

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

**ADOPTED**

#### B PETITION – REQUESTING COUNCIL PLAN FOR BETTER PUBLIC TRANSPORT IN BRISBANE

**137/220/594/229**

**316/2023-24**

11. A petition requesting Council plan for better public transport in Brisbane, was received during the Winter Recess 2023.

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

13. The petition contains 25 signatures. Of the petitioners, 22 live in the City of Brisbane, and three live outside the City of Brisbane.

14. The petitioners’ request for Council to plan for better public transport in Brisbane, is noted. Council’s *Brisbane City Plan 2014* (City Plan) includes transport mapping and strategic directions for the city. Council’s *Transport Plan for Brisbane – Strategic Directions* (the Transport Plan) was introduced in 2018 following extensive community consultation with objectives including well planned, designed and managed networks and convenient commuting.

15. Elements of the public transport network include developing a citywide trunk public transport network, providing high-quality public transport interchanges at strategic locations and high‑frequency cross-city public transport services to connect suburban areas and activity areas. The Transport Plan also aims to provide for suburban transport movements including connected access to citywide arterial networks. Council will continue to consider and make improvements to the public transport network in Brisbane, in accordance with City Plan and the Transport Plan.

16. Council is currently delivering the first stage of Brisbane Metro which will strengthen the network, ease bottlenecks and reduce congestion in the CBD and the south-eastern suburbs. Brisbane Metro brings together several transport initiatives in one innovative project including a revised network design, busway policy and operational changes, new and improved infrastructure, new high‑capacity vehicles and a new system to support more efficient operations.

17. Council, in partnership with Translink, undertook a detailed review of services to inform Brisbane’s New Bus Network and the proposed changes in the inner city and south-eastern corridor to support the introduction of Brisbane Metro services.

18. Council invited the community to have their say on Brisbane’s New Bus Network in late 2022. The feedback received has been consolidated into the Community Consultation Report which can be downloaded from Council’s website. Community and stakeholder feedback was used to help reshape the bus network changes. Council has now submitted the network to Translink for approval.

19. Brisbane Metro and Brisbane’s New Bus Network will lay the foundation for future growth for the northern and eastern suburbs, providing opportunity for more turn-up-and-go, on-time services for the rest of the network. Future stages of Brisbane Metro could see services extend to other areas including Chermside, Brisbane Airport, Capalaba (via Carindale) and Springwood. These extensions would be subject to the delivery of busway infrastructure, available funding and Queensland Government approvals. Council will continue to work with other levels of government on future stages.

20. Pricing of public transport is the responsibility of the Queensland Government through its agency Translink. However, Council has arranged with the Queensland Government to offer free off-peak travel on Council buses, CityCats and ferries to eligible Translink senior *go* card and Seniors Card *+go* holders.

Consultation

21. Councillor Ryan Murphy, Civic Cabinet Chair, Transport Committee, has been consulted and supports the recommendation.

Customer impact

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

23. The General Manager recommended as follows and the Committee agreed, with Councillor Jared Cassidy dissenting and Councillor Trina Massey abstaining.

24. **RECOMMENDATION:**

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

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/229

Thank you for your petition requesting Council plan for better public transport in Brisbane.

Your request for Council to plan for better public transport in Brisbane, is noted. Council’s *Brisbane City Plan 2014* (City Plan) includes transport mapping and strategic directions for the city. Council’s *Transport Plan for Brisbane – Strategic Directions* (the Transport Plan) was introduced in 2018, following extensive community consultation with objectives including well planned, designed and managed networks, and convenient commuting.

Elements of the public transport network includes developing a city-wide trunk public transport network, providing high-quality public transport interchanges at strategic locations and high‑frequency cross-city public transport services to connect suburban areas and activity areas. The Transport Plan also aims to provide for suburban transport movements including connected access to citywide arterial networks. Council will continue to consider and make improvements to the public transport network in Brisbane, in accordance with City Plan and the Transport Plan.

Council is currently delivering the first stage of Brisbane Metro which will strengthen the network, ease bottlenecks and reduce congestion in the CBD and the south-eastern suburbs. Brisbane Metro brings together several transport initiatives in one innovative project including a revised network design, busway policy and operational changes, new and improved infrastructure, new high‑capacity vehicles and a new system to support more efficient operations.

Council, in partnership with Translink, undertook a detailed review of services to inform Brisbane’s New Bus Network and the proposed changes in the inner city and south-eastern corridor to support the introduction of Brisbane Metro services.

Council invited the community to have their say on Brisbane’s New Bus Network in late 2022. The feedback received has been consolidated into the Community Consultation Report which can be downloaded from Council’s website. Community and stakeholder feedback was used to help reshape the bus network changes. Council has now submitted the network to Translink for approval.

Brisbane Metro and Brisbane’s New Bus Network will lay the foundation for future growth for the northern and eastern suburbs, providing opportunity for more turn-up-and-go, on-time services for the rest of the network. Future stages of Brisbane Metro could see services extend to other areas including Chermside, Brisbane Airport, Capalaba (via Carindale) and Springwood. These extensions would be subject to the delivery of busway infrastructure, available funding and Queensland Government approvals. Council will continue to work with other levels of government on future stages.

Pricing of public transport is the responsibility of the Queensland Government through its agency Translink. However, Council has arranged with the Queensland Government to offer free off-peak travel on Council buses, CityCats and ferries to eligible Translink senior go card and Seniors Card +go holders.

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

Should you wish to discuss this matter further, please contact Mr Brendan O’Keeffe, Principal Engineer Policy and Strategy, Policy, Strategy and Planning, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3403 7671.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL INSTALL IMPROVED LIGHTING ON THE MORETON BAY CYCLEWAY BETWEEN BUNGAMA STREET, DEAGON, AND ASHFORD STREET, SHORNCLIFFE

**137/220/594/230**

**317/2023-24**

25. A petition requesting Council install improved lighting on the Moreton Bay Cycleway between Bungama Street, Deagon, and Ashford Street, Shorncliffe, was presented to the meeting of Council held on 13 June 2023, by Councillor Jared Cassidy, and received.

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

27. The petition contains 12 signatures. Of the petitioners, three live in Deagon Ward and nine live in other wards in the City of Brisbane.

28. The Moreton Bay Cycleway between Bungama and Ashford Streets is identified as a Primary Cycle Route on the Bicycle network overlay in Council’s *Brisbane City Plan 2014*, and it is recognised to be an important well-used route. Attachment B (submitted on file) shows a locality map.

29. The petitioners’ request for Council to install improved lighting on the Moreton Bay Cycleway between Bungama Street and Ashford Street is noted. Council is working hard to provide a well-connected network of safe and continuous cycling routes. To enhance the safety of the bikeway network and increase cycling and walking in Brisbane, Council is continuing to install lighting in key sections of the bikeway network to improve the safety and amenity for all pathway users.

30. Council supports improved lighting on the Moreton Bay Cycleway between Bungama and Ashford Streets to improve safety for shared pathway users after hours.

31. While there is no current funded project to install improved lighting at the location, this will be considered for funding as part of a future capital works program, prioritised against other similar bikeway improvement projects across the city as funding becomes available. A funding application will be made to the Department of Transport and Main Roads under the Cycle Network Local Government Grant Program.

Consultation

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

Customer impact

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

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

35. **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:** 137/220/594/230

Thank you for your petition requesting Council install improved lighting on the Moreton Bay Cycleway between Bungama Street, Deagon, and Ashford Street, Shorncliffe.

Your request for Council to install improved lighting on the Moreton Bay Cycleway between Bungama Street and Ashford Street is noted. Council is working hard to provide a well-connected network of safe and continuous cycling routes. To enhance the safety of the bikeway network and increase cycling and walking in Brisbane, Council is continuing to install lighting in key sections of the bikeway network to improve the safety and amenity for all pathway users.

Council supports improved lighting on the Moreton Bay Cycleway between Bungama and Ashford Streets to improve safety for shared pathway users after hours.

While there is no current funded project to install improved lighting at the location, this will be considered for funding as part of a future capital works program, prioritised against other similar bikeway improvement projects across the city as funding becomes available. A funding application will be made to the Department of Transport and Main Roads under the Cycle Network Local Government Grant Program.

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

Should you wish to discuss this matter further, please contact Mr Thomas Thai, A/Public and Active Transport Manager, Policy, Strategy and Planning, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3403 3424.

Thank you for raising this matter.

**ADOPTED**

Chair: Councillor WINES, Infrastructure please.

### INFRASTRUCTURE COMMITTEE

Councillor Andrew WINES, Civic Cabinet Chair of the Infrastructure Committee, moved, seconded by Councillor Clare JENKINSON, that the report of the meeting of that Committee held on 7 November 2023, be adopted.

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

Councillor WINES: Thanks, Mr Chair. The presentation was about Fig Tree Pocket-Kenmore intersection upgrade, but before I move into that, there were some comments made during Question Time regarding Venner Road in particular and I just wanted to respond to those at this time. There was a note made that Council had undertaken an obligation that it would resurface Venner Road. I will read the items that were—the items that Council undertook to do when we contacted the Brisbane coroner.

Those items are initiate a speed limit review for Venner Road, between Fairfield Road and Ipswich Road; review the no stopping conditions at the intersections of Lagonda Street at Venner Road, Roy Street at Venner Road, Somervell Street at Venner Road, Frederick Street at Venner Road and Clara Street at Venner Road; and seek to remove or relocate as much street furniture as possible from the intersection of Venner Road at Lagonda Street and Frederick Street, including potential restriction on the use of advertising signage.

Those three things were concluded, they have occurred. Also, you’ll note in the answers to Questions on Notice on 24 October, that the Council has provided information that that speed limit review referenced here was complete. Councillors may also be interested to know that—

*Councillors interjecting.*

Chair: Just one moment, Councillor WINES.

You’ve got the call.

Councillor WINES: Councillors may also be interested to know that we are running another speed limit review on Venner Road, which is live and open at the moment. Council also has Venner Road as part of its resurfacing program and that will incur within the near future.

During Question Time, we also had a discussion about the attitude of the State Government when it came to the Federal Government cutting the Federal support for major infrastructure projects. I read in today’s *Courier-Mail* Queensland politics live blog, that the Premier has slammed the Albanese’s infrastructure cash cut and that she has hit out at the Federal Government following revelations that it would slash infrastructure funding contributions to the State and she has called on them to do the right thing. I wonder if the call that the Premier made also extends to her Council colleagues here in the Labor Party, whether they’re ever prepared to do the right thing and whether they were ever prepared—

*Councillors interjecting.*

Chair: Councillor GRIFFITHS.

Councillor WINES: I’m not sure, I missed that one, but I trust it wasn’t critical of the Premier.

*Councillors interjecting.*

Councillor WINES: Excuse me. I’m sure some people have suggested that it perhaps potentially was critical of the Premier, but I’m sure that was a mishearing, but I move on. But the Federal support for infrastructure projects is vital to make sure that they’re delivered earlier in the pipeline. With their support, we can do more work sooner and I think that’s really what it’s about. When you have massive influxes of population from the south, when you have big changes to the way people live in the city, particularly not just Brisbane City, but the Greater South East, Greater Brisbane. We have people living in west Pine Rivers, west Moreton Bay, west Caboolture, the Morayfield area and beyond. The infrastructure has to be there, it has to be there and the Federal Government stepping out of this space, the Labor Party federally stepping out of this space has been really disappointing.

That being said, today we’re going to talk—last week’s presentation was about the Fig Tree Pocket Road and Kenmore Road intersection upgrade. Safety was of course a key concern there and there were sight line issues along with many commuters who are leaving the Fig Tree Pocket peninsula, trying to enter the normal network or the main network. Between April 2018 and June 2022, there were three collisions at the intersection, the most recent being in June 2022, all of which required hospitalisation or medical treatment. Relatively recent traffic data from 2020, shows that approximately 6,000 vehicles per day travel on Fig Tree Pocket Road and approximately 15,000 vehicles each day travel on Kenmore Road, as well as over 100 pedestrians and 20 cyclists.

This data will have only increased since then, which is why it was time for an upgrade at this particular intersection to ensure the safety of the community. Additional benefits include extra space for turning lanes, to allow turning traffic without disruption of the through traffic, reducing congestion, improving safety and reducing congestion. The upgrade also facilitates extra space for cyclists, creating new pedestrian crossing opportunities. It also includes a significant work for battering and new retaining wall work.

The intersection supports a great deal of traffic from outside of the local area, largely from the Kenmore zone, also enthusiasts of the Lone Pine Koala Sanctuary. Kenmore residents are forced to use this route to avoid Kenmore roundabout, which the Queensland State Government continues, continues to avoid any meaningful work. That criticism of the Premier of the State Government—I did hear Councillor ADERMANN, and it was fair enough. Shame that they have walked away from that particular project. As Council continues to pick up the slack of the State Government, doing the hard yards by making our roads safer so that people can travel around them in a safe and effective manner, this is but one more great example. I will leave debate to the Chamber.

Chair: Thank you, Councillor WINES.

Is there any further debate?

Councillor WOLFF.

Councillor WOLFF: Mr Chair, I rise to speak of the fantastic Fig Tree Pocket Road and Kenmore Road intersection upgrade. Mr Chair, this was always a dangerous intersection, with little line of sight from either side. In addition, this little pocket is a growing area, meaning the issues that we had with this intersection would have only got worse over time. Residents of Kenmore have been forced to use this route because the State have refused to upgrade the Kenmore roundabout, thereby redirecting traffic into this intersection. Mr Chair, sadly, as Councillor WINES has already stated, there had been many reported accidents on site prior to this upgrade, meaning this was a prioritised location due to safety.

I was delighted to turn these lights on with Councillor WINES, it’s been a Councillor highlight. I’m also delighted to confirm that many from within my community, the Walter Taylor Ward, have informed me that the upgrade to this intersection is just wonderful. Traffic is better controlled, roads are safer and we have better line of sight. The vegetation and planting looks wonderful and lush, thanks to the additional rain we’ve received for the last few weeks. I commend Councillor WINES for this project, which rolled out ahead of schedule and under budget. Thank you to the Schrinner Council for prioritising funding into road projects that gets the Walter Taylor Ward residents home sooner and safer.

Chair: Thank you.

Are there any further speakers?

Being no one, Councillor WINES, summing up? No?

We will now put the 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 Fiona Hammond (Deputy Chair), and Councillors Sarah Hutton, Claire Jenkinson and Charles Strunk.

**LEAVE OF ABSENCE:**

Councillor Steve Griffiths.

#### A COMMITTEE PRESENTATION – FIG TREE POCKET ROAD AND KENMORE ROAD INTERSECTION UPGRADE

**318/2023-24**

1. The Program Director, Civil and Transport, City Projects Office, Brisbane Infrastructure, attended the meeting to provide an update on the Fig Tree Pocket and Kenmore Roads intersection upgrade in Fig Tree Pocket (the project). He provided the information below.

2. Council identified the intersection of Fig Tree Pocket and Kenmore Roads as an upgrade opportunity to improve overall efficiency and enhance safety for motorists, cyclists and pedestrians. Approximately 21,000 vehicles travel through the intersection each day providing access to Centenary Motorway, Moggill Road and Lone Pine Reserve. The project was jointly funded by the Australian Government’s Roads to Recovery Program and Council. Project design commenced in late 2022, the civil contract was awarded in May 2023 and construction activities commenced in June 2023. On 27 October 2023, the new traffic lights were switched on and road closures removed. Minor works will continue around the site until late December 2023.

3. During peak travel times, traffic queues more than 100 metres long occur due to high traffic volumes and limited sight lines. During community engagement undertaken by Council, it was identified that a high number of near misses and incidents have occurred at the intersection.

4. The project objectives provided the following improvements:

- safety for road users

- travel time and reliability

- access and connection to public transport and residential areas.

5. The main construction activities included:

- bank stabilisation works on the eastern side of Fig Tree Pocket Road

- installing traffic signals and realigning the intersection at Fig Tree Pocket Road, Kenmore Road and Errogie Place to a four-way intersection

- providing controlled crossing facilities for pedestrians and cyclists

- implementing a dedicated right-turn lane and one additional through lane on Kenmore Road on the south-west approach to the intersection

- implementing a dedicated right-turn lane from the northern side of Fig Tree Pocket Road onto Errogie Place

- relocating the outbound bus stop from the northern side to the south-eastern side of Fig Tree Pocket Road

- installing new traffic islands and centre medians at the intersection and parking restrictions on Fig Tree Pocket and Kenmore Roads

- undertaking works to existing culverts and installing new culverts

- road surfacing, line marking, landscaping and turfing.

6. The Committee was shown images of the project design, construction progress and the completed project.

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

8. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor ALLAN, City Planning 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 Lisa ATWOOD, that the report of the meeting of that Committee held on 7 November 2023, be adopted.

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

Councillor ALLAN: Thank you, Mr Chair. Before moving to the Committee report, I did want to pass comment on Councillor CASSIDY’s shallow and deceptive contribution to the E&C report. He made much of the amendments that were in that E&C report and his key point was, look, we should have been doing something more substantial in the context of City Plan amendments. But every time we bring a neighbourhood plan to this Chamber what happens? Nine out of 10, they don’t support. So this sort of notion that we should be bringing more substantial amendments through is a little bit of a furphy, because in reality, their record shows that they don’t support significant changes. More recently, the Kurilpa TLPI, a very, very significant amendment to try and bring forward housing supply, they didn’t support that either.

If Councillor CASSIDY’s worried, I can assure him that we are moving towards amendments to the City Plan, but at the moment that TLPI gives us the power that we need to support applications in that particular precinct. I think it’s disingenuous to suggest that we aren’t doing enough in this city. Now, the Queensland Government’s Land Supply Development Monitoring Report shows that Brisbane has nine years of approved supply of attached dwellings. It’s twice with the South East Queensland Regional Plan requires, so we are doing our bit, we have nine years of supply. Just last week, I mentioned that we’d approved in October over 1,000 new homes. We’ve got 142 DAs that we’re currently assessing which will give rise to 9,000 new homes, so we are definitely doing what we can to support supply in this city.

I would also note that in their much touted media statement recently, the key—and I’ll quote here, “the key role of Council is planning and unlocking supply”. Well that is what we are doing and it’s demonstrable. We have the data that supports that, so we are doing exactly what they said we should be doing, Mr Chair. Now, it is this Administration that is getting on and providing the supply and the impetus and the incentive for more homes to be built in this city. If Councillor CASSIDY was real about his desire to see more housing here, he would get in contact with his State and Federal colleagues, who are holding the big levers, to help support this particular industry.

They can help lower the cost to build homes, they can help increase the capacity to build homes in this city, but I don’t believe Councillor CASSIDY is going down the road and having those discussions. They are the key issues for housing supply in this city. The latent supply’s there, we’ve provided it. The big challenges are costs and capacity, and those are outside the remit and the control of Council. But with Labor State and Federal Governments who’ve got the levers to manage costs and capacity, Councillor CASSIDY should be directing his efforts there.

Now, Mr Chair, moving on to the report. The submission was on 321 Roghan Road, Taigum, a residential subdevelopment. The development is just over 26,000 square metres, which includes 36 residential lots, boosting much-needed housing supply in Brisbane. This is comprised of 27 lots in a community title scheme with a private road in common property. The community title scheme land involves common property, a body corporate and a community management statement. The remaining nine lots will be freehold with access from a new public road.

The development is conveniently located close to major road networks and has good access to transport, active transport services and recreation. A short walk will bring you to the city train line at the Carseldine train station, providing easy access for city commuters. 321 Roghan Road improves connectivity to surrounding areas by including a new 117-metre-long, three-metre-wide bike path and a 1.2-metre-wide concrete path for pedestrians. Aligning with Council’s Greener Suburbs program, a program that aims to improve the clean, green feel of Brisbane’s suburbs through increased tree planting and landscaping, 321 Roghan Road includes turf and street trees along the new public road.

Lots in this development will range from 263 square metres to 395 square metres, which will provide for a mix of housing, typologies and construction methods. One of the lots, of approximately 10,000 square metres, that connects with the existing green corridor network in this locality, will be dedicated for drainage and environmental purposes. Additionally, this lot will be rehabilitated with infill planting, weed treatment and exotic species management. This is another example of the Schrinner Council supporting the right mix of development in the right locations to support the needs of the growing City of Brisbane. I’ll leave further debate to the Chamber.

Chair: Thank you, Councillor ALLAN.

Is there any further debate? Being no one rising to their feet.

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

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

The voting was as follows:

AYES: 21 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Angela OWEN, Steven TOOMEY, Andrew WINES, Penny WOLFF and the Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK and Nicole JOHNSTON.

ABSTENTIONS: 1 - Councillor Trina MASSEY.

The report read as follows⎯

**ATTENDANCE:**

Councillor Adam Allan (Civic Cabinet Chair), Councillor Lisa Atwood (Deputy Chair), and Councillors Lucy Collier, Fiona Hammond and Clare Jenkinson.

**LEAVE OF ABSENCE:**

Councillor Nicole Johnston.

#### A COMMITTEE PRESENTATION – 321 ROGHAN ROAD, TAIGUM (A006111770)

**319/2023-24**

1. The General Manager, Development Services, City Planning and Sustainability, attended the meeting to provide an update on 321 Roghan Road, Taigum (the site). She provided the information below.

2. An aerial view and context map were shown to the Committee, displaying the proximity of the site to surrounding locations, including Beams and Handford Roads, Cabbage Tree Creek and Taigum Village. In accordance with *Brisbane* *City Plan 2014*, the zoning map demonstrated that the site is zoned Low‑medium density residential (two or three-storey mix).

3. The site has an area of 26,005 m2, which will be reconfigured into 36 lots with a new road, a private road and a lot for drainage and environmental purposes. Details of the lot sizes are:

- between 263 m2 and 406 m2

- widths between 10 m and 14.5 m

- arranged for a mix of housing typologies and construction methods.

All lots include minimum rectangular dimensions in accordance with the Subdivision code.

4. The site will include both freehold title and Community Title Scheme (CTS) lots. CTS land involves common property, a body corporate and a community management statement (CMS). Lots three to 29 will be part of the CTS and the private road will be located within common property. Maintenance costs of the private road will be shared between all properties and outlined in the CMS. An easement for access purposes will be provided over the private road for servicing.

5. The subdivision facilitates a wide range of housing typologies with varying lot sizes and widths. The development approval is for subdivision of the land only and no built form has been approved. The Committee were shown examples of typical small lot one and two-storey housing designs with both single and double-width garages by local Brisbane builders.

6. The development approval for the site includes provisions for:

- a new public road to extend Enborisoff Street

- a public road through the site providing access to the adjoining lot at 331 Roghan Road to facilitate future development

- a land dedication width of 6.1 m to 7.4 m for road reserve widening along Roghan Road

- access easement over the new private road to allow access for refuse vehicles.

7. The site’s streetscape upgrades include:

- a verge of between 3.75 m and 4.75 m on the new road

- a three-metre-wide concrete bicycle path

- a 117-metre-long, 1.2-metre-wide footpath for pedestrians

- turf and street trees on the new public road

- improved local connectivity.

8. The site is affected by creek flooding due to the proximity to Cabbage Tree Creek. One per cent Annual Exceedance Probability (AEP) flood levels range from 8.4 m Australian Height Datum at Roghan Road, 8 m in the middle of the site and 7.8 m at the northern boundary. All lots achieve a 0.2% AEP event (a one-in-500-year average reoccurrence interval) and the site’s development will not cause adverse flooding impacts external to the site. Additionally, the site will have a flood-free access via Enborisoff Street, and all internal roads and footpaths are above the 1% AEP flood level.

9. As the site is located next to Cabbage Tree Creek, it forms a major greenspace corridor providing habitat and an ecological corridor for a wide range of species including macropods, koalas, squirrel gliders and raptors. The development provides a good balance between vegetation retention and removal. An area of approximately 10,000 m2 has been dedicated for drainage and environmental purposes and will be rehabilitated with infill planting, weed treatment and exotic species management.

10. The site provides the following community benefits.

- Increases supply of land for housing during the current housing crisis and supports housing supply within Taigum with strong access to transport, active transport, services and recreation.

- Provides improved housing diversity for Taigum with a mix of lot sizes and titling and unlocks the development potential of the adjoining property through the provision of a public road thoroughfare.

- Provides appropriate flood immunity to mitigate flood risk and a trunk bicycle path to improve cyclist connectivity in the locality.

- Infrastructure upgrades including a new public road and land dedication for future road widening.

- Land dedication and rehabilitation within a corridor of ecological significance in Brisbane’s greenspace system.

11. The development was approved for the following reasons.

- Balances on-site constraints and achieves an outcome that addresses housing supply, conserves ecological corridors, provides trunk infrastructure and allows for the orderly development of the adjoining site.

- Creates lots of an appropriate size, dimension and arrangement consistent with the outcomes of the Low-medium density residential zone and encourages a diverse residential accommodation mix.

- Provides infrastructure and services which comply with the standards for planned infrastructure to service the site.

- The development has mitigated any risk to flooding for both this development and the wider catchment.

- Development is consistent with and does not compromise the road hierarchy in its use, function, flow or capacity by buses, pedestrians and cyclists.

- The layout of the development is functional and is serviceable by refuse and emergency vehicles.

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

13. **RECOMMENDATION:**

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

**ADOPTED**

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

### ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE

Councillor Tracy DAVIS, Civic Cabinet Chair of the Environment, Parks and Sustainability Committee, moved, seconded by Councillor Penny WOLFF, that the report of the meeting of that Committee held on 7 November 2023, be adopted.

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

Councillor DAVIS: Thank you, Mr Chair. Mr Chair, last week’s Committee presentation was about solar on Council facilities. We all know that Brisbane is the capital of the Sunshine State. There is a lot to love about our long sunny days and subtropical climate and it also means that we have an infinite 100% renewable energy source in solar power. It’s clean, green and there’s always plenty of it to go around. For many years, Council has led the way in embracing solar and I am pleased to say that, now, more than half of Council’s buildings have solar power. We have a huge diversity of assets across our portfolio and when it comes to solar, we actually go through a similar process as anyone in assessing their solar needs at home. That means that there’s not one solar solution for all buildings, with multiple types of solar to suit multiple different sites and, in fact, not all buildings are suitable for solar at all.

There are a multitude of factors to consider before selecting the solar option for the building with shading, roof structure, building age, roof size, roof alignment and the building’s use of electricity and when that electricity is used, for example. What this means is that when we’re building new facilities and infrastructure, we work to incorporate solar into the design. Like the new Rochedale Metro depot, which is by far our biggest single solar project which will generate 1.2 megawatts of renewable power every single day. The Kangaroo Point Green Bridge has also been designed to solar power its lighting and, of course, the new Everton Park Library, which my community is very excited about, will be powered by solar too. Already all of our existing bus depots and Waste Resource Recovery Centres are powered by their own solar systems and I’m happy to say that that’s the same for all three of our Environment Centres.

Mr Chair, earlier in the meeting the LORD MAYOR advised the Chamber that we received the UQ report concerning fencing options at Boundary Road.

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

**320/2023-24**

At that juncture, Councillor Tracy DAVIS moved, seconded by Councillor Sarah HUTTON, that the motion submitted by Councillor Steve GRIFFITHS at the meeting on 29 August 2023, be taken off the table.

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

Chair: Just give me one second, I’ll just advise who has spoken. Councillor GRIFFITHS has spoken and former Councillor Mackay have spoken. The mover of the motion was Councillor GRIFFITHS and it was seconded by Councillor CASSIDY.

Are there any further speakers?

Councillor DAVIS, you’ve got the call.

Councillor DAVIS: Thank you, Mr Chair. As this motion calls on the LORD MAYOR to table the report, which is now being fulfilled, the LORD MAYOR did this earlier in the meeting, as I said, and briefed the Chamber on what the recommendations are—

**Procedural motion - Motion be now put**

**321/2023-24**

Councillor Tracy DAVIS moved, seconded by Councillor Sarah HUTTON, that the motion be now put.

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

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

The voting was as follows:

AYES: 17 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Angela OWEN, Steven TOOMEY, Andrew WINES and Penny WOLFF.

NOES: 6 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Trina MASSEY and Nicole JOHNSTON.

Chair: Councillor GRIFFITHS, you do have a five-minute right of reply.

Councillor GRIFFITHS: Oh, there is a God. I’m going to love this.

*Councillors interjecting.*

Chair: DEPUTY MAYOR.

Councillor GRIFFITHS: I’m a believer.

Chair: Councillor, just one moment, just one moment, Councillor GRIFFITHS. Just turn your microphone off for a second.

DEPUTY MAYOR, Councillor MARX, we are not calling out. I make that very clear.

Councillor GRIFFITHS, you’ve got five minutes.

Councillor GRIFFITHS: Thank you, Mr Chair, and look, I was really pleased to see this report come back to Council today. It wasn’t what I was expecting and, in fact, I didn’t think we’d be seeing this report this side of the election. I accept, I accept the recommendations in this report, I’ve got a copy of the report. I was disappointed the LORD MAYOR didn’t share it with all of us, he just tabled it. But I do have a copy of the report now and what the report says is, yes, there’s plenty to be done, including, including the extension of fencing along Boundary Road. The report also says that—and it shows in the report, I think it was close to 50 koalas have been killed, 50 koalas have been killed around Whites Hill Reserve. Not just on Boundary Road, on Boundary Road they quote a much lower figure, but around the whole of Whites Hill Reserve it’s, as far as I can count, it’s 50 koalas have been killed since 2016 and—

*Councillor interjecting.*

Councillor GRIFFITHS: It does say there’s a healthy population. So this is the beginning and what this researcher, Dr Sean FitzGibbon, says is that we should—this is a starting point and we should go back and review this data and review, in conjunction with the community, what is done in the future, which I would wholeheartedly support. He also gives us options to look at in the future such as culverts, but he does say that is expensive, but he says also that they’re effective.

He makes the dual point, he makes a dual point that we are—we’re trying to keep koalas alive. So this report does not promise that there won’t be more kills on the road or on roads around the reserve, but it also says it’s about the population of koalas moving.

I accept that. I accept that and I think that’s a reasonable outcome. What we’ve been shown up here and what everyone should note, is that we have voted two times now for fencing along this road and the LNP voted against it.

*Councillors interjecting.*

Councillor GRIFFITHS: They voted it down, two times. Then we had another motion, which I put up, asking for all the research to be tabled. All the research, piles of research. There was none.

*Councillors interjecting.*

Councillor GRIFFITHS: They didn’t table any research. So this is the only—

Chair: Councillors. Just one moment, Councillor GRIFFITHS.

Councillors. Thank you.

Councillor GRIFFITHS, please continue.

Councillor GRIFFITHS: My point is this is the only research Council has got into what we’re doing in relation to koalas in Whites Hill Reserve. I think we need to be seeing more research documents underpinning the actual work that we’re doing with—done in conjunction with the community and with professionals such as this academic.

Councillor JOHNSTON: Point of order, Mr Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Would Councillor GRIFFITHS take a question?

Councillor GRIFFITHS: Yes.

Chair: Hang on.

Councillor GRIFFITHS: Sorry.

Chair: Councillor GRIFFITHS are you happy to take a question?

Councillor GRIFFITHS: Yes.

Chair: Thank you, Councillor JOHNSTON, through the Chair.

Councillor JOHNSTON: Yes, Mr Chairman, through you to—

Chair: Thank you.

Councillor JOHNSTON: —Councillor GRIFFITHS. How many times did the two local Councillors, Councillor CUNNINGHAM and Councillor ADAMS vote against fencing that has now been recommended in a scientific report?

Councillor GRIFFITHS: Disappointingly, both those Councillors, Councillor CUNNINGHAM, and I notice the DEPUTY MAYOR is out of the room, she’s always out of the room when I speak—both those Councillors voted against fencing or any additional fencing along this stretch of road. As did all of the 19 LNP Councillors in this Chamber, all of them. They also voted against giving us or tabling information because there was none.

I would suggest—and it would be great if the local Councillors, Councillor Fiona CUNNINGHAM and the Mayor—the DEPUTY MAYOR, used their SEF (Suburban Enhancement Fund) money—use the money that was given to them by the LORD MAYOR to do this fencing. Like I have done along Southeast Freeway. It should be paid for by these Councillors to show that they’re really committed to the results we’re trying to achieve here with the community.

So I’d like to thank the community for their passion. I think we need to, with the community, have a forum of these community groups, and maybe with Dr Sean FitzGibbon, to talk to each other and share ideas about how we can stop this and how we can grow our koala population and how we can do better as a Council in our areas. Thank you, Mr Chair.

*Councillor interjecting.*

Councillor MASSEY: Point of order, Chair.

Chair: Point of order, Councillor MASSEY.

Councillor MASSEY: Would Councillor GRIFFITHS take a question?

*Councillor interjecting.*

Chair: Councillor GRIFFITHS has sat down.

*Councillors interjecting.*

Chair: You’re also out of time.

*Councillor interjecting.*

Chair: We will now put the motion.

As there was no further debate, the Chair submitted the motion to the Chamber and it was declared **carried** on the voices.

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

The voting was as follows:

AYES: 23 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Clare JENKINSON, Sandy LANDERS, Kim MARX, Angela OWEN, Steven TOOMEY, Andrew WINES, Penny WOLFF and the Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Steve GRIFFITHS, Charles STRUNK, Trina MASSEY and Nicole JOHNSTON.

Chair: Councillors, are there any further speakers on Environment and Parks?

Councillor DAVIS, I think you’ve already spoken. We haven’t had any other speakers for you wrap up.

Are there any further speakers? No?

We will now put 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 Penny Wolff (Deputy Chair), and Councillors Julia Dixon, Sandy Landers and Charles Strunk.

**LEAVE OF ABSENCE:**

Councillor Steve Griffiths.

#### A COMMITTEE PRESENTATION – SOLAR ON COUNCIL FACILITIES

**322/2023-24**

1. The Manager, Water, Energy and Environmental Systems, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an update on the use of solar power systems on Council facilities. She provided the information below.

2. In recent years, Council has expanded its use of solar power as part of its commitment to carbon neutrality. In the 2022-23 financial year, almost 4,600 kilowatts of solar power capacity was installed on Council occupied sites and community facilities, which is more than 15 times the amount of solar installed during the 2016-17 financial year. Solar power systems are best suited to facilities that are in continuous operation during the daytime and have rooftops with high exposure to the sun.

3. As a result of this effort, Council:

- has 4.63 megawatts of rooftop solar installed across 127 sites

- produces more than seven gigawatt-hours annually (estimated)

- has saved over 5,500 tonnes of carbon emissions a year.

4. Solar power systems have been installed on the following Council facilities:

- waste facilities:

- 475 kilowatts

- more than 1,500 panels

- more than 700 megawatt-hours produced annually

- bus depots:

- 895 kilowatts

- more than 2,300 panels

- more than 1,300 megawatt-hours produced annually

- libraries:

- 389 kilowatts

- more than 1,100 panels

- more than 590 megawatt-hours produced annually.

5. Council monitors the use of solar across all sites remotely to see solar generation, grid consumption and grid export. Over a seven-day period, Bracken Ridge Library was able to meet 60% of its energy needs through solar.

6. A range of other Council facilities have also been identified as suitable for solar power systems. Combined, these sites host 603 kilowatts of solar capacity, contain more than 1,800 panels and produce more than 920 megawatt-hours annually. Some of these sites include:

- State Emergency Services’ depots

- Bracalba Quarry

- Brisbane Botanic Gardens Mt Coot-tha

- Brisbane Powerhouse

- Riverstage

- cemeteries

- environment centres.

7. In addition to these facilities, Council has supported clubs at leased facilities to have solar power systems installed, primarily through the Resilient Clubs Support Program. This program:

- has installed more than 2,678 solar panels across 58 clubs

- produces 1.72 gigawatt-hours annually (estimated)

- has saved approximately 1,334 tonnes of carbon emissions per year

- has reduced energy costs, allowing savings to be reinvested into clubs.

8. Rooftop solar has proven to be a cost-effective source of energy and a practical way to reduce Council’s grid electricity consumption. With 3.3 megawatts of rooftop solar already installed and an additional 1.1 megawatts expected with the upcoming Metro depot, these measures will provide ongoing savings in future operating costs.

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

10. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor MARX.

### CITY STANDARDS COMMITTEE

Councillor Kim MARX, Civic Cabinet Chair of the City Standards Committee, moved, seconded by Councillor Greg ADERMANN, that the report of the meeting of that Committee held on 7 November 2023, be adopted.

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

Councillor MARX: Thank you, Mr Chair. Before I get the substantive report on the Committee, I just want to do a couple of thank yous out to a few people. Firstly, I want to thank Councillor ADERMANN and the whole of my Committee that were there last week to run the Committee presentation and also to do the Chamber’s report.

I had a personal issue. On that note, I also want to—what I’ll do is I want to thank the QEII (Queen Elizabeth II) hospital staff. I know the hospital and health system gets a fairly bad rap from lots of people and sometimes that’s potentially warranted, I guess, I don’t know. But from my point of view, I just wanted to say thank you to all the staff at the QEII hospital. It is no exaggeration to say that the triage nurse saved my husband’s life. So I appreciate all the work that they did in that space, out there in the resus.

Moving on to more pleasant things, we also held the Halloween Adoption Sale recently. I was pleased to be told that we had adopted 56 animals out, 31 cats—which is a really good number, and eight kittens and 13 dogs and four puppies, which I think is awesome because traditionally, obviously, everyone loves little puppies and big dogs don’t get so much love. So I think I was really delighted to hear that 13 dogs have found new homes.

I also want to put a shoutout to compliance officers. They have a hard gig and they do a lot of the tough work out there in the community on our behalf. I just want to say a shoutout to them for all the hard work that they do and let them know that, as the Chair of Compliance, I absolutely appreciate everything they do.

Also want to thank—sorry, congratulate Caitlin, she was nominated for an award at a recent waste conference in Melbourne and congratulations for getting third place, which is also pretty good. I think a lot of you have had some dealings with Caitlin over the years and you will all agree with me that she’s a pretty spectacular Council officer.

*Councillors interjecting.*

Councillor MARX: Moving on to the substantive report, they did a presentation on the graffiti removal, which I’m happy to leave to the Chamber for any debate, thank you.

Chair: Thank you, Councillor MARX.

Are there any further speakers?

There being none, we will now put the report.

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

The report read as follows⎯

**ATTENDANCE:**

Councillor Greg Adermann (Deputy Chair), and Councillors Sarah Hutton, Steven Toomey and Sara Whitmee.

**LEAVE OF ABSENCE:**

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

#### A COMMITTEE PRESENTATION – GRAFFITI REMOVAL

**323/2023-24**

1. The General Manager, Public Space Operations (PSO), City Standards, Brisbane Infrastructure, attended the meeting to provide an overview on Council’s removal of graffiti on Council assets and public-facing areas. He provided the information below.

2. The Taskforce Against Graffiti (TAG) is a project listed in Program 6 – City Standards, Community Health and Safety of Council’s *Annual Plan and Budget 2023-24*. TAG activities include, but are not limited to:

- reactive services to remove graffiti in public areas

- proactive services to prevent further vandalism

- liaising with PSO and the Queensland Police Service (QPS)

- recording graffiti locations and details of incidents in SAP

- maintaining provisions of graffiti removal and cleaning products, as well as trialling new products.

3. Since 2002, more than one million pieces of graffiti have been removed.

4. In 2016, a data enrichment project was introduced to improve how data was captured by TAG. The project allowed TAG and QPS to map offences and target gang activity. The data recorded is available to QPS to assist in prosecution and cost recovery.

5. TAG’s graffiti management strategy includes:

- setting program deliverables

- providing information to PSO who exchange information with QPS

- managing agreements with external organisations to remove graffiti from public utilities

- obtaining consent and removing graffiti from private property facing Council-owned land.

6. In the 2021-22 financial year, QPS charged 114 offenders with 858 graffiti-related charges. Most of these charges were made through analysing data captured by TAG officers. PSO collaborated with TAG to assist QPS in identifying graffiti offenders through consistent recording, mapping and categorising of graffiti types and refined searches through SAP. The Committee was shown statistical data, including the number of incidents and graffiti removed per financial year.

7. In early 2023, Brisbane’s first public street art walls were launched in Ekibin Park East, Greenslopes. The preparation of the site included painting over existing graffiti and commissioning professional artists to encourage use of the walls. The street art walls are signed, showing the legal street art area.

8. Following a number of questions from the Committee, the Deputy Chair thanked the General Manager for his informative presentation.

9. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor HOWARD.

### 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 7 November 2023, be adopted.

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

Councillor HOWARD: Thank you, Mr Chair. Of course, again there is just so much to see and do in Brisbane and this week was no different. It was also a period of time when we remember those that gave up their life so that we could enjoy the beautiful city that we live in. Remembrance Day was last Saturday, I was absolutely honoured to be asked to give the address to the submariners event that was held down at New Farm.

I just want to say a huge thank you to the submariners. They have turned an area that has considerable significance to them, into something that the local community have absolutely adopted. I think that it’s a wonderful thing to see the community come together and to pay respects. Not only to the submariners but to all of those who gave the ultimate sacrifice and as always, lest we forget.

It was also a privilege to attend the Lord Mayor’s Young Environmental Leadership Award Network and to see all of the amazing work that our young people had put in to saving the environment. We are truly in great hands with our future environmentalists.

I also want to mention that the Powerhouse has partnered with Dendy and we now have the Dendy Powerhouse Outdoor Cinema. Again, I was pleased to represent the LORD MAYOR at the launch. This will be something that brings a great deal of delight right across Brisbane.

It is a fantastic park and to have an outdoor cinema is just brilliant. So I encourage everyone to have a look and to pop down. It will be open all through Christmas, I think it’s Wednesday until Sunday for the rest of the year, but it’s a great opportunity and Dendy were absolutely thrilled. It’s only the second one—I think it might be second one in Australia that they’ve partnered with. So, they were very excited for that to happen.

New Farm school had its Christmas market on the weekend. So again, that was fantastic.

Of course in terms of some of our wonderful creatives around Brisbane, the Australasian Dance Collective who, again, do the most amazing work. *Halcyon* was premiered at the Powerhouse, we had the opening night at La Boite of *IRL* by Lewis Treston. Again, local creatives doing amazing things for our city.

I was also thrilled to go along to the Growl Theatre at Windsor to see *Georgiana & Kitty: Christmas at Pemberley*. Again, this is a community organisation, a community arts group that do amazing work. I really want to say, again, a big thank you to everyone for entertaining us so beautifully.

Of course, the other big thing that happened in Brisbane last week was the launch of Christmas in Brisbane. There are just so many activities, I encourage everyone to go on to the website. I’m very sad to tell everyone that the Christmas carols down at Riverstage sold out in 30 minutes. So that was something like—last year I think it was an hour, this year it’s 30 minutes.

But what I am thrilled to tell people is that there is another opportunity for your residents to go along to Victoria Park and enjoy the carols that will be held at Riverstage. They’ll be livestreamed to Victoria Park. There’ll be some entertainment there, some food trucks. I understand that will get underway from about 4.30 in the afternoon. So please make sure that you go on to the website and let your residents know that if they’ve missed out on tickets that there is that opportunity at Victoria Park.

Finally, just before moving to the report. I want to say a big welcome to Poppy Lou Franklin who joins her sister, Audrey, to be the newest member of our Lifestyle family. Big congratulations to Dani and her husband on the newest edition to their family.

Moving to the report. We had a wrap up of the Brisbane Festival. It’s always a pleasure to have Lou and Charlie come along to our Committee and tell us all of the amazing things that took place. This year’s festival was a huge success. We think that people felt confident enough to come out and to go to many of the performances. They had over 1.7 million people attended over 1,000 performances and that’s just great statistics.

But it’s even better to know that we had two Australian and 18 world premieres, 10 Queensland performances, 1,460 Queensland-based artists and art workers, 75 arts organisations, 230 free performances, and more than 170 Aboriginal and Torres Strait Islander artists. Just amazing to think that this festival, this Brisbane Festival, just continues to get better and better. I recommend the report to the Chamber.

Chair: Thank you, Councillor HOWARD.

Are there any further speakers?

Being no one rising, we will now put the report.

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

The report read as follows⎯

**ATTENDANCE:**

Councillor Vicki Howard (Civic Cabinet Chair), Councillor Sandy Landers (Deputy Chair), and Councillors Steven Toomey, Sara Whitmee and Penny Wolff.

**LEAVE OF ABSENCE:**

Councillor Steve Griffiths.

#### A COMMITTEE PRESENTATION – WRAP UP OF BRISBANE FESTIVAL 2023

**324/2023-24**

1. The Chief Executive Officer and the Artistic Director, Brisbane Festival, attended the meeting to provide feedback on Brisbane Festival 2023 (the festival). They provided the information below.

2. The festival took place between 1 and 23 September 2023. More than 1.7 million people attended over 1,000 performances. The festival featured:

- two Australian and 18 world premiers

- 10 Queensland performances

- 1,460 Queensland-based artists and art workers

- 57 arts organisations

- 230 free performances

- more than 170 Aboriginal and Torres Strait Islander artists.

3. With ticket sales exceeding initial projections, this year’s festival recorded its strongest box office results. *Lightscape*, held at the City Botanic Gardens, was a key contributor to the success of this year’s festival, selling more than 160,000 tickets over a six-week period.

4. Festival audiences attended from the following states:

- 95.5% from Queensland

- 1.9% from New South Wales

- 1.4% from Victoria

- 1.1% from other states and territories.

5. Opening weekend drew crowds to South Bank for Nieergoo: Spirit of the Whale, a three‑dimensional multicolour drone show that lit up the skies with a captivating First Nations story.

6. *Salamander*, a world premiere dance-theatre performance, saw a warehouse at Northshore Hamilton transformed into an immersive, dream-like world through light, sound, design and movement. The performance was received with critical acclaim.

7. Bananaland, a musical comedy written by Keir Nuttall and scored by Kate Miller-Heidke, displayed the exceptional talent of local artists. Building from this success, Bananaland will feature in Sydney Festival’s 2024 program.

8. The festival’s grassroots program offered more than 230 free performances and events that gathered communities in parks and public places. These included:

- Brisbane Serenades, which were held across 23 suburbs

- Escape With Us

- West End Stories

- Common People Dance Eisteddfod.

9. The Moorooka Block Party was one of the highlights of the Brisbane Serenades series. Peggs Park, Moorooka, hosted more than 6,000 attendees in a celebration of community, music and culture. The event was well received by both performers and attendees.

10. Australian Retirement Trust Festival Garden at South Bank invited attendees to Hiromi Tango’s colourful and immersive art installation, *Hiromi Hotel: YU KA夢花 (Dream Flower).*

11. The festival’s closing concert, All Together Now, invited the community to an afternoon of music and dance in Victoria Park / Barrambin with attendees taking part in a world‑record attempt to play more than 10,000 kazoos in unison. The closing concert also featured Noise,a collaboration betweencontemporary dance company, Dancenorth, and 100 local drummers.

12. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Chief Executive Officer and Artistic Director for their informative update.

13. **RECOMMENDATION:**

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

**ADOPTED**

Chair: Councillor CUNNINGHAM, Finance and City Governance 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 7 November 2023, be adopted.

Chair: Councillor CUNNINGHAM, you have the call.

Councillor CUNNINGHAM: Thanks, Mr Chair. Our presentation last week to Committee was about the upcoming upgrade of Council’s Supplier Portal. Council has around 8,500 active suppliers and 9,000 prospective suppliers. The Supplier Portal provides businesses with notifications for new tender opportunities and quotes sought by Council to assist in the delivery of projects and services across our city.

The current portal is outdated in its user interface and in some of its functionality as well, Mr Chair. So one example of this is that currently only one email account is allowed for each supplier, to manage their profile, which can be a problem if a staff member is on leave or resigns without the business updating their details with Council first.

Some features and benefits of our new platform, which is being introduced, include the ability for suppliers to update account details at any time. Convenient management of tender opportunities and the tender process as well. Improved supplier experience and satisfaction and a faster supplier onboarding process behind the scenes, Mr Chair.

Engagement with suppliers about these changes is currently underway and the new platform will go live in early to mid-2024. I commend the report to the Chamber.

Chair: Thank you, Councillor CUNNINGHAM.

Are there any further speakers? Being none rising, we will not put the report.

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

The report read as follows⎯

**ATTENDANCE:**

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

#### A COMMITTEE PRESENTATION – SUPPLIER PORTAL UPGRADE

**325/2023-24**

1. The Chief Procurement Officer, Strategic Procurement Office, Organisational Services, attended the meeting to provide an update on the Supplier Portal upgrade. He provided the information below.

2. Council has approximately 8,500 active suppliers and 9,000 prospective suppliers. The Supplier Portal provides details of upcoming tenders and quotes, tender conditions, contracts, lodgement details and notifications, and can be accessed through Council’s website or via a web search. Suppliers primarily use the portal to register to receive email notifications of tenders and to receive and respond to business opportunities.

3. The existing self-registration process gathers standard information of each prospective supplier. In addition to registering their information, suppliers must identify categories of goods and services to ensure they receive relevant tender opportunity notifications.

4. The user interface has been updated to be more user-friendly. The self-registration process will remain accessible through Council’s website, but with a renewed landing page. After the initial registration page, the interface extends into tender notification, tender responses and supplier self-service.

5. The new portal is planned to go live early to mid-2024, and will offer a modern registration functionality to empower suppliers to maintain their own information. Some features and benefits include:

- the ability for suppliers to update account details any time

- the convenient management of tender opportunities and the tender process

- a strong understanding of Council’s overall supplier community through capturing important information about suppliers

- improved supplier experience and satisfaction

- less manual handling of information and data entry

- automated updates to supplier details

- a faster supplier onboarding process.

6. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Chief Procurement Officer for his informative presentation.

7. **RECOMMENDATION:**

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

**ADOPTED**

## PRESENTATION OF PETITIONS:

Chair: Councillors, are there any petitions?

Councillor DIXON.

Councillor DIXON: Yes, I have got a petition here. The Australian World War II Coastwatchers deserve a mainland tribute in 2024.

Chair: Thank you.

Are there any further petitions?

There being none, Councillor HUTTON, may we have a motion please?

**326/2023-24**

It was resolved on the motion of Councillor Sarah HUTTON, seconded by Councillor Charles STRUNK, that the petition as presented be received and referred to the Committee concerned for consideration and report.

The petition was summarised as follows:

|  |  |  |
| --- | --- | --- |
| **File No.** | **Councillor** | **Topic** |
| 137/220/594/266 | Julia Dixon | Requesting Council install a mainland tribute to the Australian WWII Coastwatchers. |

## GENERAL BUSINESS:

Chair: Councillors, we move on to General Business.

Are there any statements required as a result of the Office of the Independent Assessor or Councillor Ethics Committee Order?

I see no one rising.

Are there any items of General Business?

Councillor ADERMANN.

Councillor ADERMANN: Yes, thank you, Chair. I rise to speak briefly about Council’s Active School Travel initiative and in particular the achievements of a school in my ward that participated in the program for the first time this year. To say that Kenmore South State School was one of the real success stories in the program this year is an understatement.

Last Thursday night at a Civic Reception here in City Hall, the LORD MAYOR presented Kenmore South with the prestigious Active Travel School of the Year Award. When I outline their achievements, you’ll see why they were always going to be hard to beat for the award.

Chair, as we know the aim of this program is to educate and motivate students, parents and teachers to reduce car use and actively travel to and from school. At the beginning of the year, 27% of Kenmore South students used modes of transport, other than private vehicle, to attend school.

The ambitious goal of 50% was set for the year. But that was smashed by May, so it was upgraded to 65%, but that too was quickly exceeded. In August, it peaked at 71%, so who knows where it might finish by the end of this school year?

Chair, I took particular interest in this when Kenmore South was chosen to participate in school active travel for 2023. I attended a number of meetings between school leaders, parents, representatives and Council’s Active Travel team. The one thing that impressed me was the enthusiasm and passion with which teachers, students and parents embraced the objectives of this program. A number of initiatives were devised to incentivise students to participate, which led to a friendly but competitive rivalry between classes wanting to be tops in active travel for the week.

It was a proud moment to share the stage with the Deputy Principal, Robyn Cooney, and school parent, Melissa Buttigeig, to receive the trophy for Active Travel School of the Year. Kenmore South has set the bar high, but I have every confidence that they will take it to another level in 2024 and beyond.

Chair, in closing, I want to acknowledge Mrs Cooney and teachers, Kirsten Cowan and Chris Nelson, along with Mrs Buttigeig. In particular, Rebecca Blower from Council’s Active Travel team whose advice, guidance and support played a huge role in Kenmore South’s success. Finally, to the Public and Active Transport Chair, Councillor MURPHY, for his unwavering and enthusiastic support of this initiative. Thank you.

Chair: Thank you, Councillor ADERMANN.

Are there any further—Councillor GRIFFITHS.

Councillor GRIFFITHS: Oh yes, thank you, Mr Chairperson. I’ve got a few issues I’d like to talk about. Some are related to my ward and some are related to across the city. First off, I would like to acknowledge, I don’t normally do this, but I would like to acknowledge the loss of a very good friend of mine who was a mentor to me, that was Peter North. Peter lived—was a resident of Brisbane for many, many years and was also the sub Dean of the faculty of Social Work at University of Queensland.

Peter, at a time—and obviously he’s recently passed and I was pleased to be able to be there when he passed. But Peter was a social worker who took up the issue of men dying with AIDS or men living with AIDS at the time. He worked to help set up the AIDS Council in Queensland, which was a very contentious sort of idea at that time. Of course, people who were gay were seen as other.

So Peter stepped into that space as a young man and, strangely enough, he worked with the Sisters of Mercy to deliver support and health services for people with AIDS. So it was interesting that he worked with another group that supposedly persecuted people who were gay, but he actually found common ground with them and they provided very, very humane services at a time and for a group of people who were certainly marginalised. So Vale Peter, I will miss you greatly.

Secondly, I’d just like to start on a positive note with this second point and acknowledge the great work of some Council officers. Recently, I’ve had Shannon, I won’t say Shannon’s last name, step in as my PPI (Program Planning and Integration) officer. I just want to say Shannon, you’ve done a brilliant job. Shannon replaced Claire who was another very capable, very good officer.

She stepped in as a very effective person who listens very well and just, I’ve seen her work, she resolves issues very well. Not just for me, I suppose, but more so for the residents I represent and for the community. It’s really good to have Council officers around you who just have a clear commitment to the people of Brisbane and also to this organisation in delivering.

There are many Council officers out there who do that and I really have a great deal of respect for those officers and acknowledge that sometimes you work in a difficult environment. I also need to acknowledge her supervisor, Christopher. Chris has also been assisting in working to get things done. In assisting one of the more complex areas—is constant flooding in my area and there’s waterways are a bit of an issue.

So, Christopher has been helping me with Rocklea residents in terms of who owns land, what organisation owns the land and how do we get a result that clears our creeks and waterways, so that we reduce the impact of flooding on my residents—that’s particularly with Stable Swamp Creek. So I’d like to thank Christopher as well for doing that because that issue’s been going on for a number of years. So thank you for that. I’m hoping that won’t be cut in next week’s—or whenever we receive information about the cuts to the budget.

Can I just say, there are some—while we have two very effective officers, and they’ve achieved many results. I’ve seen results and I’ve met with many managers, so it’s good to be able to meet with managers and other people from the organisation. So I’ve seen lots of improvements in landscaping in our tree area, in our parks, in our roads and resurfacing, our cleansing areas of Council. I’ve been really impressed with meeting a number of managers, a number of staff who are just very keen on delivering.

I just need to say that there have been some disappointing areas and I do want to raise them here. Because it’s sort of been six, eight, 12 months with some of these issues that we aren’t getting results on. So I want to put them on the record as well to try and get results.

The first one here, and I walk past it every day and I don’t know how many times I’ve logged this through. If you’re on a wheelchair or a pram or just a walker, this raised section of footpath on Cook Street, it’s been looked at, it’s been patched up. But it think we should have a way of prioritising really bad areas that don’t just need a quick fix.

This piece in Cook Street, it’s been waiting over a year. I think where something is obviously a priority and a problem, we need to be able to get a quick and rapid response. So that would be one area that I think—it just flabbergasts me all the time. When I walk past and residents are saying well what’s Council doing? You’re a Councillor. It’s like well it’s in the system. There’s not really—there’s not many excuses for that. I have to say it has been raised numerous times by myself. As someone who has several people who have disabilities in their life, I just know how difficult that is. How difficult it is for situations and issues like that across the city.

Second thing is cleansing. Goodness knows, this has been going on for months and months and months. We do have bus stops that are really—and places outside major shopping centres that are used—they’re used by people who are homeless or people who are impacted by mental health issues. They are very unclean. I’ve raised it so many times, I get sick of raising it.

I’m told that it’s dealt with. It was disappointing to go to the ceremony for Manmeet Sharma who was the bus driver that was killed. There it is, just disgusting, the whole bus stop is covered in, not litter, but just covered in spilt drinks and juices and the whole footpath looks like a mess. I’m told that it’s cleaned weekly, in terms of pressured cleaned, but it isn’t.

I think if you’re told something is happening then it needs to happen. You expect that when you’re told something is happening that the organisation should deliver that. So I, just once again, put this out to the Administration and say I think there’s some areas we need to work on a little bit better.

Similarly, I just recently had a request for a seat outside a school. You’d think no brainer, but I have now been told there’s no money to pay for a seat on a footpath outside a school. They agree, PPI agree, that yes, it’s needed, yes, it would be a good thing, but we have no money. Really? We have no money for a Council seat on a footpath outside the school entrance? Yes, I don’t know, I would have thought that was 101 basic.

So they’re the issues that I really am—you know, they’re just a few of the issues I’m concerned about. I have gone through the organisation, I have tried to resolve it with management. I’m bringing it to the Chamber now because when I have brought it to management, I still am not getting results. So they’re the sort of things that I would like to see better action on. But to all those officers who are doing a fantastic job, keep doing it because it’s wonderful.

I am going to just say also that’s a really—I think it’s a really good outcome with the koala fencing. I’m glad the Administration did do that research and I’m glad we’ve got a change on that. It’s such a shame that we had to go through that three times, through urgency motions, to get action on that. I think residents are really exasperated by that lack of listening.

I think often what we, as Opposition, bring is not politics, it’s actually just decent stuff that we need to address as a Council. But I’m glad we’ve got those results and I look forward to seeing action as soon as possible. Thank you, Mr Chair.

Chair: Thank you Councillor.

Councillor LANDERS.

Councillor LANDERS: Thank you, Chair. I rise to speak about the Tangalooma EcoMarines program in Brisbane. Last Thursday, I had the great pleasure of attending, with some other fellow Councillors, the annual event called The Wave. It is an end-of-year, celebratory event for all the students and the teachers who have been involved in the Tangalooma EcoMarines school program.

I was honoured to collect this sponsor’s certificate on behalf of the LORD MAYOR. It was given to thank Council for their ongoing support of the Tangalooma EcoMarines. This year. there were 57 Tangalooma EcoMarine schools in Brisbane, both primary and high school. Year on year, the number of schools engaged grow and the number of primary and secondary students with a deep knowledge and practical application of sustainability also grows. So our students are literally helping us to make Brisbane clean and green.

This year, the Brisbane EcoMarines schools took on a range of sustainability projects. Just a few examples, Yeronga State High School introduced new recycling and general waste bins. They raised $300 for a turtle charity and donated more than 700 items of clothing to local shelters.

Also Kenmore State High School removed more than 52 kilograms of rubbish from Moggill Creek Catchment. They planted 1,000 trees and they held a fashion swap to reduce textile waste. Ironside State School planted 50 trees, thanks to Council’s free trees program, and they collected batteries and containers for recycling.

There are so many inspiring stories coming from the EcoMarine schools, including improving their recycling, setting up compost bins and worm farms and schools who then use the nutrients from the compost material to grow school gardens. Some of them grew food that is used in their tuckshop. Other schools set up native beehives or planted trees to increase biodiversity and look after the local waterways.

Council’s support of EcoMarines also helped them to host educational events for students. Other highlights from the program this year have included, in early May the students were lucky enough to take a trip to Moreton Island, Mulgumpin, to have a day of experiences as an EcoMarine Ambassador. In August, a career expo event for secondary school students was held and students went to a waterway health day and the wonderful end of year celebratory event, of course, last week.

So, I want to thank the Tangalooma EcoMarines organisation and the hundreds of students and their teachers who are making a real difference to Brisbane’s natural environment. All going to make Brisbane clean, green and sustainable. As we’ve mentioned before, the Schrinner Council’s aspirations for our future are reflected in the United Nations Sustainable Development Goals, where we have attained Gold Level. We are the largest carbon-neutral government organisation in Australia. I know—

*Councillor interjecting.*

Councillor LANDERS: —that our Chairs across their portfolios continue to work hard to continue this. In Councillor MURPHY’s area with the electric buses, the Metro and active travel; Councillor MARX, of course, so many ways and from recycling, reusing, reducing waste, the WasteSMART awards, which is coming up this week; Councillor WINES with recyclable products, glass and rubber, et cetera, going back into our roads; Councillor ALLAN with the environmental offset sustainable buildings, et cetera, that are required in the Kurilpa plans, of course, encourages those green strategies.

Of course Councillor ADAMS is very focused on the sustainable Olympic and Paralympic Games—

*Councillor interjecting.*

Councillor LANDERS: —in 2032. Of course, it goes without saying, of course, that Councillor DAVIS, her portfolio, with the environmental offset program, bushland acquisition and there are so many, many more. I know Councillor HOWARD with a lot of her grants that she has for our different clubs and what have you, with solar and encouraging those sort of things as well.

So you know I just want to say it’s fantastic to go along to the EcoMarines and see another example of how we’re making sure we’re clean, green and sustainable. I’ll be handing that over to you, Councillor MARX, thank you.

*Councillors interjecting.*

Chair: Thank you, Councillor LANDERS.

Councillor STRUNK.

Councillor STRUNK: Thank you, Chair.

Chair: General Business.

Councillor STRUNK: I just rise tonight to speak on one item and that’s of course on Saturday we—I think most of us had gone off to a Remembrance Day ceremony, or of course Armistice Day in North America. As usual, the sub-branch—the Forest Lake Sub‑Branch did a terrific job in pulling it all together. I’d just like to make a couple of people—I just want to acknowledge a couple of people who did a lot of the work.

Now they weren’t the only ones, there was a lot of volunteers as well, but Steve and Sharron Ford who—Steve is the President, Sharron’s the Secretary, and they live out at Jimboomba. So they come a fair distance to do all this work in my ward. I just wanted to thank them very much for all the work they did in pulling it all together, as I said.

We had a very special guest that came along, George Churchward who turned 100. Who’s been a member of the sub-branch for a number of years. Even though he now lives out at Bribie Island, he still comes across and participates. Anyways, he, as I say, he turns 100, but I’ll tell you what, he looks—I mean he could be 80. Honestly, he’s in such good shape. He usually walks unassisted and just an amazing man who did an amazing job for this country and I just pay tribute to him and all that he’s done.

Of course all of those serving men and women over the years who sacrificed their lives in many cases, of course, or who just served. It also is a time that I sort of remember my own father’s service, Archie Strunk, who was in the Pacific theatre in the Navy and around the—well one of the interesting actions, of course around Guadalcanal. If any of you know history, it was quite a theatre of war that went on for months and months and months.

Luckily enough—well, lucky for me, I suppose, my dad was serving on a destroyer that was sunk and he—only half of the crew actually survived, he was one of them, or I wouldn’t be here standing before you tonight. I always think about him and his service. I’ve been doing some research over the last few years about his service and it’s quite fascinating to keep discovering things about what he got up with between 1940, when he joined up and then when he mustered out in 1947.

So, I’d just encourage anyone who hasn’t done the research to maybe have a look at doing some of that, because it’s quite, quite rewarding and fascinating to understand what our forefathers went through during those times. Thank you, Chair.

Chair: Thank you, Councillor STRUNK.

Councillor DIXON, General Business.

Councillor DIXON: Mr Chair, I wish to rise on General Business to speak about two items. Parents and Bubs Expo and Stationery Aid. On Saturday 28 October, I hosted a Parents and Bubs Expo at Ascot Park. It was a very fun day. We had face painting, a free sausage sizzle, giant games and a Welcome to the Ward ceremony to welcome our littlest residents to the Hamilton Ward.

There was also a pop-up baby sensory and toddler sensory class for families to enjoy as well. We all know that caffeine is very important, especially when it comes to small children. So Down Syndrome Queensland operated a coffee cart on the day as well to help them raise some money.

I am so grateful to everyone who came along, either as a visitor to the expo, or those who took the opportunity to have a stall. The feedback’s been incredible and I am so pleased that families were able to connect with organisations such as Kidsafe Queensland, Triple P Parenting and we even had a collection point for Baby Give Back, which proved very popular on the day, with many families generously donating items.

So, we did have a lot of stallholders, too many to list tonight. Throughout the day we also had a range of speakers who shared their expertise on topics such as the importance of reading to your child, paediatric physio and some other kid-related areas of interest. I’d also like to thank their library for putting on several very popular story time sessions. They had a bit of a pop-up library at Ascot Park.

It’s also National Recycling Week and I’d like to chat briefly about Stationery Aid. Which is a not-for-profit established in 2020 after the founders Jan and Ali Schutt couldn’t find a way to sustainably repurpose their two sons’ stationery left over from the school year. Not willing just to chuck it in the bin, they instead took the step to create Stationery Aid, which collects unused school supplies and repurposes them into school packs for children who need them.

Their motto is ‘turn landfill into heartfill’, in fact, since they started Stationery Aid, they’ve saved the equivalent of a seven-metre by four-metre swimming pool from going to landfill, of stationery. I’m delighted that my ward office, as well as Councillor HOWARD, is now a collection point. Already, it is full at my office.

However, as we head towards the end of the school year, I will be putting the call out to Hamilton Ward residents to make sure their excess stationery makes its way to my office so that many more children in 2024 are able to start the school year with the supplies to learn. It can truly change the life of a child. Thank you.

Chair: Thank you, Councillor DIXON.

Oh, I didn’t see who popped up first.

Councillor COLLIER we’ll go with you.

Sorry, Councillor MASSEY.

Councillor COLLIER: Thanks, Chair. I just rise to speak on one item of General Business. This week is Perinatal Mental Health Week. Pregnancy and the first year of a baby’s life, which is the perinatal period, is simultaneously amazing and challenging. I know this because I’ve just gone through it myself with my beautiful daughter, Maisie.

Too many new mums experience postnatal anxiety, depression and traumatic birth. The vast majority of women actually don’t reach out for help until they are at breaking point. This year, Perinatal Mental Health Week, the theme is We’re here, uncover your village. It does take a village.

In the suburbs of Morningside Ward, we have some of the most amazing support networks. I especially want to mention the work of charity The Nurtured Village, who are local to my ward. The Nurtured Village is a grassroots support organisation that is supporting women in their homes, where they need it most. It’s a home-cooked meal; it’s hands-on, practical support; it’s connection. A friend to hold the baby while you have a shower and true connection to your community.

I am extremely proud to have The Nurtured Village. In particular, want to acknowledge founder Emma Gray, without whom, none of this amazing work would be possible and has now expanded right across the country. So, if you are silently struggling, I know reaching out can be really hard but you’re not alone, we are here, we are your village.

Chair: Thank you, Councillor COLLIER.

Councillor OWEN.

Councillor OWEN: Thank you, Mr Chair. Mr Chair, I would like to speak tonight on some local achievements, some events and services. Can I firstly start with the Waste Smart Games awards and a big shoutout to Pallara State School who I had the privilege to present $1,500 prize money to yesterday. So, they took on the challenge against 17 Brisbane Schools and can I say that they came out on top.

I’m very, very proud of my students are Pallara State School. They have been working extremely hard in this space. From things like going and visiting the landfill to truly understand what’s going on, implementing an industrial composter at the school, the classes are basically adopting individual bushtucker gardens, also the amount of acknowledgement that they give to each individual student who participates in Wrapper Free Wednesday.

Can I say, to the Council officers who were there yesterday, when they saw all of those faces of the young students displayed on the big screen as part of the assembly, they took away that initiative. Expect to see this in your local wards right across the city because they thought that that was great way of acknowledging the individual efforts right across the school.

So, a very big congratulations to Pallara State School for their continuous efforts in the environmental space and particularly for waste minimisation. It is not just the school students, it is also the P&C (Parents and Citizens’ association) who are extensively engaged in that as well.

I would also just like to reflect on my local events which have been held recently. The first is Halloween in the Park and the other is Remembrance Day. I would like to just say, through you, Mr Chair, to the LORD MAYOR, thank you for continuing the funding for Halloween in the Park. It is a great, fun outing for many residents in my community, the outfits that people come in, the costumes, it is just fantastic that people truly get into the spirit. To all of the community supporters who band together to make this a great day for the kids, thank you for all of your efforts.

In particular, Remembrance Day, it is a very sombre, respectful occasion. I would specifically like to acknowledge the school captains of Algester State School for their participation in the recent Remembrance Day service. They showed to many, that the younger generation is ready to step up and continue the legacy of showing that respect, showing the dignity that is deserved to our veterans and our service men and women who continue to serve, but also, specifically to those who have paid the ultimate sacrifice.

It’s wonderful to have many of our local community groups, we have volunteers who come and sing the national anthem, play the bugle, play the bagpipes, 25/49 RQR (25th/49th Battalion, Royal Queensland Regiment) came and did the catafalque party. To Flight Lieutenant Sam Birchall of 6 Squadron, Amberley, thank you for our flypast, it was the only one in the City of Brisbane. It was absolutely well received, and it was given the due dignity that it deserves of what that flypast does reflect.

I would also just like to take a moment—whilst we’re talking about Remembrance Day—to pay my congratulations to George Churchward. George is a wonderful gentleman who I have known for 16 years. He was the person who coordinated, with me, the memorial and the upgrade of the memorial and the amphitheatre at Forest Lake for the 100th Anniversary of Gallipoli.

He is a wonderful, wonderful man. When I was having a chat to him to personally acknowledge his 100th birthday, he was just his usual self. I do concur with Councillor STRUNK that to look at him you wouldn’t realise that he is the age he is. He is very sprightly, he is very with it and he is a great testament to what living a good life is all about. From me, as well, happy 100th birthday George. You are a great part of the community and you continue to be part of it, even though you have now moved into a retirement community.

I do also want to acknowledge the service that was held in Moorooka and echo the sentiments of many, that the loss of our bus driver Manmeet Alisher is still felt throughout our bus drivers. To all of Manmeet’s colleagues and friends and, particularly, his family, who came here from India once again, my heart is always with you. I will continue to support you as best I can. Whether that is just being there for these services and to connect with you when you need that support, that is something that I am prepared to continue to do.

It is certainly a tragedy that has rocked many, right across our Council organisation. It still continues to be that reminder every day for so many of our bus drivers. So, I think it is wonderful that we have been able to honour Manmeet’s legacy with Manmeet’s Paradise at Moorooka.

I just do thank everyone for showing Manmeet’s brother, Amit, and his sister that due respect and dignity by turning up for that service on that day. Certainly, it is going to be something that will be remembered for many, many years to come, right across our community. Thank you.

Chair: Thank you, Councillor OWEN.

Councillor MASSEY.

Councillor MASSEY: Thank you, Chair. I rise to speak on three items tonight. Firstly, to talk about Meanjin Reggae Festival which is happening this weekend as Musgrave Park. It’s a grassroot, family-friendly event with at least three sound systems, that will be going through the history of reggae; food trucks, workshops and pop-ups, plus much more.

If you haven’t checked it out, you really should it’s a really wonderful, free community event. It usually gets thousands of people there dancing in Musgrave Park. There are no fences, there’s no charge, it’s a really wonderful event. Shoutout to Chris and Marco and the team at Champion Sound.

Secondly, I rise to speak about homelessness and rough sleeping, which is obviously, of course, increasing across our city. I think we can all acknowledge that this is not only through the research that we’re receiving recently, but also quite visibly across our wards. I want to begin by thanking PSLO (Public Safety Liaison Officer) officers for the work that they’re doing, particularly at Musgrave Park and at Kurilpa Park Point.

I know it is a difficult job. Just being down there earlier today there was—I counted 27 tents, which is an increase from last week. So, it is an issue that is constantly increasing. I also wanted to thank grassroots organisations like Community Friends, Feeding 4101 and Community Union Defence League. Between these grassroots organisations, that don’t have any funding from anyone, they feed now and distribute emergency food supply to about 600 people.

Not just from the ward and this is not just to rough sleepers, but this is also to various people in households that are under food insecurity, rental stress, housing stress. So, the work that they see often goes unnoticed. But I wanted to give a really quick and heartfelt shoutout to them for the work that they are doing in community.

Lastly, I speak—because last week, late last week, I received a message from a group of grade fivers. A grade 5 class who had made a sign—had made and signed a poster asking for a ceasefire in Palestine. They asked me to deliver it to Brisbane City Council and deliver the message. I think it is incredible that a group of children can speak so proudly and openly to this as very few people in this Chamber speak about it at all and call for ceasefire.

There will be another protest this weekend, 19 November in King George Square. Last week, we had over 5,000 people at the protest and the numbers grow every week. Thank you.

Chair: Thank you, Councillor.

Are there any further items of General Business?

No one rising to their feet, I declare the meeting closed.

Thank you, Councillors.

## 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 9 November 2023)**

1. Please provide the total cost – including all staff costs – of the Brisbane City Council stall at the 2023 Ekka.
2. What compensation (of any nature) do authors receive from Brisbane City Council for participating in the Lord Mayor’s Writers in Residence series?
3. Provide a list of all projects funded from the Suburban Enhancement Fund for each Ward in Brisbane for financial years 2022/23 and 2023/24 to date.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Name** | **Street Address** | **Cost** | **Completion Date** | **Ward** |
|  |  |  |  |  |
|  |  |  |  |  |

1. As at 1 November 2023 how many properties in Brisbane are currently being used for a ‘Transitory Accommodation Purpose’?
2. As at 1 November 2023 how many properties in each Ward are classified under ratings category ‘23 – Transitory Accommodation’ (broken down by Ward)?
3. As at 1 November 2023 how many properties in each Ward are classified under rations category ‘24 – CTS Transitory Accommodation’ (broken down by Ward)?
4. In the 2023/24 financial year (to date) how much rates revenue was collected from Transitory Accommodation properties?

1. Provide a list of all stalls / events / pop-ups / activations in King George Square, including date, fees, and the name and details of the business / organisation for financial years 2022/23 and 2023/24 to date.
2. Of the 4 recommendations from Brisbane City Council’s Reconciliation Action Plan that had not yet commenced at 22 August 2023, how many have still not commenced and what specific recommendations are they?
3. Of the 464 responses to the Walkable Brisbane Strategy, how many referenced the now cut shading of the Victoria Bridge?
4. Please provide the total number of visitors to the Brisbane Metro Visitors Centre from August 2023 to date (broken down by month).
5. Please provide the final cost to Brisbane City Council for each of the live sites set up at King George Square and the Riverstage for the FIFA Women’s World Cup Semi-Final between Australia and England on 16 August 2023 and how many people attended each event (reported separately).
6. How many times did the Better Suburbs Initiative Board, the Transport and Infrastructure Futures Board and the City Standards Board meet in financial years 2022/23 and 2023/24 to date, and what was the attendance record of each Board Member?
7. Provide the total lease fees paid by Council on leasing non-Council owned assets for the 2023/24 financial year to date and a list of those assets.
8. As at 1 November 2023 what is the cost estimate for the completion of all open footpath maintenance works (identified but not yet completed)?
9. From 2 August 2023 to date, how many households have ordered new green‑top bins?
10. Provide a breakdown of applicants for bus driver positions since 31 July 2023

|  |  |
| --- | --- |
| Since 31 July 2023 how many applications for bus driver positions have been received? |  |
| How many interviews were conducted? |  |
| How many applicants were offered a position? |  |
| How many applicants accepted an offer? |  |
| Of those hired, how many are permanent FT, permanent PT and how many are casual? |  |
| Of those hired, how many are male and how many are female? |  |

1. Please provide a total spent on catering for E&C meetings for the 2023/24 financial year to date.
2. Please provide a total spent on catering for all Council related meetings / functions that were held at City Hall on 7 November 2023 (listed separately).
3. How many staff are employed at Brisbane City Council Libraries (listed by library) and list all of the role titles.
4. How many staff employed at Brisbane City Council Libraries are agency or contract staff?
5. For each business unit of Brisbane City Council list all contracts for external consultants, the value of each contract and what each contract is for, for financial years 2023/23 and 2023/24 year to date.
6. How many rates accounts, residential and commercial, were established across Brisbane in the 2023/24 financial year to date (broken down by suburb)?
7. How many Brisbane City Council bus drivers have resigned in the last 3 months?
8. How many Brisbane City Council bus drivers have resigned in the last 6 months?
9. How many Brisbane City Council bus drivers have resigned in the last 9 months?
10. How many new Brisbane City Council bus drivers have been hired in the last 3 months?
11. How many new Brisbane City Council bus drivers have been hired in the last 6 months?
12. How many new Brisbane City Council bus drivers have been hired in the last 9 months?
13. How many Brisbane City Council bus drivers have had claims approved by City Workcover in 2023?
14. How many Brisbane City Council bus drivers have had claims rejected by City Workcover in 2023?
15. Cr. James Mackay advised in Council Meeting of 05 September 2023 that Brisbane City Council was commissioning new assessment of Whites Hill Reserve and Boundary Road in relation to koala protection and fauna fencing. Please advise when this will be completed, how the findings will be published, and what this has/will cost Council?
16. Provide a list of all meetings, events, bookings of rooms etc. that were held at City Hall on 7 November 2023
17. How many contacts have been made by residents, listed by suburb, in the last 12 months regarding the non-collection of:
18. General waste bins
19. Recycling bins
20. Green top bins

| **SUBURB** | **GENERAL WASTE BINS** | **RECYLING BINS** | **GREEN TOP BINS** | **TOTAL** |
| --- | --- | --- | --- | --- |
| Acacia Ridge |  |  |  |  |
| Albion |  |  |  |  |
| Alderley |  |  |  |  |
| Algester |  |  |  |  |
| Annerley |  |  |  |  |
| Anstead |  |  |  |  |
| Archerfield |  |  |  |  |
| Ascot |  |  |  |  |
| Ashgrove |  |  |  |  |
| Aspley |  |  |  |  |
| Auchenflower |  |  |  |  |
| Bald Hills |  |  |  |  |
| Balmoral |  |  |  |  |
| Banks Creek |  |  |  |  |
| Banyo |  |  |  |  |
| Bardon |  |  |  |  |
| Bellbowrie |  |  |  |  |
| Belmont |  |  |  |  |
| Boondall |  |  |  |  |
| Bowen Hills |  |  |  |  |
| Bracken Ridge |  |  |  |  |
| Bridgeman Downs |  |  |  |  |
| Brighton |  |  |  |  |
| Brisbane Airport |  |  |  |  |
| Brisbane City |  |  |  |  |
| Brookfield |  |  |  |  |
| Bulimba |  |  |  |  |
| Burbank |  |  |  |  |
| Calamvale |  |  |  |  |
| Camp Hill |  |  |  |  |
| Cannon Hill |  |  |  |  |
| Carina |  |  |  |  |
| Carina Heights |  |  |  |  |
| Carindale |  |  |  |  |
| Carseldine |  |  |  |  |
| Chandler |  |  |  |  |
| Chapel Hill |  |  |  |  |
| Chelmer |  |  |  |  |
| Chermside |  |  |  |  |
| Chermside West |  |  |  |  |
| Chuwar |  |  |  |  |
| Clayfield |  |  |  |  |
| Coopers Plains |  |  |  |  |
| Coorparoo |  |  |  |  |
| Corinda |  |  |  |  |
| Darra |  |  |  |  |
| Deagon |  |  |  |  |
| Doolandella |  |  |  |  |
| Drewvale |  |  |  |  |
| Durack |  |  |  |  |
| Dutton Park |  |  |  |  |
| Eagle Farm |  |  |  |  |
| East Brisbane |  |  |  |  |
| Eight Mile Plains |  |  |  |  |
| Ellen Grove |  |  |  |  |
| England Creek |  |  |  |  |
| Enoggera |  |  |  |  |
| Enoggera Reservoir |  |  |  |  |
| Everton Park |  |  |  |  |
| Fairfield |  |  |  |  |
| Ferny Grove |  |  |  |  |
| Fig Tree Pocket |  |  |  |  |
| Fitzgibbon |  |  |  |  |
| Forest Lake |  |  |  |  |
| Fortitude Valley |  |  |  |  |
| Gaythorne |  |  |  |  |
| Geebung |  |  |  |  |
| Gordon Park |  |  |  |  |
| Graceville |  |  |  |  |
| Grange |  |  |  |  |
| Greenslopes |  |  |  |  |
| Gumdale |  |  |  |  |
| Hamilton |  |  |  |  |
| Hawthorne |  |  |  |  |
| Heathwood |  |  |  |  |
| Hemmant |  |  |  |  |
| Hendra |  |  |  |  |
| Herston |  |  |  |  |
| Highgate Hill |  |  |  |  |
| Holland Park |  |  |  |  |
| Holland Park West |  |  |  |  |
| Inala |  |  |  |  |
| Indooroopilly |  |  |  |  |
| Kalinga |  |  |  |  |
| Kangaroo Point |  |  |  |  |
| Karana Downs |  |  |  |  |
| Karawatha |  |  |  |  |
| Kedron |  |  |  |  |
| Kelvin Grove |  |  |  |  |
| Kenmore |  |  |  |  |
| Kenmore Hills |  |  |  |  |
| Keperra |  |  |  |  |
| Kholo |  |  |  |  |
| Kuraby |  |  |  |  |
| Macgregor |  |  |  |  |
| Mackenzie |  |  |  |  |
| Manly |  |  |  |  |
| Manly West |  |  |  |  |
| Mansfield |  |  |  |  |
| McDowall |  |  |  |  |
| Middle Park |  |  |  |  |
| Milton |  |  |  |  |
| Mitchelton |  |  |  |  |
| Moggill |  |  |  |  |
| Moorooka |  |  |  |  |
| Morningside |  |  |  |  |
| Mt Coot-tha |  |  |  |  |
| Mt Crosby |  |  |  |  |
| Mt Gravatt |  |  |  |  |
| Mt Gravatt East |  |  |  |  |
| Mt Ommaney |  |  |  |  |
| Murarrie |  |  |  |  |
| Nathan |  |  |  |  |
| New Farm |  |  |  |  |
| Newmarket |  |  |  |  |
| Newstead |  |  |  |  |
| Norman Park |  |  |  |  |
| Northgate |  |  |  |  |
| Nudgee |  |  |  |  |
| Nudgee Beach |  |  |  |  |
| Nundah |  |  |  |  |
| Oxley |  |  |  |  |
| Ransome |  |  |  |  |
| Red Hill |  |  |  |  |
| Richlands |  |  |  |  |
| Riverhills |  |  |  |  |
| Robertson |  |  |  |  |
| Rochedale |  |  |  |  |
| Rocklea |  |  |  |  |
| Runcorn |  |  |  |  |
| Salisbury |  |  |  |  |
| Sandgate |  |  |  |  |
| Seven Hills |  |  |  |  |
| Seventeen Mile Rocks |  |  |  |  |
| Sherwood |  |  |  |  |
| Shorncliffe |  |  |  |  |
| Sinnamon Park |  |  |  |  |
| South Brisbane |  |  |  |  |
| Spring Hill |  |  |  |  |
| St Lucia |  |  |  |  |
| Stafford |  |  |  |  |
| Stafford Heights |  |  |  |  |
| Stones Corner |  |  |  |  |
| Stretton |  |  |  |  |
| Sumner |  |  |  |  |
| Sunnybank |  |  |  |  |
| Sunnybank Hills |  |  |  |  |
| Taigum |  |  |  |  |
| Taringa |  |  |  |  |
| Tarragindi |  |  |  |  |
| Teneriffe |  |  |  |  |
| Tennyson |  |  |  |  |
| The Gap |  |  |  |  |
| Tingalpa |  |  |  |  |
| Toowong |  |  |  |  |
| Upper Brookfield |  |  |  |  |
| Upper Kedron |  |  |  |  |
| Upper Mt Gravatt |  |  |  |  |
| Virginia |  |  |  |  |
| Wacol |  |  |  |  |
| Wakerley |  |  |  |  |
| Wavell Heights |  |  |  |  |
| West End |  |  |  |  |
| Westlake |  |  |  |  |
| Willawong |  |  |  |  |
| Wilston |  |  |  |  |
| Windsor |  |  |  |  |
| Wishart |  |  |  |  |
| Woolloongabba |  |  |  |  |
| Wooloowin |  |  |  |  |
| Wynnum |  |  |  |  |
| Wynnum West |  |  |  |  |
| Yeerongpilly |  |  |  |  |
| Yeronga |  |  |  |  |
| Zillmere |  |  |  |  |

1. How many contacts have been lodged by residents, listed by suburb, in the last 12 months regarding grass cutting.

| **SUBURB** | **GENERAL WASTE BINS** | **RECYLING BINS** | **GREEN TOP BINS** | **TOTAL** |
| --- | --- | --- | --- | --- |
| Acacia Ridge |  |  |  |  |
| Albion |  |  |  |  |
| Alderley |  |  |  |  |
| Algester |  |  |  |  |
| Annerley |  |  |  |  |
| Anstead |  |  |  |  |
| Archerfield |  |  |  |  |
| Ascot |  |  |  |  |
| Ashgrove |  |  |  |  |
| Aspley |  |  |  |  |
| Auchenflower |  |  |  |  |
| Bald Hills |  |  |  |  |
| Balmoral |  |  |  |  |
| Banks Creek |  |  |  |  |
| Banyo |  |  |  |  |
| Bardon |  |  |  |  |
| Bellbowrie |  |  |  |  |
| Belmont |  |  |  |  |
| Boondall |  |  |  |  |
| Bowen Hills |  |  |  |  |
| Bracken Ridge |  |  |  |  |
| Bridgeman Downs |  |  |  |  |
| Brighton |  |  |  |  |
| Brisbane Airport |  |  |  |  |
| Brisbane City |  |  |  |  |
| Brookfield |  |  |  |  |
| Bulimba |  |  |  |  |
| Burbank |  |  |  |  |
| Calamvale |  |  |  |  |
| Camp Hill |  |  |  |  |
| Cannon Hill |  |  |  |  |
| Carina |  |  |  |  |
| Carina Heights |  |  |  |  |
| Carindale |  |  |  |  |
| Carseldine |  |  |  |  |
| Chandler |  |  |  |  |
| Chapel Hill |  |  |  |  |
| Chelmer |  |  |  |  |
| Chermside |  |  |  |  |
| Chermside West |  |  |  |  |
| Chuwar |  |  |  |  |
| Clayfield |  |  |  |  |
| Coopers Plains |  |  |  |  |
| Coorparoo |  |  |  |  |
| Corinda |  |  |  |  |
| Darra |  |  |  |  |
| Deagon |  |  |  |  |
| Doolandella |  |  |  |  |
| Drewvale |  |  |  |  |
| Durack |  |  |  |  |
| Dutton Park |  |  |  |  |
| Eagle Farm |  |  |  |  |
| East Brisbane |  |  |  |  |
| Eight Mile Plains |  |  |  |  |
| Ellen Grove |  |  |  |  |
| England Creek |  |  |  |  |
| Enoggera |  |  |  |  |
| Enoggera Reservoir |  |  |  |  |
| Everton Park |  |  |  |  |
| Fairfield |  |  |  |  |
| Ferny Grove |  |  |  |  |
| Fig Tree Pocket |  |  |  |  |
| Fitzgibbon |  |  |  |  |
| Forest Lake |  |  |  |  |
| Fortitude Valley |  |  |  |  |
| Gaythorne |  |  |  |  |
| Geebung |  |  |  |  |
| Gordon Park |  |  |  |  |
| Graceville |  |  |  |  |
| Grange |  |  |  |  |
| Greenslopes |  |  |  |  |
| Gumdale |  |  |  |  |
| Hamilton |  |  |  |  |
| Hawthorne |  |  |  |  |
| Heathwood |  |  |  |  |
| Hemmant |  |  |  |  |
| Hendra |  |  |  |  |
| Herston |  |  |  |  |
| Highgate Hill |  |  |  |  |
| Holland Park |  |  |  |  |
| Holland Park West |  |  |  |  |
| Inala |  |  |  |  |
| Indooroopilly |  |  |  |  |
| Kalinga |  |  |  |  |
| Kangaroo Point |  |  |  |  |
| Karana Downs |  |  |  |  |
| Karawatha |  |  |  |  |
| Kedron |  |  |  |  |
| Kelvin Grove |  |  |  |  |
| Kenmore |  |  |  |  |
| Kenmore Hills |  |  |  |  |
| Keperra |  |  |  |  |
| Kholo |  |  |  |  |
| Kuraby |  |  |  |  |
| Macgregor |  |  |  |  |
| Mackenzie |  |  |  |  |
| Manly |  |  |  |  |
| Manly West |  |  |  |  |
| Mansfield |  |  |  |  |
| McDowall |  |  |  |  |
| Middle Park |  |  |  |  |
| Milton |  |  |  |  |
| Mitchelton |  |  |  |  |
| Moggill |  |  |  |  |
| Moorooka |  |  |  |  |
| Morningside |  |  |  |  |
| Mt Coot-tha |  |  |  |  |
| Mt Crosby |  |  |  |  |
| Mt Gravatt |  |  |  |  |
| Mt Gravatt East |  |  |  |  |
| Mt Ommaney |  |  |  |  |
| Murarrie |  |  |  |  |
| Nathan |  |  |  |  |
| New Farm |  |  |  |  |
| Newmarket |  |  |  |  |
| Newstead |  |  |  |  |
| Norman Park |  |  |  |  |
| Northgate |  |  |  |  |
| Nudgee |  |  |  |  |
| Nudgee Beach |  |  |  |  |
| Nundah |  |  |  |  |
| Oxley |  |  |  |  |
| Ransome |  |  |  |  |
| Red Hill |  |  |  |  |
| Richlands |  |  |  |  |
| Riverhills |  |  |  |  |
| Robertson |  |  |  |  |
| Rochedale |  |  |  |  |
| Rocklea |  |  |  |  |
| Runcorn |  |  |  |  |
| Salisbury |  |  |  |  |
| Sandgate |  |  |  |  |
| Seven Hills |  |  |  |  |
| Seventeen Mile Rocks |  |  |  |  |
| Sherwood |  |  |  |  |
| Shorncliffe |  |  |  |  |
| Sinnamon Park |  |  |  |  |
| South Brisbane |  |  |  |  |
| Spring Hill |  |  |  |  |
| St Lucia |  |  |  |  |
| Stafford |  |  |  |  |
| Stafford Heights |  |  |  |  |
| Stones Corner |  |  |  |  |
| Stretton |  |  |  |  |
| Sumner |  |  |  |  |
| Sunnybank |  |  |  |  |
| Sunnybank Hills |  |  |  |  |
| Taigum |  |  |  |  |
| Taringa |  |  |  |  |
| Tarragindi |  |  |  |  |
| Teneriffe |  |  |  |  |
| Tennyson |  |  |  |  |
| The Gap |  |  |  |  |
| Tingalpa |  |  |  |  |
| Toowong |  |  |  |  |
| Upper Brookfield |  |  |  |  |
| Upper Kedron |  |  |  |  |
| Upper Mt Gravatt |  |  |  |  |
| Virginia |  |  |  |  |
| Wacol |  |  |  |  |
| Wakerley |  |  |  |  |
| Wavell Heights |  |  |  |  |
| West End |  |  |  |  |
| Westlake |  |  |  |  |
| Willawong |  |  |  |  |
| Wilston |  |  |  |  |
| Windsor |  |  |  |  |
| Wishart |  |  |  |  |
| Woolloongabba |  |  |  |  |
| Wooloowin |  |  |  |  |
| Wynnum |  |  |  |  |
| Wynnum West |  |  |  |  |
| Yeerongpilly |  |  |  |  |
| Yeronga |  |  |  |  |
| Zillmere |  |  |  |  |

1. Please provide a detailed list of all Brisbane City Council events or activities delivered by Brisbane Sustainability Agency, including the cost of each event during the following financial years:
2. 2020/21
3. 2021/22
4. 2022/23
5. 2023/24 to date
6. How many individual clients has the Homeless Connect team interacted with in the field excluding the standalone events held annually in the following financial years:
   * 1. 2020/21
     2. 2021/22
     3. 2022/23
     4. 2023/24 to date
7. Please provide the total amount of carry-overs from the 2022/23 financial year to the to the 2023/24 financial year for each of the Brisbane City Council program areas:
   * 1. Transport for Brisbane
     2. Infrastructure for Brisbane
     3. Clean, Green and Sustainable City
     4. Future Brisbane
     5. Lifestyle and Community Services
     6. City Standards, Community Health and Safety
     7. Economic Development
     8. City Governance
8. Please provide a list of outstanding petitions lodged with Brisbane City Council in 2023 to date and 2022, separated by year, which have not yet come to the relevant Committee for decision, including the name of the relevant Committee?
9. Please list the locations of fuel reduction burns Brisbane City Council undertook in the following financial years:
   * 1. 2020/21
     2. 2021/22
     3. 2022/23
     4. 2023/24 to date
10. How many compliance inspections were undertaken in restaurants and take away businesses in the Brisbane City Council area in the following financial years:
    * 1. 2020/21
      2. 2021/22
      3. 2022/23
      4. 2023/24 to date
11. Please provide details of the total amount of fine and infringement revenue collected by Brisbane City Council in the 2022/23 financial year and 2023/24 financial year to day, with a breakdown of the amount of all the fine types (i.e. parking fines, animal infringements, illegal dumping, overgrown land, noise etc)

|  |  |
| --- | --- |
| **TYPE OF INFRINGEMENT** | **TOTAL REVENUE** |
|  |  |
|  |  |

1. Please provide the number of instances where Brisbane City Council refused a development application where Brisbane City Council then reached a negotiated outcome with the developer in the Planning and Environment Court (as a total number and a breakdown of application type)?

|  |  |  |  |
| --- | --- | --- | --- |
| **YEAR** | **TOTAL NUMBER OF INSTANCES** | **NUMBER OF IMPACT ASSESSIBLE APPLICATIONS** | **NUMBER OF CODE ASSESSIBLE APPLICATIONS** |
| 2021 |  |  |  |
| 2022 |  |  |  |
| 2023 to date |  |  |  |

1. Please provide a list of all companies that provided professional services to Brisbane City Council during the 2022/23 financial year and 2023/24 financial year to date (by year), a summary of the services provided and the total value of contracts with each company.
2. Please provide a list of all Brisbane City Council boards and the current board members, including all remuneration paid to those members for the 2022/23 financial year and the 2023/24 financial year to date.

|  |  |  |  |
| --- | --- | --- | --- |
| **BOARD** | **MEMBER** | **2022/23** | **2023/24** |
|  |  |  |  |

1. Please provide details of the total number and cost of trees planted, broken down by category, for the following financial years:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **FINANCIAL YEAR** | **STREET TREES** | **PARKS** | **BUSHLAND** | **OTHER** |
| 2020/21 | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: |
| 2021/22 | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: |
| 2022/23 | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: |
| 2023/24 to date | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: | Number:  Total cost: |

1. How many staff (total FTE) work in communications, and list the separate roles/titles?
2. How many of the total FTE staff who work in communications are:
   * 1. Permanent
     2. Casual / temporary
     3. Contract / agency staff
3. Please advise the total amount spent on catering at meetings of the Establishment and Coordination Committee for each of the following years.

|  |  |
| --- | --- |
| **YEAR** | **TOTAL AMOUNT SPENT ON CATERING** |
| 2022 |  |
| 2023 to date |  |

1. Please provide a list of toilet facilities specifically provided for bus drivers (i.e. not in parks or shopping centres etc)

|  |  |  |  |
| --- | --- | --- | --- |
| **LOCATION** | **DATE OF LAST UPGRADE WORKS** | **COST OF LAST UPGRADE WORKS** | **DATE FACILITY WAS ORIGINALLY BUILT** |
|  |  |  |  |

1. Provide a breakdown of how the Lord Mayor has spent his $100,000 allowance in the 2022/23 and 2023/24 (year to date).
2. Provide details of each successful recipient of the Pathways out Homelessness Grant Program for the 2022/23 and 2023/24 (to date) financial years.

|  |  |  |  |
| --- | --- | --- | --- |
| **ORGANISATION** | **PROJECT** | **AMOUNT** | **WARD** |
|  |  |  |  |

1. Provide a current list (as at today) of all vacant Brisbane City Council buildings?
2. How many bus stops in the Brisbane City Council area do not meet the requirements for public transport outlined in the *Disability Discrimination Act 1992* (DDA) and associated disability standards and list their location.
3. How many staff (total FTE) work in Grants Management, and list the separate roles / titles?
4. How many of the total FTE staff who work in Grants Management are:
5. Permanent
6. Casual / temporary
7. Contract / agency staff
8. How many staff (total FTE) work in Service 6.1.1.2 Maintaining the Network Infrastructure and list the separate roles / titles?
9. How many of the total FTE staff who work in Service 6.1.1.2 Maintaining the Network Infrastructure are:
   * 1. Permanent
     2. Casual / temporary
     3. Contract / agency staff
10. How many of each of the types of vaccines that Council have available for purchase – Bexsero, dTpa and influenza – have been purchased in the last 12 months, and what is the total revenue?
11. How many businesses in total are listed on the Brisbane app?
12. How many (in total) staff work at BEDA and list the separate roles / titles?
13. Please provide a list of Council depots including information around the functions of the site, how many staff work at the site and their locations in the below table

|  |  |  |  |
| --- | --- | --- | --- |
| **DEPOT** | **ADDRESS** | **NUMBER OF WORKERS** | **FUNCTIONS** |
| *Eg. Zillmere – North Depot* | *33 Jennings Street, Zillmere* | *?* | *Eg. Storage, workplace, sandbags, vehicle depot* |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

1. How many of the staff who work in Compliance and Regulatory Services are:
   * 1. Permanent
     2. Casual / temporary
     3. Contract / agency staff

**Submitted by Councillor Trina Massey (received on 9 November 2023)**

1. How many street trees did Council plant each year for the last 4 years within each Ward.
2. How many street trees planted by Council employees or contractors have died within six months of being planted in the last 4 years within each Ward.
3. What is the yearly rate of survival for new Council Street trees over the last 8 years in each ward.
4. How many street trees did Council permit to be removed under DAs or other Council-level approvals each year for the last four years within each ward.
5. How many new skate parks has Council delivered each year for the last 8 years within each Ward.
6. How many skatepark upgrades has the council delivered each year for the last 8 years within each Ward.
7. How many council facilities in each ward currently have pokie machines installed.
8. Please list corridor studies being worked on by Brisbane City council for the 2022/23 Budget period by name.

## 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 the meeting of 7 November 2023)**

1. How many jobs are currently listed with construction across the city?

***A1.*** *11,013. Note that there can be multiple jobs logged for the same work order.*

1. How many casual staff have had their employment terminated since 17 October 2023?

***A2.*** *One. This employment ended because the staff member could not obtain the required licence to carry out their role.*

1. How many Council contractors have had their contracts terminated since 17 October 2023?

***A3.*** *Council has contracts with labour hire firms, not individual contractors. As such, Council has no visibility of the contractual status of the individuals and their employer.*

1. How many Council casuals and/or contractors have been offered permanent employment since 17 October 2023?

***A4.*** *No employees have had a change in employment status from casual to permanent employment since 17 October 2023.*

*Council is only aware of four agency workers have been appointed to a permanent Council position since 17 October 2023.*

1. How many people has Council employed on a permanent, casual or contract basis since 17 October 2023?

***A5.*** *Council has contracts with labour hire firms, not individual contractors.*

|  |  |
| --- | --- |
| ***Employment Type*** | ***Number employed/engaged*** |
| *Permanent* | *31* |
| *Casual* | *38* |

1. How many Council casual and/or contract staff have been offered permanent contracts since 17 October 2023?

***A6.*** *Council does not employ staff on permanent contracts.*

1. What consultation has been conducted by Council with any union covering Council employees since 17 October 2023 regarding the budget cuts?

***A7.***  *Council is required to engage with unions on any proposed changes that are likely to have significant effects on employees. Council’s Joint Consultative Committee meets with unions quarterly. Separate to this, other union engagement has occurred since 17 October 2023, but Council does not hold a consolidated record of all union consultation by work area.*

1. Please provide a breakdown of the staff who work/ed in the contact centre as follows:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Employer** | **2019/2020** | **2020/2021** | **2022/2023** | **2023/2024 YTD** |
| BCC Permanent |  |  |  |  |
| BCC Casual |  |  |  |  |
| BCC Contract |  |  |  |  |
| Labour hire |  |  |  |  |
| Agency |  |  |  |  |
| Other |  |  |  |  |

***A8.***

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| ***Employer*** | ***2019/2020*** | ***2020/2021*** | ***2021/2022*** | ***2022/2023*** | ***2023/2024 YTD*** |
| *BCC Permanent* | *206.5 FTE* | *203.9 FTE* | *195.7 FTE* | *195.8 FTE* | *185.3 FTE* |
| *BCC Casual* | *0* | *0* | *0* | *0* | *0* |
| *BCC Contract* | *0* | *0* | *0* | *0* | *0* |
| *Labour hire* | *0* | *0* | *0* | *0* | *0* |
| *Agency* | *0* | *0.3 FTE* | *1.5 FTE* | *0.3 FTE* | *0.2 FTE* |
| *Other\* | *5.3 FTE Temporary* | *2.2 FTE Temporary* | *2.8 FTE Temporary* | *4.3 FTE Temporary* | *0* |

1. Please provide the expected commencement and completion dates of the projects in the table below, from the 2023/24 Council Budget:

|  | | **Expected Commencement Date** | **Expected Completion Date** |
| --- | --- | --- | --- |
| **Traffic Management Plan Improvements** | | | |
| Mitchelton State School | Mitchelton |  |  |
| **Boardwalk Rehabilitation** | | | |
| City Reach Boardwalk | Brisbane City |  |  |
| Emergent Works | Various |  |  |
| Investigation and Design | Various |  |  |
| **Bridges and Culverts Reconstruction and Rehabilitation** | | | |
| Alderley Avenue Pedestrian Bridge | Alderley |  |  |
| Bowen Bridge Road | Bowen Hills/Herston |  |  |
| Breakfast Creek Pedestrian Bridge | Albion |  |  |
| Emergent Works | Various |  |  |
| Glen Kedron Lane Pedestrian Bridge | Kedron |  |  |
| Inner City Bypass | Bowen Hills |  |  |
| Investigation and Design | Various |  |  |
| Jack Pesch Bridge | Chelmer/Indooroopilly |  |  |
| Jim Soorley Bikeway | Brisbane Airport/ Nudgee Beach |  |  |
| Linkfield Road | Bald Hills |  |  |
| Miawela Street Pedestrian Bridge | Seven Hills |  |  |
| Mirrabooka Road Pedestrian Bridge | Ashgrove |  |  |
| Nathan Avenue Pedestrian Bridge | Ashgrove |  |  |
| Pacey Road | Upper Brookfield |  |  |
| Paradise Road | Willawong |  |  |
| Story Bridge | Fortitude Valley/ Kangaroo Point |  |  |
| Victoria Bridge | Brisbane City/ South Brisbane |  |  |
| Walter Taylor Bridge | Chelmer/Indooroopilly |  |  |
| Waterworks Road | Ashgrove/The Gap/ Red Hill |  |  |
| William Jolly Bridge | Brisbane City/ South Brisbane |  |  |
| Flood Damage Claims Works | Various |  |  |
| Story Bridge | Fortitude Valley/ Kangaroo Point |  |  |
| Story Bridge Restoration Project | Fortitude Valley/ Kangaroo Point |  |  |
| **Kerb and Channel** | | | |
| Alexandra Road | Clayfield |  |  |
| Algester Road | Algester |  |  |
| Aventine Street | Seven Hills |  |  |
| Bedford Street | Gordon Park |  |  |
| Bent Street | Cannon Hill |  |  |
| Blinzinger Road | Banyo |  |  |
| Booligal Street | Carina |  |  |
| Bunya Street | Eagle Farm |  |  |
| Burgess Street | Salisbury |  |  |
| Cooksley Street | Hamilton |  |  |
| Design and Emergent Works | Various |  |  |
| Douglas Street | Enoggera |  |  |
| Edinburgh Castle Road | Wavell Heights |  |  |
| Elizabeth Street | Toowong |  |  |
| Else Avenue | Pullenvale |  |  |
| Gilbert Road | Windsor |  |  |
| Gordon Street | Stones Corner |  |  |
| Greer Street | Bardon |  |  |
| Gumtree Street | Runcorn |  |  |
| Haylock Street | Wynnum |  |  |
| Hexham Street | Tarragindi |  |  |
| Hickory Street | Inala |  |  |
| Ipswich Road | Moorooka |  |  |
| Lanercost Street | Geebung |  |  |
| Large Failure Repair | Various |  |  |
| London Road | Belmont |  |  |
| London Road | Chandler |  |  |
| Marford Street | Chermside West |  |  |
| Oxley Terrace | Corinda |  |  |
| Pembroke Road | Coorparoo |  |  |
| Prospect Street | Wynnum |  |  |
| Rode Road | Chermside/ Wavell Heights |  |  |
| Shafston Avenue | Kangaroo Point |  |  |
| St Pauls Terrace | Fortitude Valley |  |  |
| Third Avenue | Sandgate |  |  |
| Toombul Road | Northgate |  |  |
| **Roads Network Resurfacing** | | | |
| Abbeville Street | Upper Mt Gravatt |  |  |
| Abbotsford Road | Bowen Hills |  |  |
| Agnew Street | Sandgate |  |  |
| Alda Street | Stafford Heights |  |  |
| Ann Street | Brisbane City |  |  |
| Arabilia Close | Chapel Hill |  |  |
| Arctic Place | Bald Hills |  |  |
| Armadale Street | St Lucia |  |  |
| Auckland Street | Wishart |  |  |
| Augustus Street | Corinda |  |  |
| Austin Street | Newstead |  |  |
| Barup Close | Middle Park |  |  |
| Beams Road | Carseldine |  |  |
| Beenleigh Road | Runcorn |  |  |
| Belmont Road | Tingalpa |  |  |
| Benhiam Street | Calamvale |  |  |
| Bent Street | Cannon Hill |  |  |
| Booligal Street | Carina/Camp Hill |  |  |
| Boundary Road | Rocklea |  |  |
| Boundary Road | Archerfield |  |  |
| Boundary Road | Richlands/Darra |  |  |
| Boyanda Street | Wishart |  |  |
| Breakfast Creek Road | Newstead |  |  |
| Brent Street | Alderley |  |  |
| Brookes Street | Bowen Hills |  |  |
| Brunswick Street | New Farm |  |  |
| Brunswick Street | Fortitude Valley |  |  |
| Bryant Street | Ashgrove |  |  |
| Buckland Road | Nundah |  |  |
| Burgess Street | Salisbury |  |  |
| Burwood Road | Everton Park |  |  |
| Canberra Street | Hemmant |  |  |
| Canterbury Close | Forest Lake |  |  |
| Chanel Crescent | Eight Mile Plains |  |  |
| Chatburn Street | Chapel Hill |  |  |
| Chatsworth Road | Coorparoo |  |  |
| Chelsea Road | Ransome/Gumdale |  |  |
| Coldridge Street | St Lucia |  |  |
| Congo Street | Westlake |  |  |
| Cooksley Street | Hamilton |  |  |
| Corbett Street | West End |  |  |
| Coronation Drive | Toowong |  |  |
| Creek Road | Murarrie |  |  |
| Didsbury Street | East Brisbane |  |  |
| Dixon Street | Sunnybank |  |  |
| Donaldson Street | Corinda |  |  |
| Douglas Street | Enoggera |  |  |
| Elliott Road | Banyo |  |  |
| Elma Street | Salisbury |  |  |
| Emergent Priority Resurfacing | Various |  |  |
| Evans Road | Salisbury |  |  |
| Fantail Street | Inala |  |  |
| Ferguson Road | Wavell Heights |  |  |
| Fig Tree Pocket Road | Fig Tree Pocket |  |  |
| Fire Hydrant Testing | Various |  |  |
| Flora Street | Stones Corner |  |  |
| Forbes Street | Hawthorne |  |  |
| Glen Kedron Lane | Kedron |  |  |
| Glindemann Drive | Holland Park |  |  |
| Gordon Street | Stones Corner |  |  |
| Grange Street | Calamvale |  |  |
| Gray Road | West End |  |  |
| Greet Street | West End |  |  |
| Gregory Street | Auchenflower/Toowong |  |  |
| Grey Street | South Brisbane |  |  |
| Gulawa Street | Chermside West |  |  |
| Hamilton Place | Bowen Hills |  |  |
| Hamilton Road | Wavell Heights |  |  |
| Hampton Street | East Brisbane/ Woolloongabba |  |  |
| Hawthorne Street | Forest Lake |  |  |
| Headfort Street | Greenslopes |  |  |
| Hicks Street | Mt Gravatt East |  |  |
| Hillsdon Road | Taringa |  |  |
| Holloway Drive | Everton Park |  |  |
| Holmes Street | Toowong |  |  |
| Humrich Place | Bald Hills |  |  |
| Illabo Court | Karana Downs |  |  |
| Inghams Place | Hemmant |  |  |
| Innovative Testing & Special Design | Various |  |  |
| Ipswich Road | Annerley/Moorooka/ Rocklea |  |  |
| Josling Street | Toowong |  |  |
| Julatten Place | Upper Kedron |  |  |
| Junction Road | Cannon Hill/Morningside |  |  |
| Kangaroo Gully Road | Anstead |  |  |
| Kelvin Grove Road | Kelvin Grove |  |  |
| Kenmore Road | Kenmore |  |  |
| Kianawah Road | Wynnum West |  |  |
| Kingsford Smith Drive | Eagle Farm/Pinkenba |  |  |
| Large Failure Repair | Various |  |  |
| Latrobe Terrace | Paddington |  |  |
| Learoyd Road | Acacia Ridge/Algester |  |  |
| Leopard Street | Kangaroo Point |  |  |
| Lillian Avenue | Rocklea |  |  |
| Lilydale Street | Archerfield |  |  |
| Logistics Place | Larapinta |  |  |
| Longland Street | Newstead |  |  |
| Lorelei Street | Manly West |  |  |
| Lynne Grove Avenue | Corinda |  |  |
| Lyons Terrace | Windsor |  |  |
| Lytton Road | Bulimba |  |  |
| Mahonia Street | Bellbowrie |  |  |
| Makorako Street | Aspley |  |  |
| Malabar Street | Wynnum West |  |  |
| Malmsey Street | Calamvale |  |  |
| Manburgh Terrace | Darra |  |  |
| Manly Road | Tingalpa |  |  |
| Marford Street | Chermside West |  |  |
| Marsala Street | Calamvale |  |  |
| Martha Street | Camp Hill |  |  |
| Martin Lane | Indooroopilly |  |  |
| McDonald Road | Windsor |  |  |
| McLennan Street | Wooloowin |  |  |
| Miskin Street | Toowong |  |  |
| Misterton Street | Fortitude Valley |  |  |
| Moffat Street | Oxley |  |  |
| Monier Road | Darra/Seventeen Mile Rocks |  |  |
| Mt Petrie Road | Mackenzie |  |  |
| Mt Gravatt Capalaba Road | Chandler |  |  |
| Murphy Road | Zillmere |  |  |
| Nardie Street | Eight Mile Plains |  |  |
| Newnham Road | Upper Mt Gravatt |  |  |
| Nicholls Street | Moorooka |  |  |
| O'Connell Close | Bellbowrie |  |  |
| Old Cleveland Road | Carina |  |  |
| O’Toole Street | Everton Park |  |  |
| Paradise Road | Willawong |  |  |
| Pavement Design Support | Various |  |  |
| Pembroke Road | Coorparoo |  |  |
| Persse Road | Runcorn |  |  |
| Pickthorne Street | Holland Park West |  |  |
| Pickwick Street | Cannon Hill |  |  |
| Preston Road | Manly West |  |  |
| Rainbow Street | Sandgate |  |  |
| Rainworth Road | Paddington |  |  |
| Rheims Street | Holland Park West |  |  |
| Ringrose Street | Stafford Heights |  |  |
| Ritchie Road | Pallara |  |  |
| Roblane Street | Windsor |  |  |
| Roche Avenue | Bowen Hills |  |  |
| Rode Road | McDowall |  |  |
| Roghan Road | Bridgeman Downs |  |  |
| Roscommon Road | Boondall |  |  |
| Roxwell Street | Ellen Grove/Forest Lake |  |  |
| Sampson Street | Annerley |  |  |
| Samuel Street | Camp Hill |  |  |
| Savages Road | Brookfield |  |  |
| Sebring Street | Holland Park West |  |  |
| Selborne Street | Mt Gravatt East |  |  |
| Shamrock Street | Gordon Park |  |  |
| Shirdon Street | Mitchelton |  |  |
| Springwood Street | Mt Gravatt East |  |  |
| Stanbrough Road | Gumdale |  |  |
| Stanley Road | Carina |  |  |
| Stanley Street | Indooroopilly |  |  |
| Stark Street | Ashgrove |  |  |
| Stimpson Street | Fairfield |  |  |
| Stradbroke Avenue | Wynnum |  |  |
| Stradbroke Street | Heathwood |  |  |
| Stuart Street | Bulimba |  |  |
| Swanwick Street | Zillmere |  |  |
| Takora Street | Middle Park |  |  |
| Taragon Street | Bald Hills |  |  |
| Timor Street | Upper Mt Gravatt |  |  |
| Tingal Road | Wynnum |  |  |
| Toohey Road | Tarragindi |  |  |
| Tozer Street | Keperra |  |  |
| Turramurra Road | Tarragindi |  |  |
| Venner Road | Annerley |  |  |
| Warrigal Road | Eight Mile Plains/ Runcorn |  |  |
| Waterford Road | Ellen Grove/Wacol |  |  |
| Webster Road | Chermside/ Chermside West |  |  |
| Wilbur Street | Holland Park |  |  |
| Wilruna Street | Wacol |  |  |
| Windsor Road | Red Hill |  |  |
| Wyandra Street | Teneriffe |  |  |
| Zillmere Road | Aspley/Zillmere |  |  |

***A9.***  *Council officers have advised they are unable to answer this question within the timeframe required by the Meetings Local Law 2001.*

1. Please provide the breakdown of Living in Brisbane costs for the following years:

|  |  |  |
| --- | --- | --- |
|  | **2019/20** | **2020/21** |
| Printing |  |  |
| Distribution |  |  |
| **TOTAL** |  |  |

***A10.*** *In 2019/20 it cost 21c to print and distribute a single Living in Brisbane newsletter. In 20/21 it cost 22c.*

|  |  |  |
| --- | --- | --- |
|  | ***2019/20*** | ***2020/21*** |
| *Printing* | *$584,555.00* | *$625,272.00* |
| *Distribution* | *$519,779.57* | *$536,853.43* |
| ***TOTAL*** | ***$1,104,334.57*** | ***$1,162,125.43*** |

1. How many of the petitions for bikeway installations/upgrades which BCC has advised they will provision in future remain unfunded, uncommitted, or no allocated funding available since 2019?
2. How many petitions for footpath installations/upgrades which BCC has advised they will provision in future remain unfunded, uncommitted, or no allocated funding available since 2019?
3. How many petitions for traffic calming which BCC has advised they will provision in future remain unfunded, uncommitted, or no allocated funding available since 2019?
4. How many petitions for road resurfacing which BCC has advised they will provision in future remain unfunded, uncommitted, or no allocated funding available since 2019?
5. How many petitions for road maintenance which BCC has advised they will provision in future remain unfunded, uncommitted, or no allocated funding available since 2019?

***A11 to A15.***

*Council officers have advised they are unable to answer this question within the timeframe required by the Meetings Local Law 2001.*

1. How many contractors/labour-hire staff are currently employed through Council contracts, excluding all Ward Office, Lord Mayor Office, Opposition Office and any other politically specific contract staff members?

***A16.*** *Council has contracts with labour hire firms, not individual contractors.*

1. How many food businesses/license holders have waited longer than 12 months for an audit of their star rating to be completed per financial year since 2019?

|  |  |
| --- | --- |
| **Year** | **Number of 12+mth wait time audits** |
| 2019/2020 |  |
| 2020/2021 |  |
| 2021/2022 |  |
| 2022/2023 |  |
| 2023/2024 YTD |  |

***A17.***

|  |  |
| --- | --- |
| ***Year*** | ***Number of 12+mth wait time audits*** |
| *2019/2020* | *1,795* |
| *2020/2021* | *1,577* |
| *2021/2022* | *587* |
| *2022/2023* | *502* |
| *2023/2024 YTD* | *Nil* |

1. How many requests/contacts have been received by the Contact Centre regarding injuries that have occurred as a result of broken or damaged footpaths per year since 2019?

|  |  |
| --- | --- |
| **Year** | **Number of contacts** |
| 2019/2020 |  |
| 2020/2021 |  |
| 2021/2022 |  |
| 2022/2023 |  |
| 2023/2024 YTD |  |

***A18.*** *The Contact Centre is unable to report on footpath-related injuries only.*

1. How many petitions for safety upgrades at intersections have initial design work underway or completed over the past 5 financial years?
2. How many petitions for safety upgrades at intersections have initial design work underway or completed over the past 2 financial years?
3. How many petitions for safety upgrades at intersections which BCC has advised they will provision in future remain unfunded, uncommitted, or no allocated funding available since 2019?

***A19 to A21.***

*Council officers have advised they are unable to answer this question within the timeframe required by the Meetings Local Law 2001.*

**RISING OF COUNCIL: 5.38pm.**

**PRESENTED: and CONFIRMED**

**CHAIR**

**Council officers in attendance:**

Victor Tan (Council and Committee Coordinator)

Dorian Maruda (A/Senior Council and Committee Officer)

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