



Merri-bek
City Council

Albert Street

Existing Conditions Report

November 2024



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- Reduce heat vulnerability
- Increase number of trees and vegetation
- Safer vehicle speeds
- Create a relaxed environment for people driving
- Achieve higher numbers of people walking and riding on Albert Street

Qualitative objectives:

- People feel safe and relaxed when walking or riding on Albert Street
- People enjoy spending time on Albert Street
- People choose to walk, wheel or ride on Albert Street
- Residents enjoy living on or close to Albert Street
- Business owners are proud to run their business on Albert Street
- Improve connectivity to destinations in the vicinity of Albert Street

Brunswick Level Crossing Removal Project

The State Government announced in September of 2024 that they will be removing all the level crossings in Brunswick from Park Street to Albion Street, including Albert Street, as part of the Level Crossing Removal Project (LXRP).

The State Government further indicated that the project will include construction of two new railway stations, including one north of Albert Street, and the closure of Anstey Railway Station.

No further details on the LXRP plans for this area are currently available.

These decisions will be taken into consideration when developing our plans for Albert Street. A Council endorsed masterplan ([Reshaping Brunswick](#)) for this area will assist in our negotiations with the State Government during this construction of the Level Crossing Removal Project.

Site Images

The map below (Figure 2) shows where photos were taken along the project corridor to give an impression of what the project area looks like.



Figure 2: Map site images



Albert Street/King Street looking east

Access point to Kirkdale Reserve and Merri Creek Trail. One pram ramp provided and no pedestrian crossing facility.



Albert Street between John St and Nicholson Street looking east

Typical section of Albert Street with on-street car parking on both sides and bluestone kerbs.



Albert Street at Fleming Park facing west

Typical section of Albert Street with on-street car parking on both sides and bluestone kerbs.



Albert Street/Sedgman Street

Raised pedestrian crossing on side street.



Albert Street/Lygon Street intersection looking west

Unsignalised crossing with 'keep clear' linemarking on Lygon Street. Pedestrian lights are provided 20m north of this



Albert Street at Randazzo Park looking east

Typical section of Albert Street. Newer residential mid-rise development that has off-street car parking.



Albert Street/Sydney Road looking east

Signalised intersection. Busy traffic on Sydney Road and west of the intersection on Albert Street.



Albert Street/Upfield Railway Shared Path looking east

On-street car parking on both sides of the road, painted bike lanes. Higher vehicle volumes and speeds and no mid-block crossings.

Existing conditions

Current street layout

Albert Street between the Upfield Shared Path and the Merri Creek Trail is a diverse street. The street is classified as a local street and generally is a two-way street. It has a 40km/h speed limit. The section below will outline 3 street segments.

Street segments

The figure below (Figure 3) displays the 3 different street segments that Albert Street can be divided into. This paragraph will discuss each of these segments.

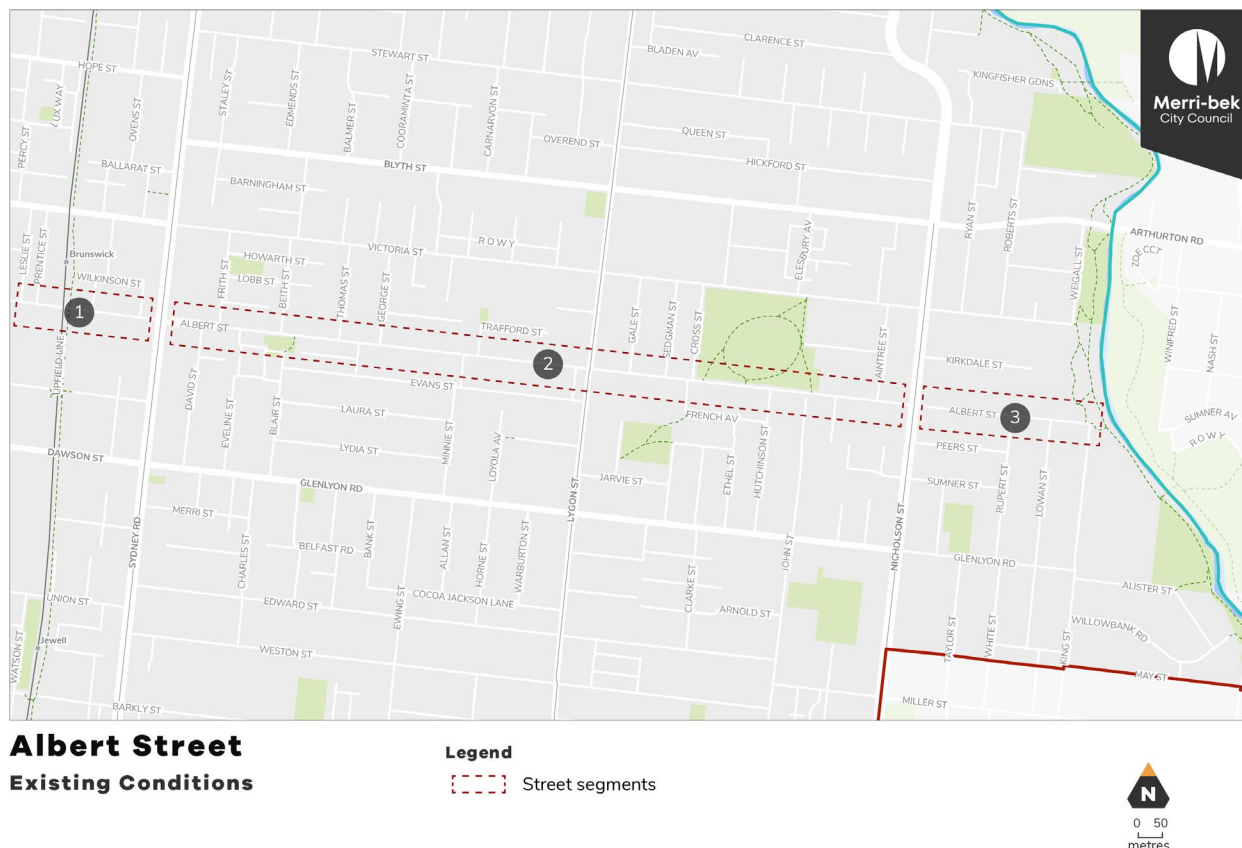


Figure 3: Albert Street Segments

Segment 1: Upfield Shared Path – Sydney Road

This section is most different in function and layout from the rest of the project area. The area forms part of Brunswick's activity centre. The street provides access to businesses, hospitality venues and the Woolworths' car park. There is one large apartment complex located on this section which provides off-street car parking. Albert Street is also wider in this section compared to the other sections; 14m kerb to kerb width compared to a 7.5m width directly east of Sydney Road. The street provides on-street parking against the kerb on both sides (with the example of a parklet), a painted bike lane next to it and a carriage lane in both directions. During the pandemic, three parklets were trialled on Albert Street. Only one smaller version with the length of two car parking spaces has now been installed permanently. The intersection of Albert Street and Sydney Road is signalised.

Segment 2: Sydney Road – Nicholson Street

The second section of Albert Street is of residential character. Most properties do not have off-street car parking. Newer medium-rise developments do provide off-street car parking. The two-way street is approximately 7.5m wide and allows car parking on both sides of the road. The footpath on both sides of the road is wider than the minimum width of 1.5m and features some benches, greening and bike hoops. There are a few businesses located within this section of Albert Street. There are no traffic lights at the intersection with Lygon Street and Nicholson Street. Both intersections only have a pedestrian signal north of the crossing. This section of Albert Street provides access to two local parks: Randazzo and Fleming Park.

Segment 3: Nicholson Street – King Street

The section between Nicholson Street and King Street is split into two sections, divided by a modal filter (Figure 4). Only pedestrians and cyclists can move through a small green space west of Rupert Street. The section between Nicholson Street and Rupert Street is similar to other residential sections of Albert Street, with some businesses and a large residential development located on the corner. The section between Rupert Street and King Street is more quiet and provides access to Kirkdale Reserve and the Merri Creek Trail.



Figure 4: Small green space managed by locals near Rupert Street

Current issues, opportunities and constraints

The community engagement session planned for November 2024 aims to identify current issues, opportunities and constraints on Albert Street. However, Council receives feedback from the community constantly and during community engagement sessions as part of other projects in the project area. The current issues, opportunities and constraints are outlined below and will continue to be updated following community consultation.

Issues

- High vehicle volumes and speed on Albert Street in Brunswick Activity Centre
- Unsafe pedestrian crossing at Woolworths carpark
- Lack of mid-block crossings
- Lack of tree canopy between Upfield Railway Line and Nicholson Street
- Intersection of Albert Street and Lygon Street is unsignalised

Opportunities

- Fleming Park and proposed shared zone
- Low vehicle volumes and speeds between Sydney Road and Merri Creek trail
- Footpath wider than minimum required width at some locations
- Existing traffic calming devices between Sydney Road and Nicholson Street
- Three existing parks along the project area (Randazzo, Fleming and Kirkdale Reserve)

Constraints

- Limited influence on timing and design of LXRP
- High car parking occupancy and reliance on on-street car parking on residential sections
- Large private car park access on Albert Street near Upfield Railway Line
- Limited width of the street between Sydney Road and Nicholson Street