

Our Ref: MCR-23-470

Mr Donald Campbell
Brisbane CBD Bicycle User Group
GPO Box 2104
Brisbane QLD 4001

Dear Mr Campbell

Thank you for your enquiry to the Honourable Mark Bailey MP, Minister for Transport and Main Roads and Minister for Digital Services, regarding bikes on Queensland Rail services. The Minister has asked Queensland Rail to respond on his behalf.

Queensland Rail working in collaboration with Translink, is planning to review the risk assessment and associated guidelines for bikes and e-scooters on trains in the near future, given patronage levels are increasing generally. The impacts (both to staff and customers) of any changes to the existing guidelines will need to be carefully considered. It is likely that more permanent signage highlighting bike and e-scooter boarding points will be implemented, and bike symbols on platform surfaces is one of the options for consideration.

With the rising patronage levels, comes less floor capacity and we are mindful of the impact this may have on bikes and scooters on trains. There is some anecdotal evidence of riders sitting with bikes in priority seating. While sitting with a bike or scooter in itself is not problematic, the lack of seating availability if a bike and rider occupies two seats, may become an issue worth noting. As you are aware, in the future a portion of our trains will have bike storage racks installed and we will continue to monitor the balance between patronage and the number of bikes and scooters on trains as well as the available space for bike storage facilities at stations.

In relation to your suggestions regarding active transport infrastructure at bus stops and stations, integration of active and public transport is a core component of providing an integrated transport network accessible to all. As part of its ongoing and future upgrades to train station precincts, bus corridors and bus stations, Translink regularly improves active transport infrastructure to facilitate the integration of the first and last mile of our customers' journey on public transport.

However, provision of cycling infrastructure at stops and stations across the entire bus network is not feasible and must be targeted where appropriate. In some instances, it is not suitable to provide cycling infrastructure due to geometric, safety, asset owner or road access constraints. To allow for these site-specific responses the Public Transport Infrastructure Manual (PTIM) indicates that cycling infrastructure is desirable but subject to specific stop function and/or site requirements.

In response to your request for changes to PTIM to make the provision of bicycle parking 'preferred' at intermediate bus stops and mandatory at premium stops, the Queensland Cycling Action Plan 2023-2025 (QCAP) includes an initiative to work with stakeholders to improve bike parking at public transport, including preparing a methodology to ensure consistent delivery of bike parking across the public transport network.

While we understand there are currently no plans to update the PTIM required components at bus stops, the outcomes of the QCAP initiative will be taken into consideration at the next update of the PTIM and considered in the balance of all customer needs and expectations across the public

transport network. Community and stakeholder feedback, including your suggestions, will also be considered as part of this future update.

Regarding cycling infrastructure at busway stations, I can advise your suggestions have been passed on to the Department of Transport and Main Roads for consideration in future planning of busway station upgrades.

Thank you for taking the time to write. Feedback such as yours, allows us to make improvements for the benefit of all rail users.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Riedel', written in a cursive style.

Scott Riedel
Head of SEQ

03 October 2023