



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

I write to you on behalf of Brisbane CBD BUG members, who at the December 2018 CBD BUG General Meeting passed a motion that this letter to be written, to seek your action in relation to the two following matters concerning the appropriate integration of cycling and train travel.

A key factor underpinning this letter is that while it is widely recognised improving integration of bicycling with train travel encourages both bicycle riding and public transport use – there are substantial barriers currently limiting multi-modal trips via the QRail network.

1. Inclusion of appropriate bicycle storage on NGR trains

Your announcement regarding the enhanced rectification plan for the NGR trains so people with disabilities have equitable access to this new rollingstock is very much welcomed.

However, CBD BUG members have noted that these trains also do not provide sufficient space, either as storage while the train is moving or along the aisle for transferring bikes to and from the bike storage space, for people travelling with bicycles. The straps fitted for securing bikes during transit have also been found to be too short for this application.

Therefore, we call for these rectification works to also include additional space that will allow people to travel with their bikes. As a minimum, we propose space sufficient to enable four (4) bikes (i.e. for a family) to be stored in each NGR carriage while they are moving.

2. Review of bicycle parking at Queensland Rail stations.

The risks from all-day bike parking at Queensland Rail train stations are widely known to SEQ bicycle riders, with inadequate security providing ample opportunities for thieves and vandals while the lack of cover from the weather for parked bicycles is a further disincentive to cycle to a train station.

As just two examples, the inner-city stations of Albion and Bowen Hills, which should be key hubs for integrating cycling and train commuting, are without bike parking and bike lockers respectively.

Additionally, it is not unusual for local Queensland Rail staff to be dismissive, and even hostile, to the parking of bicycles at train stations. One such response commonly experienced when bikes have been locked to train station fences because of an absence of designated bike parking is train station staff placing notices on bikes threatening their removal. This is further compounded when facilities are only placed on one side of a station when it has two road frontages. In instances where a station has two road frontages (e.g. Albion) facilities must be places at both access points.

Feedback from CBD BUG members also points to the bike locker booking website needing to be upgraded, with one unsatisfactory aspect being the requirement for Adobe Flash Player.

Such circumstances are clearly a significant barrier to people wanting to combine riding a bicycle with train travel, which if encouraged through the provision of suitable infrastructure would enable people to undertake trips that are currently well beyond the ability of SEQ's public transport network to deliver in isolation.

At the same time, we note the ongoing and widespread calls from the community for additional, car parking to be installed at train stations, which we know costs tens of thousands of dollars per car space and requires large areas of land while generating even more motor vehicle traffic.

It should also be noted that another barrier to people accessing train stations via bicycles is a lack of information regarding whether there is parking at a station and what type. Carparking is clearly shown on the network map and bicycle parking should be no different. A simple bike symbol colour coded to indicate what type of facilities are provided is all that is required.

Accordingly, we call for the initiation of a review of bicycle parking at Queensland Rail train stations. This review's scope should include examining bike rack and locker occupancy rates, and match up suburbs in terms of the percentage of trips to work by bike recorded on the ABS 2016 census versus the availability of bike lockers/parking. This should also include the understanding that people will access stations for a number of different reasons, and accordingly, a mixture of short term and long-term facilities is required.

A systemic review of the integration, or lack thereof, of Queensland Rail's services with bicycle riding is much needed, as the haphazard and often unsympathetic approach by rail staff demands a structured re-think that will deliver planned positive change.

Yours sincerely



Paul French
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Brisbane CBD BUG
4 February 2019

Cc: Space4Cycling Brisbane
Ms Anne Savage, CEO, Bicycle Queensland