



The High Street to Puckle Street route:

- Is a 7 km bicycle route running east-west through Brunswick, connecting Moonee Ponds, Brunswick and Northcote activity areas. The route comprises off-street shared paths within the road reserve, on-road bicycle lanes and signed back streets routes.
- Avoids the Blyth-Arthurton-Separation Streets route, which is currently the main east-west route for motorised traffic travelling between Brunswick and Northcote.
- Requires the support of the City of Moonee Valley to extend the route west of Moonee Ponds Creek and the support of the City of Darebin to extend the route east of Merri Creek.

Role of the High Street–Puckle Street Route

The High Street-Puckle Street Link supports east-west movements between the Sydney Road, Lygon Street, Nicholson and High Streets entertainment precincts – a cross-city movement not well serviced by public transport in the evenings and on weekends.

This route will also support recreational cycling in the south of the municipality by linking the Moonee Ponds Creek, Upfield and Merri Creek Trails – creating several short cycling loops including a southern loop with the Capital City Trail and a northern loop with Coburg Lake.

Delivering the High Street–Puckle Street Link

This route requires construction of a bridge across the Merri Creek in Brunswick East, either

- South of Blyth Street, connecting Auburn and Sutch Streets, Northcote, with Victoria Street, Brunswick, via Kirkdale Reserve, or
- North of Blyth Street connecting Beavers Street, Northcote, with Stewart Street, Brunswick, via CERES.

The location of this bridge will determine the final alignment of the High Street-Puckle Street Link.

Feature	Kirkdale Reserve Option	Beavers Road Option
Merri Creek Bridge Construction	Simple Merri Creek is constrained by basalt river banks left from a former bluestone quarry, providing a secure mounting point for the structure.	Complex Merri Creek opens to a floodplain near CERES, requiring a longer span to achieve recommended levels of flood protection.
Heritage Management	Complex Kirkdale Reserve has post-contact cultural significance as a former bluestone quarry and is protected by a Heritage Overlay.	Simple Not affected by Heritage Overlay Controls.
Aboriginal Cultural Heritage	Complex Detailed surveys needed as works are likely to involve significant disturbance of riverbank.	Complex Detailed surveys needed as works are likely to involve significant disturbance of riverbank.
Links to Brunswick Streets	Simple Albert and Victoria Streets are nearby and accessible via a low gradient access path. These streets also provide a direct link to Nicholson and Lygon Streets, and Sydney Road.	Complex Access paths to surrounding streets must cross steeper gradients. Nearby streets do not provide a direct link to nearby activity centres. Nicholson Street crossing at Stewart Street is potentially challenging and will probably need pedestrian controlled lights to deliver desired levels of pedestrian and cyclist safety.
Links to Northcote Streets	Complex There is a pedestrian crossing point at St Georges Road but crossing points over the Epping line and a low gradient route to High Street (Ruckers Hill precinct) are less clear.	Simple Beavers Road provides a direct low gradient backstreet route to High Street, Northcote, with existing railway crossing and pedestrian operated lights across St Georges Road.
Links to Moonee Ponds streets	Complex Route uses the Hope Street bridge over Moonee Ponds Creek and City Link to connect to Evans and Bent Street. Roads are quiet back streets but include sections with steep gradients.	Simple Route follows Victoria Street, which becomes Wilson Street in Moonee Ponds. Roads are fairly steep and busy.
Other benefits	Provides links to Sumner Park, and supports the development of Victoria and Albert Streets as higher density residential area with good access to local parks.	Improves access to CERES and the Brunswick velodrome for Thornbury residents.

The cost for the works within the City of Moreland along the High Street to Puckle Street corridor is **estimated at \$815,000**.

A detailed list of works for projects along the High Street-Puckle Street Link corridor is detailed below.

Advocacy actions

Project ID	Project Description	Estimated Cost (\$,000s)	Estimated Staff Time cost (staff days/yr)	Responsibility
HS20	Consult with the City Moonee Valley on the preferred alignment and encourage them to extend the route from the Moonee Ponds Creek to Puckle Street.	N/A	10	Councillors, Transport Team
HS21	Consult with the City of Darebin on the preferred alignment and encourage them to extend the route from Merri Creek to High Street	N/A	10	Councillors, Transport Team

Long term projects

Project ID	Project Description	Estimated Cost (\$,000s)	Time scale	Eligible for External Funding?
HS2	Design and construct a new pedestrian bridge and associated access paths, crossing the Merri Creek near Blyth Street.	560	Long	SmartRoads support route
HS3	Install about 4.5 km of on-road bicycle lane line-marking along the preferred High Street-Puckle Street Link route.	50	Long	SmartRoads support route
HS4	Install pedestrian operated crossing lights in one location in the Moreland section of the High Street-Puckle Street Link, location to be determined.	200	Long	SmartRoads support route
HS5	Working in association with Darebin and Moonee Valley City Councils, install cyclist and pedestrian way-finding signs along the High Street-Puckle Street Link.	5	Long	SmartRoads support route