



**Brisbane Central Business District Bicycle User Group
(CBD BUG)**

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The Honourable Mark Bailey MP
Minister for Transport and Main Roads
GPO Box 2644
BRISBANE QLD 4001

Via email: transportandmainroads@ministerial.qld.gov.au

Dear Minister Bailey

The CBD BUG is writing to you regarding the success of carrying bikes on peak hour trains and the need for better integration of cycling into bus stops.

Bikes on Peak Hour Trains

The CBD BUG would like to thank you for listening to the cycling demographic when asked and allowing bicycles on peak hour (SEQ) train services. This change has been embraced by the public with their enthusiasm seeing some services carrying more bicycles than permitted under the guidelines. In view of this observed usage level we ask that these guidelines be reviewed to allow more bicycles to be permitted to be carried per train.

Signage at stations

Anecdotally there appears to be an increase in the number of people travelling with bikes on out of peak SEQ trains since the implementation of peak hour guidelines. Part of this could be due to the public having confidence they (and their bike) can get home when they need to but it could be also due to the signs that have been applied to platforms throughout SEQ (Figure 1). The benefit of these signs is they have raised public awareness that bicycles are welcome on trains at all times.

The CBD BUG would like to see the current temporary signs replaced with more permanent signage with a slight change in wording. The current signage makes a blanket statement which is detrimental to people with mobility issues that also ride as they may need to use the level boarding point (generally in the centre of the platform). We would like to see new wording, "Peak Hour Boarding Point" or "Preferred Boarding Point". Painted bike symbols on the platform pavement surface (aligning with first and last doors of the trains) may also assist to reduce the time it takes for a person to board a train with a bicycle.

New Trains to have bike racks

It was pleasing to see in the press release (6/2/23, Figure 2) the carriage design will incorporate the carriage/storage of bicycles. The CBD BUG is keen to assist and provide feedback on how this can be accommodated.

Bike Parking at Bus Stops

Currently there is little ability for people to integrate cycling into traveling by bus. Other than bus stations (either busway or interchanges) there is a lack of bicycle parking at bus stops. It is not realistic to expect a person to ride to a bus stop if they can't secure their bicycle. Looking at the Public Transport Infrastructure Manual (PTIM), this explains why we currently have a lack of people accessing bus services (Figure 3 & 4) via bicycle.

The PTIM's table 5.8 states that at all bus stop categories, the provision of bicycle parking is under "site specific". This allows the provision of bicycle parking to be omitted from almost every bus stop. For this reason, we ask that the requirement for bicycle parking at Intermediate & Premium stops be changed to "preferred" and "mandatory". A simple U rail bike park is a low cost piece of street furniture that can double as a lean rail aka "bum rail" when not being used for bicycle storage.

Bike Parking at Busway Stations

Brisbane's busways have been an example to the world of how to provide high capacity public transport utilizing standard buses. This said the provision of casual bike parking at the Eastern Busway, Northern Busway & inner sections of the South East Busway has been lacking. Bike parking that is available at busways stations is often not in compliance with TMR guidelines as it is in out of the way, hard to access or potentially in unsafe locations that have no informal surveillance and therefore are generally not used or rarely used.

The following stations are in need of improvements

Stones Corner

Currently – hidden away from the station entrance behind parked cars & at flood level.
Solution - place racks at main approach to station

South Bank

Currently - One inadequate council provided rack hidden behind a fence
Solution - Place racks in the underutilized plaza space

Normanby

Currently - No parking provision
Solution - Place U rails at road level longitudinally with mesh screen

QUT Kelvin Grove

Currently - No parking provision
Solution - unclear due to proposed Victoria Park changes

Herston

Currently - No parking provision
Solution - Provide parking at Herston Road entrance (see figure 5)

RBWH

Currently - No parking provision
Solution - Place racks in the underutilized plaza space (see figure 6)

Lutwyche (people approaching from Kedron Brook)

Currently - U rails poorly placed up an incline off Bradshaw St (Kedron Brook approach)
Solution - Place U rails at station concourse from Lamington Ave (road level)

Please note long term parking has been omitted from this letter as it requires a more complex analyses of a site. We have also focused on casual usage as both the use of public transport & cycling for incidental travel has the greatest potential to grow if there is adequate provision. The list above is of the issues we are aware of. Just like at train stations, busway stations need parking to be provided at all frontages. It is not realistic to expect people using casual racks to travel additional distance to access a location to securely store a bicycle.

We once again thank you for working with Queensland Rail to implement the current guidelines. The CBD BUG is keen to see to greater utilization of public transport in conjunction with cycling, as it will bolster both forms of transportation resulting in an improved urban environment.

Looking forward to your reply

Yours sincerely



Donald Campbell
Brisbane CBD BUG
16th August 2023

CC

Adrian Schrinner Lord Mayor of Brisbane
Cr Ryan Murphy Chair of Public and Active Transport
Space For Cycling Brisbane
Bicycle Queensland
Rail Back on Track



Figure 1 - current temporary signage at QR stations

Transport and Main Roads Minister Mark Bailey said the program would also deliver ongoing new rail maintenance jobs at facilities in South-East Queensland.

"The proposal put forward by Downer offered strong value for money, leading-edge accessibility and a modern design, whilst delivering maximum benefit to the region and to our great state" Mr Bailey said.

"What we want is a superior level of service for commuters and tourists alike as we respond to population growth, the Olympic and Paralympic Games and beyond.

"The Palaszczuk Government will now work closely with Downer to undertake detailed design on the trains to ensure they are customer-focussed and fully accessible for passengers.

"We've also listened to Queensland Rail customers and the trains will have bike racks and USB mobile phone charging stations to make travelling a breeze for commuters."

Assistant Minister for Train Manufacturing and Regional Roads, Member for Maryborough Bruce Saunders welcomed the announcement.

"Only a strong Labor government delivers for our community," Mr Saunders said.

"Thanks to the \$7.1 billion commitment made by the Premier, we'll see 800 construction and manufacturing jobs supported here in Maryborough over ten years.

"That's 800 jobs, supporting families, keeping skills in the region and supporting the overall economy.

"This is big news for Queensland, for Maryborough and for commuters far and wide."

Figure 2 - Press release 6 Feb 2023

Chapter 5 – Bus stop infrastructure

Required components will vary according to different bus stop types. These are detailed in Table 5.8 where:

- **M** is mandatory (component must be included, legislatively required)
- **P** is preferred (component will be included unless directed by the provider of the bus stop in response to site constraints)

- **S** is site-specific response (component may be required or desirable subject to specific stop function and/or site requirements)
- **O** is optional (component may be optional or applicable to specific regions across the state)
- **-** is not applicable (component does not apply to the stop type)

Table 5.8:
TransLink required components

Figure 3 – Public Transport Infrastructure Manual, Table 5.8

Chapter 5 – Bus stop infrastructure

Category	Stop Component	Min B. Point	Regular stop	Intermediate stop	Premium stop
Supporting access facilities	Cycle parking/storage	-	S	S	S
	Kiss 'n' ride	-	-	S	S
	Park 'n' ride	-	-	S	S
Bus stop furniture					

Figure 4 – Public Transport Infrastructure Manual, Table 5.8

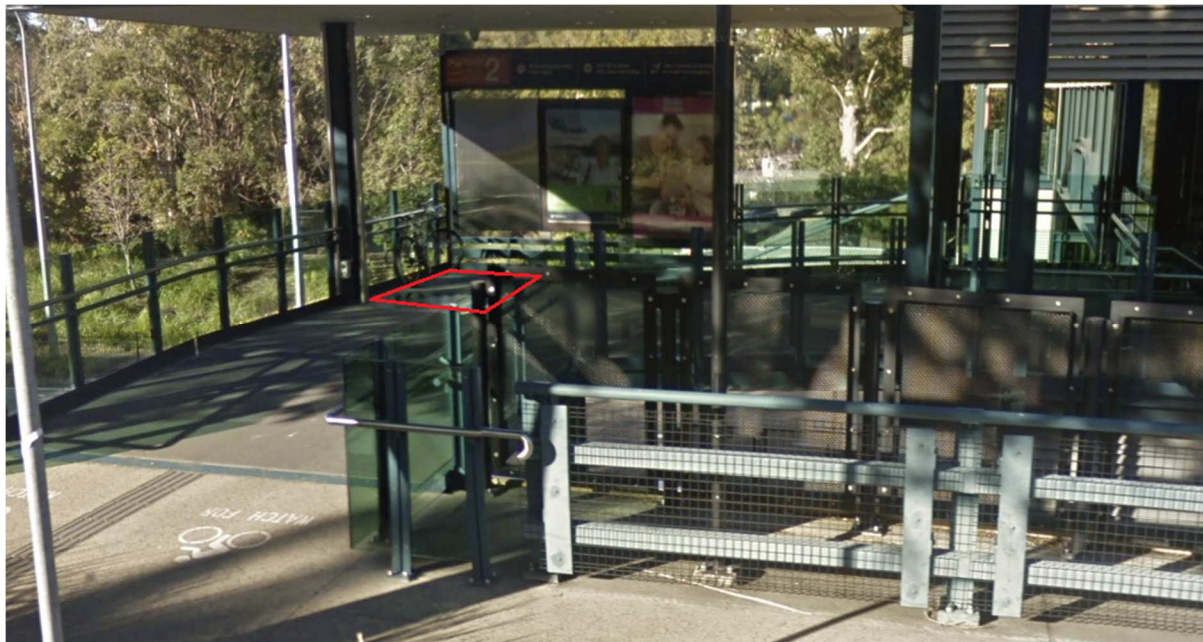


Figure 5 - Possible location for bike racks at Herston

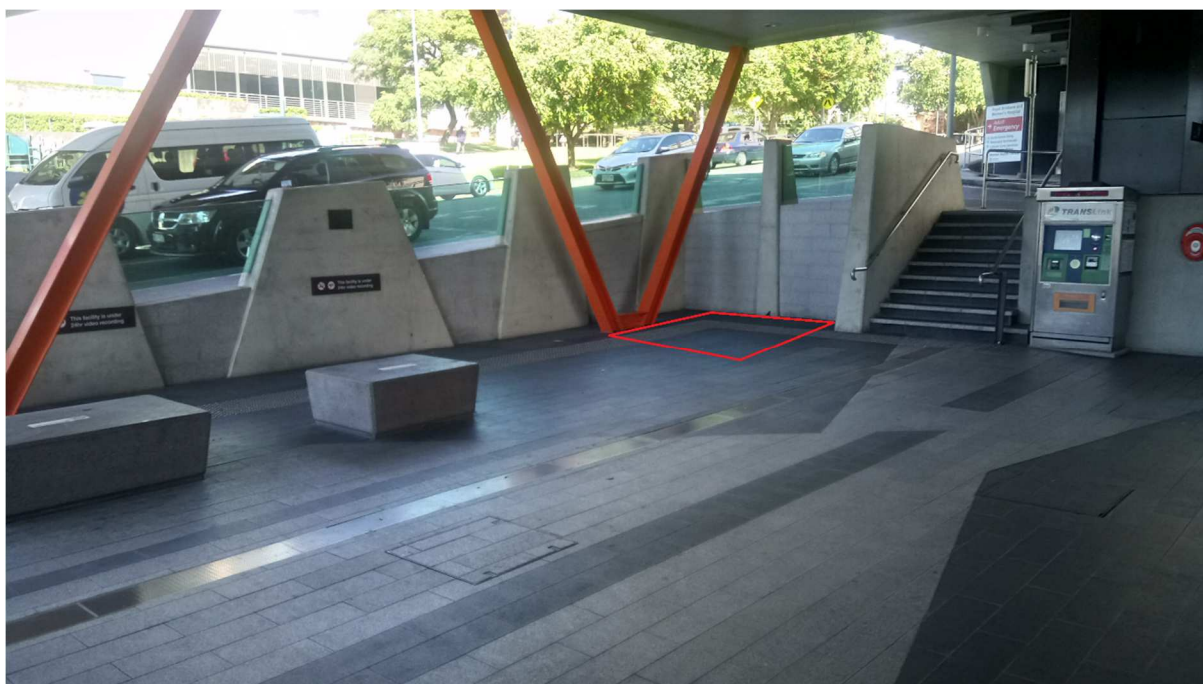


Figure 6 – Possible location for bike racks at RBWH in unutilized space, Would require adjustment to tactile indicators