

FACT SHEET

Principal Bicycle Network

What is the Principal Bicycle Network (PBN)?

The PBN is a network of proposed and existing bicycle routes that provide access to major destinations in the Melbourne metropolitan area. The primary purpose of the PBN is to guide our investment in bicycle facilities that support cycling for transport.

The PBN was established in 1994 as a bicycle infrastructure planning tool and VicRoads has just completed a major review of the PBN with assistance from all metropolitan local Councils.

In addition to identifying a new PBN, VicRoads, in partnership with all local Councils, has identified those routes on the PBN that should be elevated to a higher order priority and included on the *SmartRoads*, Road Use Hierarchy (RUH) maps. These routes are called Bicycle Priority Routes.

What are Bicycle Priority Routes (BPRs)?

Bicycle Priority Routes are a network of routes that are a subset of the PBN. These routes have been identified as providing priority access for cyclists into key destinations in a way that complements and supports the requirements of VicRoads' "SmartRoads" framework.

How were BPRs identified?

VicRoads in partnership with local Councils and key stakeholders such as Bicycle Network Victoria, developed and applied a specific set of criteria to the PBN in order to identify a higher order cycling network. For a route to be considered suitable for inclusion as a BPR it needs to have; the greatest potential for separation from motorised modes of transport, making it more attractive to less experienced bike riders; be sufficiently direct; and focussed on varying catchments relative to the size of the activity areas.

All routes that have been identified as a BPR are also PBN routes.

Why did VicRoads undertake a major review of the PBN?

Since the establishment of the original PBN in 1994, our understanding of the needs of cyclists and the role that cycling plays in the transport system has improved substantially. VicRoads has also been working closely with the Department of Transport and local Councils in the development of the "SmartRoads" Framework for management of the road network.

These changes warranted the identification of a new set of bicycle routes that make up the PBN. As a result, an initial review began in July 2009 and was completed in early 2010 to produce a new draft PBN. The review was undertaken in partnership with all local Councils in Melbourne, the Department of Transport, Parks Victoria and Bicycle Network Victoria.

What is the plan for developing bicycle lanes and paths on the new PBN?

All proposed bicycle projects such as on-road bicycle lanes, off-road paths and improvement projects on PBN routes will be eligible for funding consideration as part of the VicRoads Bicycle Facilities Program. However, VicRoads' will be strongly encouraging the provision of bicycle lanes, paths and improvements on BPRs as the first priority. These routes are expected to deliver the highest numbers of new cyclists and will maximise our investment in the network.



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Bicycle lane, path and improvement projects on routes that have been identified as PBN routes only are more likely to be developed as opportunities arise such as when they can be justified as part of major road or transport upgrades and projects.

Who is responsible for the maintenance of bicycle lanes and paths on the PBN?

The maintenance responsibilities for on-road bicycle lanes, off-road paths and improvement projects is governed by the Road Management Act (2004) (RMA). Under the RMA, VicRoads is generally responsible for the maintenance of on-road bicycle lanes on arterial roads and off-road paths within freeway reservations (ie between the freeway carriageways and the noise walls).

Local Councils are responsible for the maintenance of on-road bicycle lanes on local roads and off-road paths on land that the local Council is responsible for. This includes off-road paths provided between the building line and the back of the kerb on all roads, including arterial roads. It may also include off-road paths along freeways that are not within the freeway reservation. Parks Victoria and other land owners are responsible for the maintenance of bicycle facilities on land that they are responsible for.

What standards and guidelines do bicycle lanes, paths and improvement projects on the PBN need to comply with? Do these projects need to be to a higher standard than other bicycle projects?

In terms of design standards, all bicycle facilities must be designed and delivered in accordance with the relevant national standards and guidelines. These standards and guidelines are outlined in relevant Australian Standards, Austroads guides and VicRoads' Cycle Notes. These standards and guidelines apply irrespective of whether a bicycle route is on the PBN, a BPR or a local route.



In situations where there is a demonstrable need to provide a bicycle facility that is of a higher standard, the design of these facilities may need to be undertaken outside of the national standards and guidelines. Such a need may exist on routes where extra bicycle capacity is required to meet a higher demand and/or where such a facility will attract a broader range of cyclists. These decisions can be made on a case by case basis and whether the route is on the PBN or is a BPR is not necessarily the key driver for such an approach.

The designs of bicycle facilities though recreational areas will need to take into account both transport and recreational functions.

How will the new PBN be presented and where will it be available from?

VicRoads has mapped the new PBN for each local Council in Melbourne. The maps show existing and proposed PBN routes and existing and proposed BPRs. The maps are in pdf format and will be available to download from the VicRoads website as soon as any final issues are resolved.

For further information please phone **13 11 71**
or visit vicroads.vic.gov.au

