



minutes

Brisbane City Council

Attendees:

Dawn Pearce	Joan Ritchie
Robyn Risso	Elly Emmett
Scott Leonard	Karin Hawke
Raewyn Morris	Anne Garbutt
Jevon Turner	Robyn Morris
Ruth Allen	Angela Greathead
Louise de Witt	Darren Harland
Philomena Henry	Brendon Sutherland
Tom McKerrell	Brendon Guy

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Councillor:	Councillor Kim Flessor	Northgate Ward
Council Officers:	Scott Chaseling	Acting Principal Program Officer, Urban Design
	Genevieve Searle	Public Art Officer
	Kaylene McGill	Senior Program Officer, Urban Design
	Dou Ribu	Urban Designer, Urban Design

Apologies:	Serran Buchholz	Greg Roberts
	Leanne Linard	Wes Thompson
	Lindsay Murtagh	Martin Quick
	Frank Feeney	

From: Kaylene McGill

Subject: **Banyo Suburban Centre Improvement Project**
Community Reference Group Meeting No. 1

MINUTES OF THE MEETING HELD: Wednesday 2 September 2009
Banyo Library, St Vincents Road
6.00-7.30pm

Item	Description	Action	Date
1	<p>WELCOME/INTRODUCTION</p> <p>Kaylene McGill (KM) explained that Cr Flessor was at Nundah Gold Star Reading Awards and would arrive shortly. KM outlined the agenda as follows -</p> <p>Welcome / Introduction <i>Cr Kim Flessor</i> CRG Introductions & Role <i>Kaylene McGill</i> Community Survey Feedback <i>Kaylene McGill</i> Community Meeting Feedback Summary <i>Dou Ribu</i> Civil Design Concepts <i>Dou Ribu</i> Discussion <i>All</i> Community Artist & Integrated Art <i>Genevieve Searle</i> Commissioned Artist Selection <i>Genevieve Searle</i> Discussion <i>All</i> Where to from here <i>Kaylene McGill</i></p>	Note	
1.1	CRG members introduced themselves and outlined their interest in the project. A very diverse group with some long term local residents, traders and property owners who have been active in the community for some years.	Note	

Item	Description	Action	Date
1.1	Cr Flessor welcomed the group to the meeting and thanked everyone for attending. Cr Flessor briefly outlined the aims of the SCIP project.		
2	ROLE OF COMMUNITY REPRESENTATIVE GROUP		
2.1	<p>KM explained that the group was a very good CRG, with a broad cross section representing a diverse mix of the community. KM explained that the role of the Community Representative Group (CRG) is to -</p> <p>Contribute local knowledge and raise any issues regarding the proposed works.</p> <p>Provide input into detailed design of the centre including streetscape layout, new pavement types and colour, tree + plant species, centre Identity themes and outcomes.</p> <p>Discuss issues related to the proposed improvements with other traders and residents between meetings, and report back any comments at the meetings.</p>	Note	
2.2	<p>KM explained that the CRG would meet 4 times and discuss the following items –</p> <p>CRG 1 – Review civil design options including ped crossings, ped medians and refuges. Select the type of integrated artwork and commissioned artist.</p> <p>CRG 2 Weds 14 October – Review landscape design layout. Council will seek approval from the group on the design. Meet the artists & discuss artwork concepts</p> <p>CRG 3 – Weds 18 November - Present the final plan and ask CRG for signoff on design of artworks.</p> <p>CRG 4 – March 2010 Primarily to organise the opening event and gauge the level of community involvement.</p>	Note	
3.	FEEDBACK FROM SURVEY		
3.1	<p>KM explained that the survey was sent out with the project newsletter No.1 in July and that Council had received over 200 responses. KM explained that a number of the questions and responses were used as a tool for post-evaluation of the project.</p> <p>A number of the issues raised in the survey were relevant to the implementation of the project. KM outlined the strongest messages coming through from the survey as follows -</p>	Note	
3.2	<p>Community safety - <i>How safe do you feel in Banyo shopping Centre? Are there any community problems in the shopping centre that you are aware of?</i></p> <ul style="list-style-type: none"> • Responses/key issues - vandalism, older people in particular do not feel safe at night, youth 	Note	

Item	Description	Action	Date
	hangout.		
3.3	Community Feel/Meeting places - <i>What do you think could be done to create a stronger community feel?</i> Although people felt that the shop owners & community are friendly, there are few places to meet, no shade/trees and no communal seating areas in the centre.	Note	
3.4	Centre comfort safety & access - <i>A rating of 1-5 on issues such as pedestrian safety and access, pedestrian comfort, meeting places, the quality of the shopping centre.</i> <ul style="list-style-type: none"> pedestrian comfort - lack of trees, seats and bins. Streetscape & shop fronts dirty & run down. ped safety & access - difficulty in crossing roads with heavy traffic & trucks 	Note	
3.5	Traffic- Speed, trucks and cars exiting carparks	Note	
3.6	Survey recommendations - Create community areas with seats and trees for shade, clean and tidy up the streets and shops, reduce the traffic speed, and more police presence.	Note	
3.7	Group advised that there a lot of conflicts between cars exiting carparks on boths sides of St Vincents Road.	Note	
3.7	KM explained that the SCIP project can address a number of these issues including the creation of communal/seating areas, tree planting, upgrading the streetscape and improving pedestrian crossings.	Note	
3.8	Traffic - Council's Traffic and Transport is surveying the businesses in the centre about reducing the traffic speed to 40k zone. SCIP team have met with Council's Transport section to discuss the possibility of threshold treatment at the entries to the centre to further enforce slowing down of traffic. For eg. 40k signs & linemarking or coloured road marking.	Outcomes of Traffic Survey	14/10/09 CRG 2
3.9	KM explained that if the businesses & CRG consider safety at night an issue, the SCIP team could contact police & undertake a community safety audit. Need to include private property owners, traders & Queensland Rail in audit. SCIP team to speak to traders about audit.	Community Safety Audit	TBC
4	FEEDBACK FROM THE COMMUNITY MEETING		
4.1	Project Designer Dou Ribu outlined the feedback from the workshop tasks in the community meeting as follows	Note	
4.2	Feedback from Workshop Task 1		
	What do you like about the Banyo Shops? Friendly service, proximity to home, close to train, variety of businesses, community feel, close to the library What don't you like about the Banyo Shops? Speed/noise of traffic, parking & driveway set out, lack of	Note	

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	trees & greenery, looks old and dirty, litter, footpaths in bad condition, lack of seating/community areas		
4.3	Feedback from Workshop Task 2		
	<p>Bins - spread over the centre – key areas - the Royal Parade shops, Banyo Clinic, Banyo Railway Station, and the shop frontages along St Vincents Road.</p> <p>Seats - feedback also suggests a very wide distribution, similar to seating areas</p> <p>Drinking fountain – key areas - Banyo Railway Station frontage on St Vincents Road and the northern corner of St Vincents and Tufnell Roads</p> <p>Bike racks - Banyo Railway Station (and adjacent Council-controlled footpath), Banyo Clinic & St Vincents Rd</p>	Note	
4.4	Feedback from Workshop Task 3		
	<p>Selected Trees</p> <p>Silver Trumpet Tree (Feature Under Powerlines) a mass of yellow trumpet flowers during spring, currently adjacent to Railway</p> <p>Pink Trumpet Tree (Feature No Powerlines) a mass of pink or purple flowers during spring, good shade tree, currently adjacent to Railway</p> <p>Weeping Lilly Pilly (Shade Tree) very fast-growing and low maintenance species, good shade</p>	Note	
	<p>Selected Underplanting</p> <p>Philodendron xanadu evergreen low shrub with compact, tidy growth habit, mature plants are usually around 75cm high</p> <p>Bird of Paradise the plant reaches about 1.5m in height and the flowers extend just beyond the foliage tips</p> <p>Star jasmine very good groundcover plants, fast growth</p>	Note	
4.5	<p>Q. Robin Risso (RR) queried as to why local native species were not offered for selection.</p> <p>A. KM explained that the weeping lillypilly is a native but the trumpet trees were chosen as they already exist in the centre and are a beautiful feature tree. SC indicated that the palette for street tree planting is very limited due to stringent requirements for locating trees in a footpath – powerlines, underground services etc. KM also</p>	Note	

Item	Description	Action	Date
	responded that the trees are chosen for their capacity to survive in a hostile environment – hard surfaces, nutrient runoff from the roads etc.		
5	CIVIL DESIGN OPTIONS – CROSSING POINTS		
5.1	<p>DR explained that in response to the community’s concern about the busy roads and crossings, the SCIP team has been working with Council’s Traffic and Transport (T&T) section to review ways to slow traffic and make crossings safer.</p> <p>DR explained that the team had looked at raised platforms at crossings. T&T said that it was not possible to install platforms in streets such as St Vincents Road which are designated as a ‘District Access’ road. Raised platforms are also a safety issue for large vehicles.</p> <p>Improved pedestrian crossings with build-outs, wider traffic medians/ped refuges and relocation of one crossing</p> <p>3 key crossings - Investigated 3 ped refuges – one in front of the library, one just south of Victor St on St Vincents Rd and one near the corner of Tufnell Road on St Vincents Road.</p>	Note	
5.1	Crossing points - from the Rail station over St Vincents Road, across Tufnell near the corner of St Vincents Rd and across Tufnell from the rail station.	Note	
6	CIVIL DESIGN OPTION 1		
6.1	<p>DR numbered each crossing and explained as follows-</p> <p>Crossing over St Vincents Road (No 1)</p> <ul style="list-style-type: none"> - Kerb build outs on either side of the crossing with the retention of the zebra crossing. Shortens the distance needed to cross - Removal of existing pedestrian median and fencing. Improve the appearance of the crossing. - Create more footpath space and put some distance between businesses and users to the carriageway. - Create an opportunity to install garden beds and trees to act as a barrier to passing traffic. 	Note	
6.2	<p>Crossing over Tufnell Road near the corner of St Vincents Road (No 2)</p> <ul style="list-style-type: none"> - the removal of the slip lane into St Vincents Road. shortens the distance needed to cross - Install a build-out on the corner. Create a significant public space. - Provides an opportunity to create a seating area - Large public space creates an opportunity to significantly green the centre and make it more attractive with tree planting and garden beds. - Highly recommended by Transport & Traffic that 	Note	

Item	Description	Action	Date
	<p>fencing is installed on the corner of St Vincent & Tufnell to stop pedestrians trying to cut corner (Opportunity for artwork balustrades with preferred under planting, star jasmine)</p> <ul style="list-style-type: none"> - taxi rank moved further south closer to supermarket entrance. 		
6.3	<p>Crossing over Tufnell Road to Banyo Rail Station (No 3)</p> <ul style="list-style-type: none"> - Relocate crossing away from the rail crossing and driveways to improve safety. Vehicles can turn after crossing rail and have an area to store while waiting for pedestrians to cross - Create a wider pedestrian refuge with gardens for a more attractive crossing - Disadvantage of option – loss of some carparking -relocated to opposite side of the road. - SCIP team exhausted all possible options to not have to lose carparks in this location while still providing the safest crossing option. - To make up for the loss of a few parks, discussed limited parking time instead of unregulated. 	Note	
7	CIVIL DESIGN OPTION 2 – ST VINCENTS ROAD		
7.1	<p>DR explained that there is a second option for crossing points in St Vincents Road, which considers 3 pedestrian refuges.</p> <ul style="list-style-type: none"> – Existing crossing outside the Banyo Library – Proposed crossing outside the Banyo Central Deli – Existing crossing in front of Sandy Thompson Real Estate. Option 2 removes the zebra crossing so all three pedestrian refuges can be “read” consistently. This avoids creating a potentially dangerous crossing environment by confusing drivers as to where to expect pedestrians to cross. 	Note	
7.2	<p>DR compared the two options for St Vincents Road.</p> <ul style="list-style-type: none"> - Option 1 - buildout with a pedestrian crossing. The existing pedestrian refuge outside the library is retained. - Option 2 – Total of 3 pedestrian refuges. One existing pedestrian refuge outside the library is retained. 	Note	
7.3	<p>DR discussed the pros and cons for each presented option for the St Vincents Road crossing outcomes</p> <p>OPTION 1</p> <p>Pros</p> <ul style="list-style-type: none"> - The buildouts create more footpath space and therefore areas for trees and garden beds - The buildouts put more space between the traffic 	Note	

Item	Description	Action	Date
	<p>and adjacent businesses. Trees and garden beds also screen pedestrians from passing traffic.</p> <ul style="list-style-type: none"> - The removal of the fence around the existing pedestrian refuge would make the crossing more attractive - The zebra crossing is retained. <p>Cons</p> <ul style="list-style-type: none"> - Doesn't address the issue of informal pedestrian movement across St Vincents Road between the existing crossings. - Pedestrian refuge is removed to make room for the buildout – could potentially create conflicts with disabled, elderly or infirmed users that require the median refuge for rest <p>OPTION 2</p> <p>Pros</p> <ul style="list-style-type: none"> - 3 ped crossings create more opportunities to safely cross - Removing the zebra crossing and creating a pedestrian refuge is a more effective traffic-calming instrument as the onus is on the pedestrian to cross with caution (removing the tendency for users to assume that traffic will stop at a zebra crossing) - Opportunity to stop mid crossing and only having to negotiate one lane of traffic at a time <p>Cons</p> <ul style="list-style-type: none"> - The zebra crossing at the first crossing must be removed. All crossings are to be the same. - All crossings cannot be a zebra crossing as they are located too close together - Once removed, it is very difficult to obtain a warrant to reinstate a zebra crossing. Traffic experts consider crossings as dangerous as people tend to think cars will automatically stop at a crossing. - An additional ped refuge would add to the issue of pedestrian safety on footpaths with vehicles being pushed further away from the middle of the carriageway and closer into public domain - The additional ped refuge will remove a number of on-street carparks 		
8	DISCUSSION ON CIVIL OPTIONS		
8.1	<p>Q. Why are the existing zebra crossings so close together OK?</p> <p>A. DR explained that it is an existing condition, but if we change it must be done to standard.</p>	Note	
8.2	Q. Are both Tufnell and St Vincents Roads 'District Access' Roads	Note	

Item	Description	Action	Date
	A. Both are district access roads		
8.3	Q. A number of people raised the problem of congestion and safety with the number of vehicles coming in and out of private carparks onto St Vincents Road in peak hour. A. SCIP team to ask traffic engineers to review the driveway crossovers on St Vincent Road	Civil design of crossovers	14/10/09 CRG2
8.4	Q. Keep carparking to one side of the road? Q. Or clear zones during peak hours A. SCIP team to ask traffic engineers to review regulation and set out of carparking on St Vincents Road in relation to crossings. All of these issues need to be reviewed as a whole.	Civil design parking	14/10/09 CRG2
8.5	Recommended keeping car parking outside the deli	Note	
8.6	Q. Is it possible to create buildout outside Railway corner? A. KM considered this option may not be possible owing to the constraints of rail crossing. SCIP team to review	Civil design buildout	14/10/09 CRG2
8.7	Q. Possible to create two zebras with a buildout and a ped refuge A. All crossings need to be the same, zebra crossings cannot be located close together	Note	
8.8	Q. Is it possible to provide more parallel parks since a lot of businesses rely on convenience parking. A. SC explained that it is possible to review ways to include more parking by kerb reconfiguration and regulating parking	Civil design parking	14/10/09 CRG2
8.9	Q. SC asked if the group would like to Option 1 with the buildout and Zebra crossing near the corner of Tufnell and then another buildout half way between the zebra and ped refuge outside the library. This would be a 'combination' of the strategies and the SCIP team would have to ask the traffic engineers if it is possible? A. Many of the group thought this was a good way forward.	Civil design option 1 with buildouts	14/10/09
9.	CENTRE IDENTITY – INTEGRATED & COMMUNITY ART		
9.1	Genevieve Searle (GS) outside the feedback from Task 4 of the Community Workshop.	Note	
9.2	The key theme is District History, followed by Natural Environment and then Community Networks.	Note	
9.3	The favoured material for the artist to work with is stone, followed by timber, then ceramic and lastly metal.	Note	
9.4	GS explained that the community artist would be Jamie	Note	

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	McLean who painted the Banyo Library mural. Genevieve explained that a community artist works differently to a commissioned artist in that they act as a 'conduit' for the community's ideas and themes. GS showed examples of Jamies work including a seat, notice board, bollards and tree rails.		
9.5	GS then showed images of different 'integrated artwork' that Jamie along with the community could create. These included seats, stools, balustrades and notice boards. GS explained how some of the integrated artwork is made. For eg. in the making of the stools, a number of school groups and local organisations had workshops, created images and the artists used those ideas and images to create the stools.	Note	
9.6	Q. GS asked the group which of the integrated art would they like to see in Banyo? A. Group supported a mix of stools and seats. Generally liked the balustrade with the wire and the potential to grow a vine on the wire. Liked that the wire could not be graffitied	Note	
9.7	Q. GS asked the group if the artist should come to the next meeting with some sketch designs for integrated artwork and then the group could make a decision. A. Group agreed that this was a good option. After more discussion, the first preference is the balustrade, then a mix of seating and lastly a notice board.	Integrated Artwork Sketches	14/10/09 CRG2
10	CENTRE IDENTITY – COMMISSIONED ART		
10.1	GS explained that the feedback from the community meeting was that the community prioritised the materials to be used for the artwork is stone. GS showed images from two artists, HC Fong and L Noonan who create art together and from another artist, Craig Medson. GS explained the artists history and quality of work and asked the group to select an artist for Banyo.	Note	
10.2	Q. GS asked the group to select a commissioned artist for Banyo A. The group discussed the different artists works. It was agreed that HC Fong and L Noonan showed the greatest variety and adaptability in their work whereas Craig Medson's work was very similar. GS agreed that Fong & Noonan have a great capacity to adapt to different communities and understand the themes and ideas in different contexts.	Commissioned Artwork Concepts	14/10/09 CRG2

Item	Description	Action	Date
	A. CRG agreed that Fong & Noonan should be commissioned for Banyo		
11.	WHERE TO FROM HERE?		
11.1	KM explained that the next Community Representative Group #2 would be held Wednesday 14 October 2009 at the Banyo Library 6.00pm – 7.30pm to discuss - <ul style="list-style-type: none"> • Concept plan • CRG to review streetscape layout, planting and pavement design • Integrated or community art concepts • Public Art 	Note	