

erside proposal, however, there are issues seemingly

ignored by the local council, including who will pay

side Drive project.

should have been funded by

wonderful park.

Road 'puts lives at risk'

SAFETY CONCERNS: RESIDENTS UNHAPPY AS TRUCKS SWAMP ROAD

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FREED-UP Locals say trucks making up to 1500 trips each day along residential Venner Rd are putting lives at risk. Local resident Dr Geoffrey Copland has been campaigning for a freight bypass around the road for 10 years. "Show me a road that's more dangerous," he said.

"The issue is the unique layout of the road, in that it is a continuous, straight road that runs down hill". He said there were no lights to slow traffic and he feared for pedestrians.

Cr Nicole Johnston (Tennyson) said the Council had been aware of the issue for years, and in 2009 she and Cr Graham Quirk agreed a freight bypass would be built between Fairfield Rd and



TOUGH CALL: Cr Nicole Johnston and Deputy Mayor Cr Graham Quirk at Venner Rd in 2009.

Ipswich Rd. But the bypass was excluded in the BCC's plan for the area for the next 20 years, she said.

LNP candidate for

Tennyson Matt Brodie said in 2009 Cr Quirk said the \$50-\$100 million project was "probably some years off" predicting a start date of

"about five years plus". "However, the freight study does identify the project as important for residents in the vicinity of

Venner Road particularly, and I agree," Mr Brodie said council delivered resurfacing and safety refuges as short term improvements.

Balancing parking meter issues with local business needs

WEST END: ARE PARKING METERS APPROPRIATE FOR THE AREA?

FRANCIS QUINNIVAN, LNP:

The need for a regulated parking policy is one area where the current councillor and I can agree - Cr Abrahams is on the record sup-

porting parking restrictions being in place to assist local residents and businesses. (Quest Newspapers, 2009).

It is also a matter of public record that all Labor councillors voted to buy 878 new parking meters in 2009. My personal view is that a local parking policy should pro-

vide a competitive balance between the increasing demand for on-street parking and better local traffic management solutions. Like Team Quirk's hugely successful City Glider.

The number of parking meters is excessive. New parking meters were installed in residential streets away from shopping centres. But residents object to paying the meters. This has led to the displacement of the parking problem to other streets. The number of shops dropped dramatically and they have not yet re-

turned. We would remove meters from the main streets of shopping centres and replace them with free, short term enforced parking. We would also remove the meters from residential streets if supported by the majority of residents and consult business owners.

Council and Translink refer to increase the frequency of the Yeronga bus services, and last year QRail closed Tennyson Rail Station.

a terminal

TENNYSON WARD: SHOULD COUNCIL BUILD A CITYCAT TERMINAL?

MATT BRODIE, LNP: When the tennis centre was built at Tennyson an extension to the CityCat service was considered but it was determined that it wasn't physically possible because that part of the river is too shallow and narrow.

Also, a CityCat at this point would be an inefficient form of public transport for commuters compared to trains and buses - it take 34 minutes to get from the University to Riverside Terminal now, so it would be around an hour to the City from Tennyson even if it was feasible.

NICOLE JOHNSTON INDEPENDENT: Extending Brisbane's successful CityCat service upstream to Fairfield, Yeronga, Tennyson and Graceville will boost public transport and reduce traffic congestion. There are also major tourism and recreational benefits, with local residents and visitors able to access spectacular river reaches, parkland and the Tennis Centre at Tennyson.

This initiative is not supported by the LNP. It will be expensive and there are environmental safeguards needed to protect the river, but this is an investment worth making.