



Merri-bek
City Council

Breese Street Masterplan.

**Concept Designs
Companion Document**



Executive Summary

In 2024, we asked the community to provide feedback on their experiences of using Breese Street, and ideas for improvements. During this first round of community engagement, we heard that the community wanted to see additional greenery and to improve the safety for pedestrians in the precinct, which is in line with Councils project objectives.

Council has produced two concept design options to improve Breese Street. Each option addresses community feedback in slightly different ways with some similarities across the designs.

We are now seeking community feedback on these two designs.

Based on the feedback we receive during this period of community engagement, a final, preferred design will be submitted to Council for endorsement. Following endorsement detailed design and construction will occur.

The summary of both design options can be found below, including design improvements which are incorporated into both designs.

Southbound One-Way	Central Shared Zone
• Breese Street becomes one way southbound between Albion Street and Hope Street • Increased planting opportunities in the road carriageway • Parking retained on alternating sides of the street to slow traffic speeds along the street • West Street becomes a focal point for the precinct to improve access to the new station and Bulleke-bek Park with a shared zone • New pedestrian crossing points • Safer speed limit of 30km/h	• A shared zone giving priority to pedestrians is installed between Duckett Street and Florence Street and in West Street • Parking is restricted in the shared area to improve pedestrian movement and maximise planting opportunities to improve greening • Rollover kerbs are installed to allow for pedestrian movement across the entire of the middle section of Breese Street • The road is narrowed in two sections to calm traffic • Safer speed limit of 30km/h and 10km/h in the shared zone
Both designs incorporate • Additional greenery along Breese Street • Road and footpath reconstruction to create a smooth and level surface • A shared zone along West Street to facilitate access to the new railway station and highlight Bulleke-bek park as the heart of the precinct. • Red asphalt and concrete surface for shared zone areas • Footpaths widened where possible to improve the walking environment • One way circuit to access the car park behind 34 Breese Street • Removal of redundant vehicle crossings to improve the pedestrian environment • Parking controls introduced into 1-9 Breese Street and standardised across the precinct ◦ 2P introduced throughout 8am-8pm. Several short stay 15-minute bays installed across the precinct to help with deliveries. Existing loading zones, disabled bays and car share retained • A proposed pocket park at the end of Florence Street (to be delivered by private developers)	

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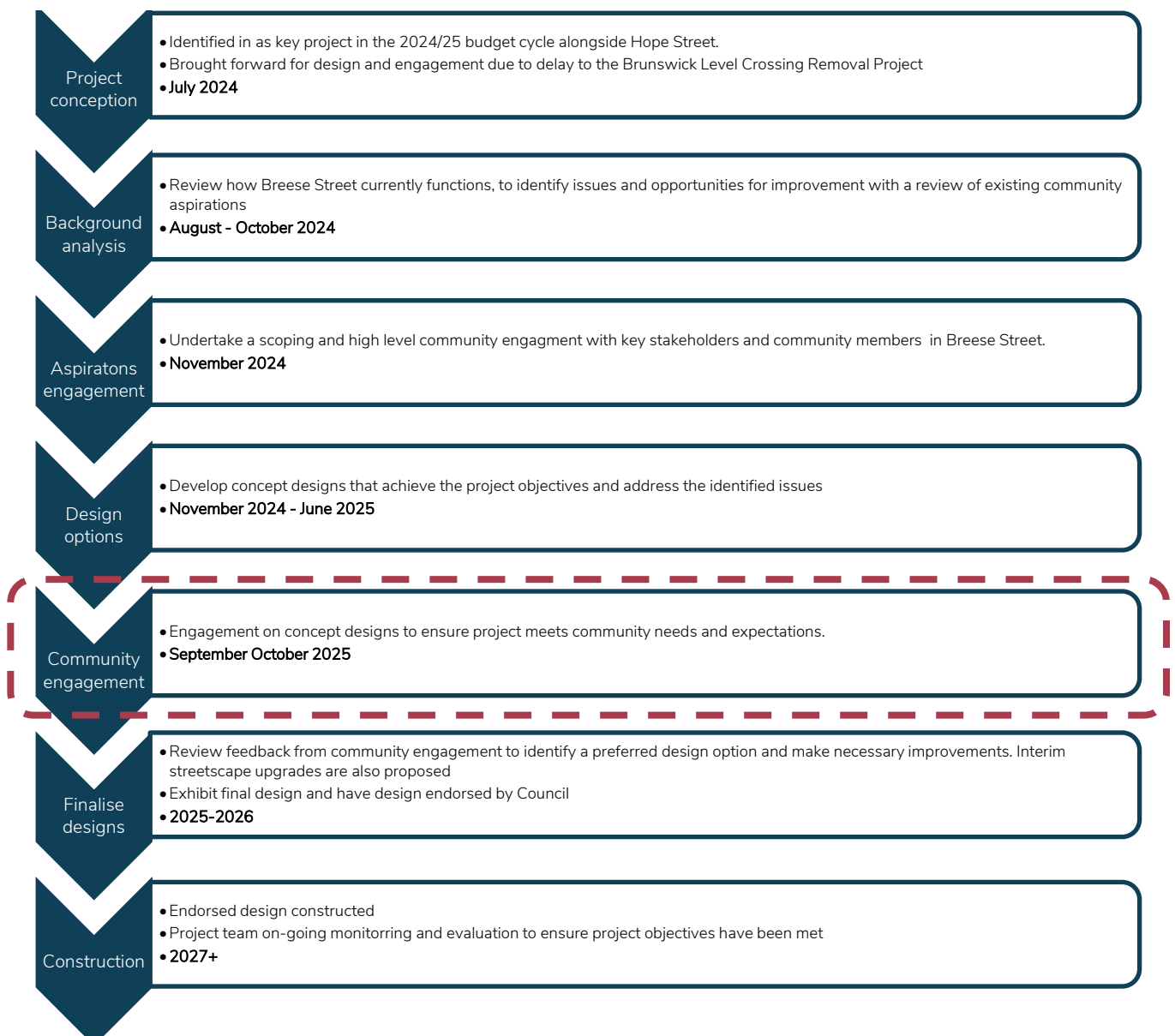
Background

Breese Street is a high-density residential area in Brunswick between the Upfield Rail Corridor and Sydney Road. Over the last ten years there has been significant residential development and investment in the area. While there is mixed land use, many of the existing commercial blocks have planning permits to develop them into multi-story apartment buildings.

Merri-bek City Council first identified this area for streetscape improvements during the 2024/25 budget cycle following a community campaign, and existing asset conditions. This project uses Council's Streets for People design methodology. Streets for People takes a holistic approach to understand how our streets function and how we can make changes to them. This ensures that the benefits are felt by all users and that it aligns with the values identified Councils Transport Strategy *Moving Around Merri-bek*

In November 2024 Merri-bek City Council undertook an open-ended engagement with the Breese Street Community to ask them what their aspirations for the street were and what challenges they experience. The results of this engagement have produced the designs presented in this document

Design methodology



Strategic Context

Moving Around Merri-bek

Merri-bek City Council's transport strategy *Moving Around Merri-bek* outlines six key values that drive Council and Community in relation to our transport system. These values guide our work in transport and throughout the design process. The values are displayed below in Figure 1 - Moving Around Merri-bek Values.



Figure 1 - Moving Around Merri-bek Values

Movement and Place

Movement and Place is a framework that recognises streets have both a movement function and a place function and that these functions can be in competition with each other.

Breese Street has a Movement classification of M5, and a place classification ranging from P3 to P4. These classifications indicate that the project area is a place of **City Place** and a **Local Street** significance. Due to the changing nature of Breese Street and high-level development, it is likely that future categorisation of the precinct would have it classified entirely within City Places with a place function of P3 or above. Movement function would remain M5 due to the lack of through traffic and enclosed nature of the precinct.

The movement and place typology helps guide the infrastructure improvements that can be suggested for streetscape improvements.

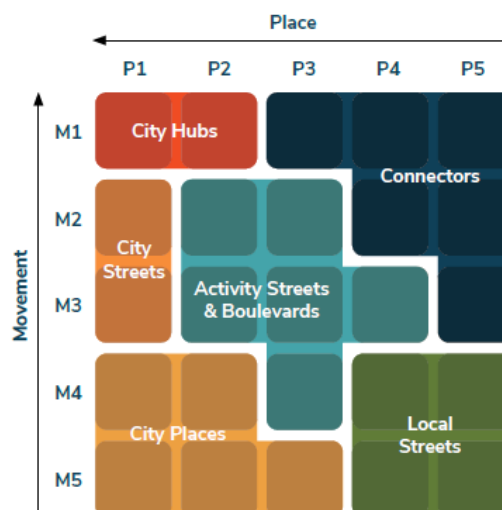


Figure 2 - Movement and Place

Streets for People

Streets for People is Council's framework for making changes to Merri-bek streets.

It takes a holistic approach to understanding how our streets function in the wider transport system, how we make changes to streets to benefit all users, and ensure we align project outcomes with the values and strategic objectives in Moving Around Merri-bek.

The Streets for People framework is part of our transport strategy, moving around Merri-bek.

Infrastructure design elements

Merri-bek's Streets for People Plan outlines infrastructure typologies that can be applied to Streets for People projects

When developing the designs for Breese Street, Council used the infrastructure typologies as a guide to choosing the most appropriate infrastructure types.

Breese Street and all side streets in the precinct are identified as **local streets**, except for Breese Street between West Street and Hope Street which is currently classified as a **City Place**. Subsequently the infrastructure types that were investigated for streetscape improvements are identified in Figure 3.

Outside of the design elements identified as potential infrastructure improvements, there are several existing features of the Breese Street Precinct that have guided the design process.

These elements include, the narrowness of the street, the lack of existing canopy cover, and extensive bluestone kerbing and crossovers.

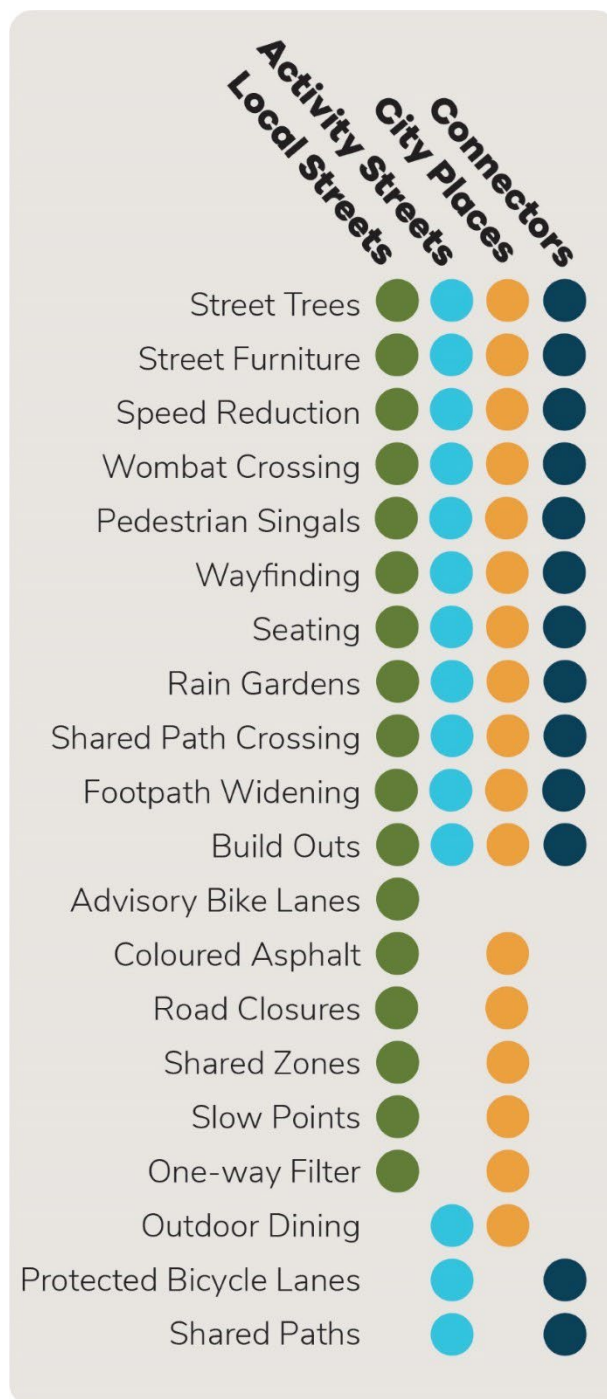


Figure 3 - Typical Design Elements

Hope Street

The Breese Street Precinct Project area includes Hope Street between the Upfield Rail Corridor and Sydney Road. During the first round of engagement, this section was included for feedback as part of the engagement. During the engagement, we heard mainly about Breese Street, although there were items related to issues with crossing Hope Street, through to Ovens Street.

In February of 2025, Council consulted with the community on the Hope Street Streetscape Masterplan, which included Hope Street between the Upfield Rail line and Melville Road. In April 2025 Council announced that they had purchased the land at 568-574 Sydney Road which will be turned into a new park as part of the Park Close to Home program. This new development has changed how the project team is approaching these projects.

Subsequently Hope Street between the Upfield Rail Corridor will be scoped out of the Breese Street project and improvements will be delivered as part of the Hope Street Streetscape Masterplan. This engagement with the community will occur in late 2025.

All items related to Hope Street will form part of the Hope Street project.

Brunswick Level Crossing Removal Project

In November 2024 the state government undertook community engagement on a revised set of plans for the Brunswick Level Crossing Removal Project. This revised layout featured a reduction in stations in Brunswick from three to two, with Jewell, Brunswick and Anstey being consolidated into two new stations.

The new northern station is proposed to have an entrance to the north of Hope Street as well as West Street, adjacent to Bulleke-bek Park. Currently, no further information is available, and Council is operating on the information provided to the community about the station entrances.

Using this information, the proposed designs seek to improve pedestrian and bicycle connection to the new station entrances, particularly along West Street. Currently Brunswick Station and Anstey Station do not have any commuter car parking. Pedestrian connection to these new stations will be critical as it will be the only way for people to access the stations. Therefore, improving pedestrian connectivity along West Street to the station is a key action for this design process.

Community Engagement Results

Council consulted with the community from 7 November to the 9 December with an open-ended engagement to ask how the community use Breese Street and what challenges they experience with the Street. We also asked for up to three suggestions of changes the community would propose to improve the Street

Two pop up sessions were held and over 1800 letters were posted to the community. Council received a total of 218 survey responses. In analysing the responses, officers grouped responses by theme and by issues.

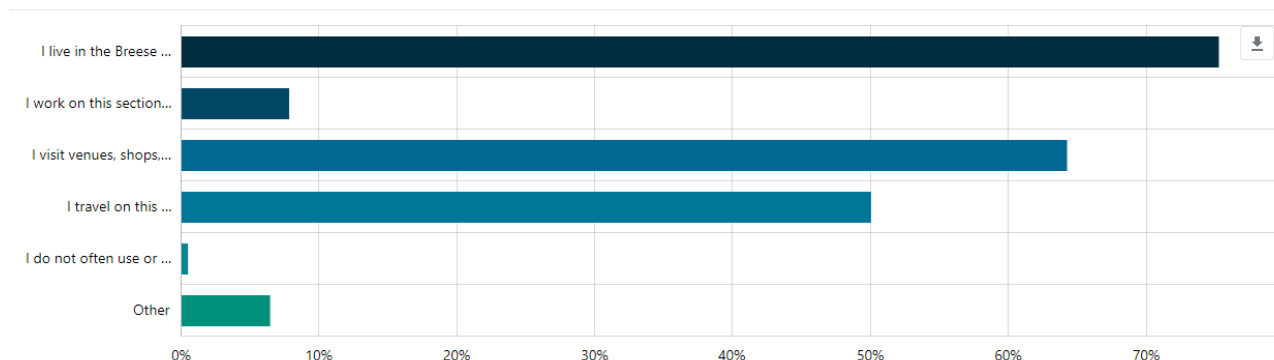
The responses that Council received from the community for most questions were long form responses and respondents often mentioned multiple issues in their responses. i.e an answer may include a comment on parking issues and requests for greening. This response would be categorised subsequently as both. The responses were then grouped together to make data analysis easier.

Results

What best describes you?

For the first question we asked respondents to tell us their connection to Breese Street, with the majority (75%) indicating they lived in the precinct.

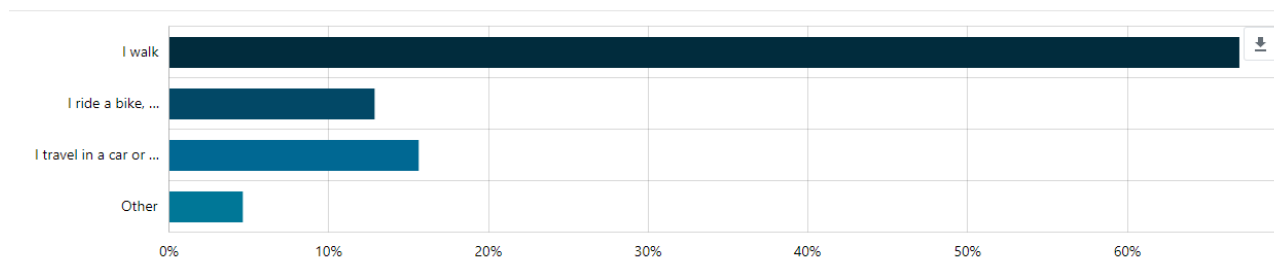
1 What best describes you? (Choose all that apply) Required
Multi Choice | Skipped: 0 | Answered: 218 (100%)



How do you usually travel on Breese Street?

For the second question we asked residents to choose their main mode of travel on Breese Street, with the vast majority (67%) indicating that their primary mode of transport was walking. We did receive feedback that respondents wanted to choose multiple modes for this question.

2 How do you usually travel on Breese Street? (Choose one) Required
Multi Choice | Skipped: 0 | Answered: 218 (100%)



What do you like about Breese Street?

The third survey question was an open-ended question inviting respondents to tell us what they currently liked about the precinct. The most common item that people mentioned they liked about the precinct was Bulleke-Bek Park and associated garden/greenspace (41%), this was followed by various businesses, cafes shops and bars (35%). Respondents also indicated they that they liked the precinct's proximity to Sydney Road (18%), public transport (17%) as well as the Upfield bike path (4%).

13 per cent of respondents said they didn't currently like anything about the precinct.

What Challenges do you experience using Breese Street

The respondents offered a range of challenges that they currently experience. Traffic challenges (75% of respondents) were the most common issues respondents reported. Scenarios such as cars idling, getting stuck on weekends due to increased traffic and cars parked on the western side of the street and the presence of trucks due to frequent construction were also frequently cited as a challenge.

Pedestrian and active transport challenges (30% of respondents) were also a key theme with respondents noting that while the new crossing had made it easier for them to cross Breese Street, they still struggled to cross in other locations and experienced issues with narrow footpaths, quality and lack of shade cover while walking along the length of the street. While the crossing was referenced frequently as a positive new addition to the streetscape, residents also mentioned that it had become a bottleneck on weekends when vehicles struggled to pass each other with increased traffic and parking on the eastern side of Breese Street.

Respondents also highlighted condition issues as a concern (39%), bringing attention to both the road and issues with the quality of the footpath.

What improvements would you like to see in the Breese Street Precinct.

We asked residents to give us three suggestions of improvements that they would like to see to the precinct. These responses were grouped together based on themes, and then consolidated and analysed. Responses were not weighted based on priority.

The top suggestions for improving Breese Street were as follows:

- More greenery and trees (70%)
- Changes to parking (39%)
- Traffic calming (32%)
- Making Breese Street one-way (25%)
- Improving footpaths (24%)
- Pedestrianisation or making Breese Street a shared zone (20%) The Council project at Albert Street Brunswick was frequently mentioned as an example.
- More pedestrian crossings or other pedestrian improvements (20%)

Design Outputs

There are some improvements to the precinct that are proposed in both design options. These improvements to the Streetscape have been outlined in the following section

Council has identified five project goals for this masterplan

- Improve sustainable transport option within the area like walking and riding bikes
- Increase greenery and tree planting
- Improve the look and feel of the street.
- Improve road safety
- Improve public transport connection.

Using these goals and the responses Council has identified two potential design solutions to improve the Breese Street Precinct. Both design options seek to improve the precinct for pedestrians, increase planting opportunities to improve greening and will facilitate parking changes to help residents.

The proposed designs are

- A one-way southbound treatment (Page 11)
- A central shared zone (Page 13)

This document also outlines design features that are applicable to both design options. This can be found on page 14

One Way Southbound

This design option seeks to maximise the amount of space that can be used along Breese Street to allow for wider footpaths, additional greenery and other improvements. To achieve these outcomes Council is proposing converting Breese Street to a one-way southbound road between Albion Street and Hope Street

During the engagement and conversations with key stakeholders, a one-way treatment to increase road space and calm traffic was mentioned frequently. A one-way treatment allows the road carriageway to be reduced to 3.5m which maximises on road planting space, while maintaining parking along Breese Street. A northbound option was investigated, however, due to the existing volume of traffic along Albion Street, a southbound option is preferred.

This design would allow for bicycles to travel in both directions (contraflow) due to the low traffic speeds. This is already done extensively through Fitzroy.

For a southbound one-way treatment to function it is possible that additional changes to Hope Street could be required. Some of these changes include changes to how Sydney Road operates, which is under control of the Department of Transport and Planning. It is also a major tram route, and subsequently any changes will require external approvals. If this is the preferred option from the community Council will investigate and advocate to the State Government for changes.

Traffic calming and safe speeds

A key feature of this design is the improvement of road safety in the precinct. This is done by reducing the road speed to 30km/h across the precinct. Merri-bek City Council resolved at the May 2025 Council Meeting for two externally funded trial 30km/h area across Brunswick and Coburg. The Brunswick area is between Sydney Road and Lygon Street, bordered by Albion Street and Brunswick Road. Due to the feedback we received as part of this engagement the Breese Street Precinct was included in this trial.

Additional road safety improvements which a feature of this design are

- Alternating parking on different sides of the road so cars cannot drive straight and achieve a high rate of speed
- Additional pedestrian crossing points north of William Street and South of Duckett Street

Healthy Streets is an approach to planning public places and transport improvements that provides a human centric measurement of how treatments could improve streetscapes. Using the healthy streets assessment the one-way treatment scores 55/100, an uplift of 26 points. The proposed treatment provides an uplift across all scores most notably in shade and shelter and people feeling safe. This can be seen in figure 4 below

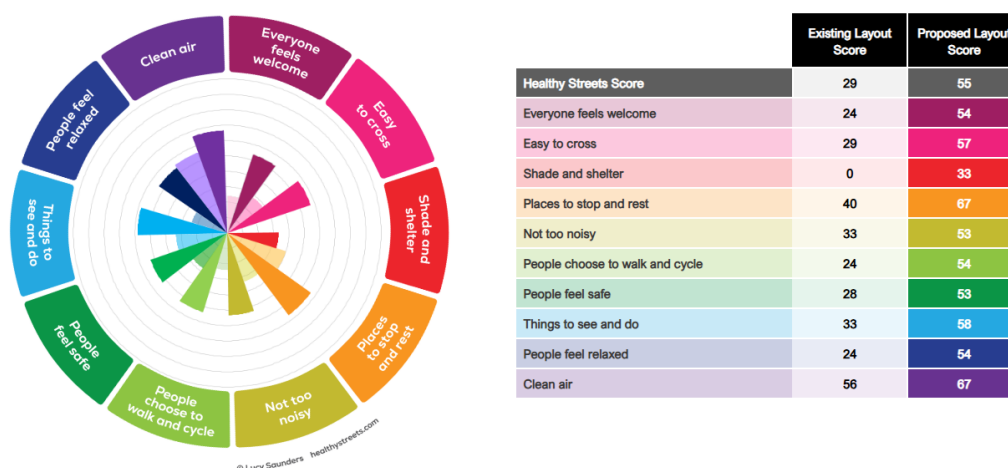


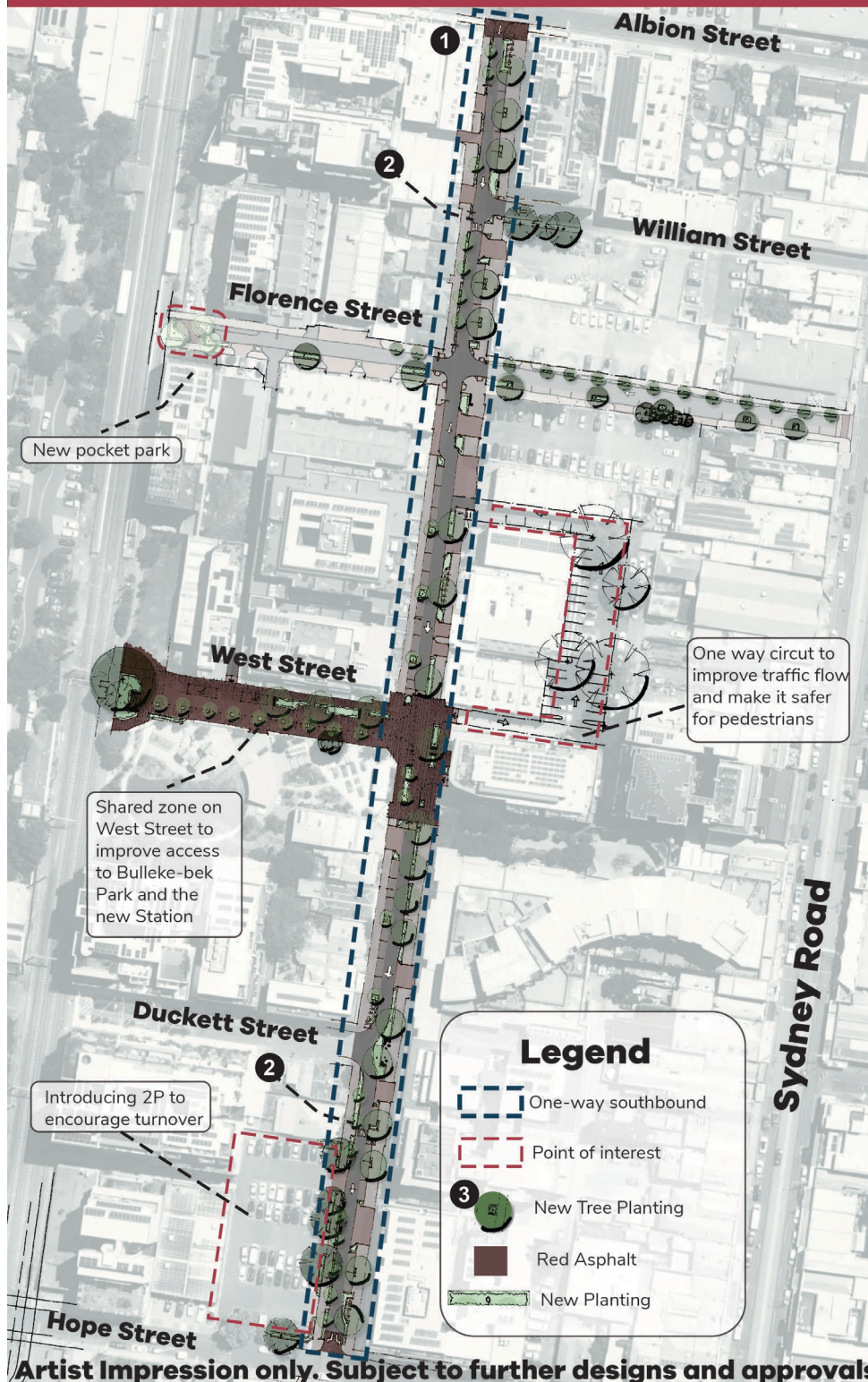
Figure 4 - Healthy Streets Score - One Way

Breese Street Streetscape Masterplan

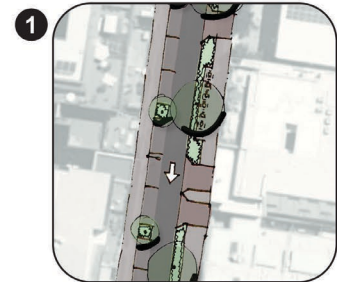
Option 1 - One Way Southbound



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Design Features



Breese Street becomes a one-way street southbound. Parking is maintained on alternating sides of the street. This design allows for similar number of parking spaces to be maintained along Breese Street



Additional pedestrian crossing points are installed along Breese Street to encourage safe east west movement.



New tree planting installed in the road carriageway to improve greenery in the precinct including on side Streets

Other improvements

- Simplified parking controls
- 30km/h speed limit
- Removal of redundant vehicle crossovers
- Road and footpaths are smooth and level

Figure 6 - One way Option

Central Shared Zone

The Central Shared Zone option seeks to highlight Bulleke-bek as the centre of the Breese Street Precinct and create a focal area to stop, rest and enjoy the area. This would feature a pedestrian priority area with minimal parking and increased greening to improve the area

During the community engagement Council heard that Bulleke-bek is the centre of precinct and this design focuses around creating an area around the park that prioritises people and greenery. In a shared zone drivers must yield to people walking allowing pedestrians to cross in any direction.

There were also several references to the shared zone at Albert and Victoria Streets during the community engagement. During the design process several versions of shared zones were investigated, and the proposed design is a balance of pedestrian needs with the requirements for parking in the precinct.

Council also heard that having parking on both sides of the street was not working due to the increased congestion particularly on weekends. Council is proposing a change to parking on one side of the street only to improve traffic flow while accommodating two-way flow of vehicles and increased planting opportunities.

Safety and amenity in the Shared Zone

Due to heritage implications, the bluestone kerbing on Breese Street is likely to be required to be maintained. As such, Council is proposing stepless kerbing similar to what has been installed in Duckett Street. In sections, it's proposed to sawcut the bluestone to allow for a smooth transition for people with prams or in wheelchairs.

The proposed speed in this area is 10km/h for all road users, including people riding bicycles. To make the street feel less like a road, Council is proposing to limit parking in the shared zone area. This is done as parked cars can make it more difficult to cross by blocking line of sight, and can re-enforce the street as a place primarily for vehicles.

Across the shared zone, Council is proposing to re-instate the concrete and asphalt in red. This tells pedestrians and drivers that the space is different from the regular road and it is to be shared. It also creates a continuity from the footpath to road environment allowing for east west crossing points across the shared zone area. More detail can be found in the shared zone section on page 16

Using the healthy streets assessment this design scores 52/100, an uplift of 23 points. It scores similar to option 1, with an uplift in similar areas

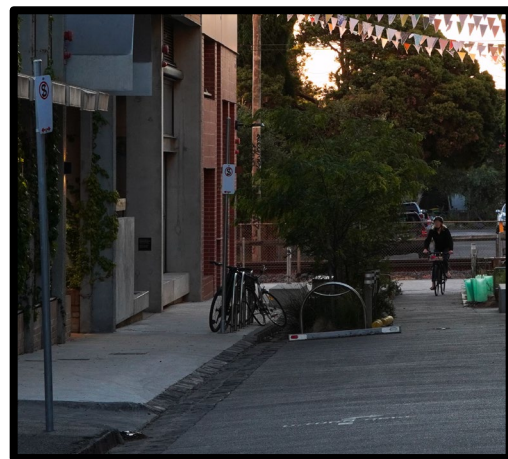


Figure 7 - Example of stepless kerb on Duckett Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	29	52
Everyone feels welcome	24	48
Easy to cross	29	52
Shade and shelter	0	33
Places to stop and rest	40	67
Not too noisy	33	47
People choose to walk and cycle	24	48
People feel safe	28	47
Things to see and do	33	58
People feel relaxed	24	48
Clean air	56	67

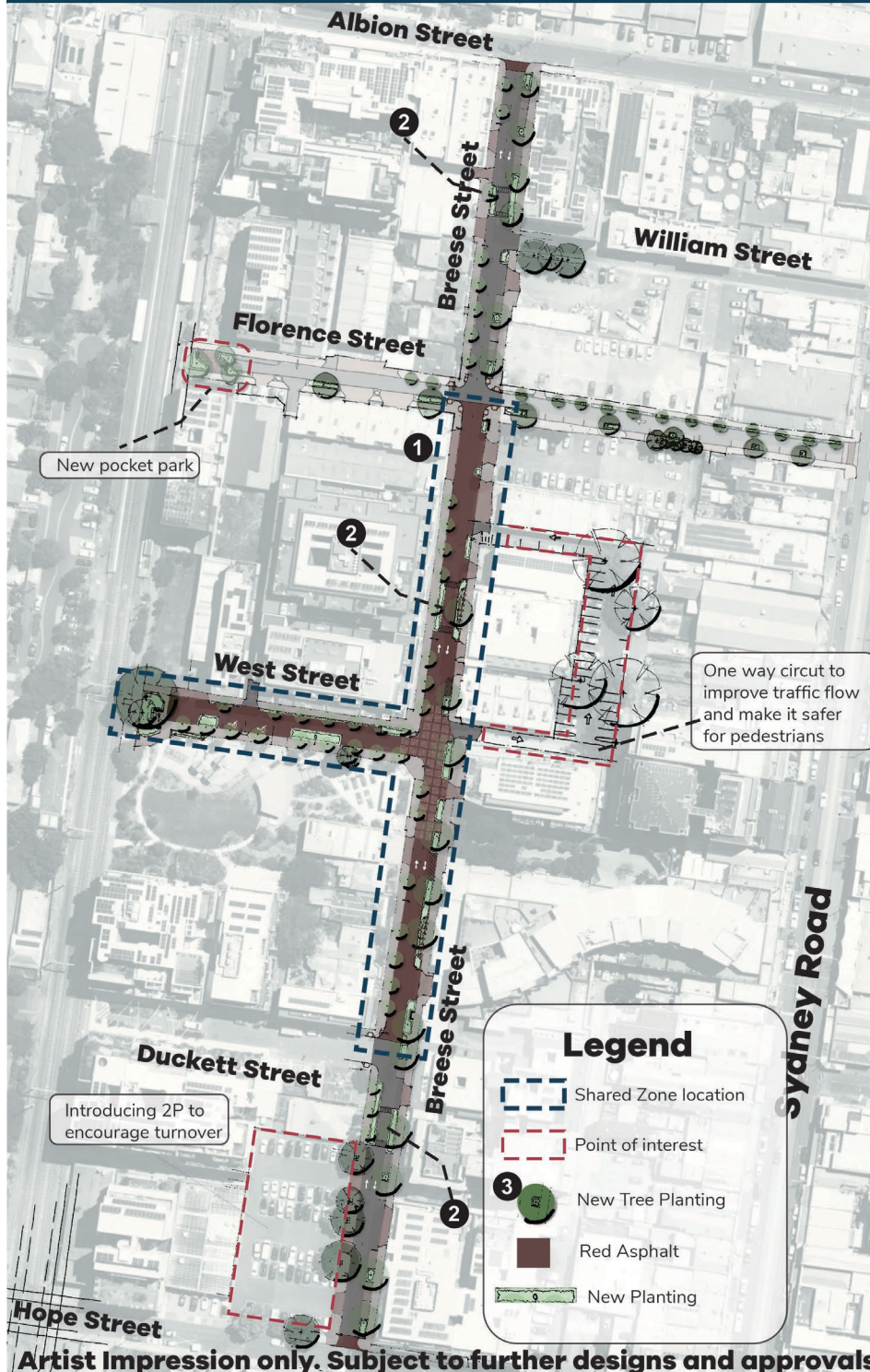
Figure 8 - Healthy Streets Score - Shared Zone

Breese Street Streetscape Masterplan

Option 2 - Central Shared Zone



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Design Features



A Shared Zone with a speed limit of 10 km/h installed between Florence Street and Duckett Street. A shared zone prioritises pedestrians allowing for east-west movement and maintains two way traffic.



Slow Points installed to calm traffic and reduce vehicle speeds. These slow point to include additional planting opportunities



New tree planting installed in the road carriageway to improve greenery in the precinct including on side Streets

Other improvements

- Simplified parking controls
- 30km/h Speed for remainder of precinct
- Removal of redundant vehicle crossovers
- Road and footpaths are smooth and level

Figure 9 - Central Shared Zone Option

Improvements to the streetscape across both design options

Additional Greenery along Breese Street

As identified in the community consultation, the primary improvement that residents of Breese Street would like to see was additional greenery along the corridor.

In both designs Council has maximised new space for planting by reducing the space for vehicles on the street. This is done by either removing a lane of vehicle traffic in Option 1 or reducing the amount of parking that is available in Option 2.

Due to existing footpath widths, trees are only being proposed in the road environment to maximise footpath width and accessibility. Tree planting in the road carriageway also has an additional traffic calming effect and often leads to increased growing capacity due to capturing more water runoff and increased space to account for growth.

Due to flooding concerns, Council is proposing to install tree pits at existing road grades. The pits are also proposed to have bluestone kerbing to support the bluestone character of the precinct, similar to the design used on Phoenix street at Balam Balam Place.

Alongside canopy trees to provide shade, Council is proposing additional understory planting to improve the amenity character of the street.

Items such as permeable paving, tree species selection as well as water sensitive urban design locations will be decided in future design stages.

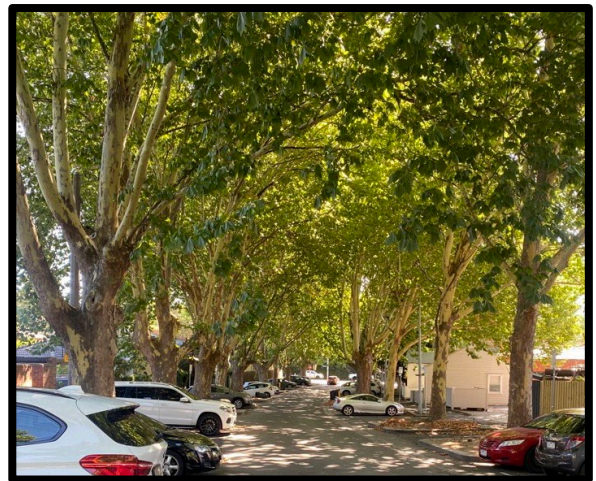


Figure 10 - top to bottom Merri-bek on road tree pits - Phoenix Street Brunswick, Example of established on road trees - Harris Street North Melbourne, On road trees - Napier Street Fitzroy

A Shared Zone on West Street

During the first round of community engagement, Bulleke-bek was a frequently identified as a beloved community asset. Subsequently both designs have identified it as the heart of the precinct and are proposing a shared zone on West Street to allow for the park to expand into the streetscape.

The Brunswick LXP has indicated that West Street will become one of two new station entrances for the new station to be delivered as part of this project. As such, the proposed design prioritises pedestrians along West Street in anticipation of high pedestrian numbers.

The shared zone is proposed to have a red surface asphalt colour, as is the standard for shared zones in Merri-Bek, and where feasible stepless kerbs to facilitate easy movement between the road carriageway and the footpath space.

The red asphalt displays to drivers that the space is different and that pedestrians have priority.

Where bluestone kerbs exist, Council will work within our bluestone policy to maximise pedestrian comfort by installing smooth bluestone.

Examples of red asphalt being used in shared zones can be found in similar projects in Merri-bek, at Albert and Victoria Shares Zones, Wilson Avenue and Batman Avenue in Coburg

Footpaths widened where possible to improve the walking environment

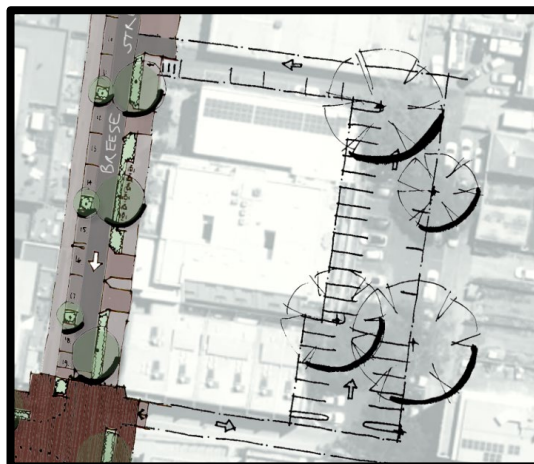
Council has attempted to widen the footpath as much as possible where possible to improve the pedestrian environment. Where it's not possible to widen the footpath, the designs propose increased separation between moving vehicles and pedestrians by planting greenery or installing street furniture such as bicycle hoops or benches. Exact locations would be confirmed during the detailed design stage.



Figure 11 - Top to bottom, Render of Albert Street Shared Zone, Batman Avenue Shared Zone - Coburg North, Example of widened footpath - Melville Road Brunswick West

One way circuit to access the car park behind 36 Breese Street

From site visits and discussions with the community, the intersection at West Street and Breese Street is a highly congested point. This is partly due to vehicles accessing the carpark and the ROW in both directions. To reduce this congestion Council is proposing converting this section of road to one-way, which will improve traffic flow through this carpark as well as reduce the impact on the intersection of West Street and Breese Street



Removal of redundant vehicle crossings to improve the pedestrian environment

As Breese Street has changed significantly, several legacy access points to the precinct have now become redundant. As part of the concept designs, Council seeks to remove these redundant vehicle crossings to improve the pedestrian environment.

Some of these vehicle crossings are bluestone and create a significant tripping hazard, and their removal will greatly improve the experience for people walking on the street.



A proposed pocket park at the end of Florence Street (to be delivered by developers)

Council has been working with the developers at 8 Florence Street to deliver a new community asset at the end of Florence Street. This is reflected in the plans and will be delivered prior to the commencement of the LXP. An example of a pocket park is the existing park at the end of Duckett Street which is currently being used extensively by the community

Additional east west crossings opportunities

Across both designs Council is proposing additional crossing points over Breese Street. During the community consultation we heard that the new crossing was supported by residents, but that it brought about traffic challenges due to traffic bottlenecking.

The proposed designs will change how traffic functions by reducing bottlenecking, thus allowing for additional crossing points over Breese Street. In option 1, additional crossings such as the existing zebra crossing in Breese Street are proposed in the precinct. In Option 2 people can cross in the shared zone with priority over vehicles.



Figure 12 - Top to bottom, One way circuit behind 36 Breese Street, Example of Redundant Bluestone vehicle crossing - Breese Street, Example of Pocket Park - Duckett Street Brunswick

Parking

One of the main challenges in the precinct identified in the community engagement and from observations, was the quality of the parking in the precinct

The main issues that were identified in the engagement were:

- Parking is not working for residents with visitors unable to find parking with vehicles often not moving, particularly in 1-9 Breese Street Carpark
- There is an increase in deliveries, and the parking controls don't support allow for this leading to unsafe parking
- People move in and out of apartment buildings frequently and there is often no loading zones provided in buildings to support this.
- The parking on the west side of the street during weekends leads to congestion and bottlenecks of traffic.

Proposal

Both proposed designs involve a reduction in overall car parking in the precinct to support planting, traffic flow and road safety improvements. The remaining parking is proposed to change to make parking fairer in the precinct.

Parking is proposed to be heavily reduced on West Street to facilitate the new shared zone and access to the new railway station. During site inspections and observations vehicles would become stuck here trying to find parking leading to congestion.

Currently, Breese Street has a range of parking restrictions that are not functioning as intended. Council is proposing that parking is a blanket 2P in the area 8am-8pm, 7 days a week. Both the off-street carparks at 1-9 Breese Street, and behind 34 Breese Street would be given the same restrictions as to simplify parking in the precinct.

This proposed parking restriction promotes turnover to support visitors and customers to the precinct, and the blanket timing restriction makes it easier to understand what sort of parking is allowed.

Alongside the blanket 2P, Council is also proposing several 15-minute parking (1/4P) bays to support deliveries, pickups and other high turnover items. These bays would be spread evenly across the precinct.

Under the Parking Management Policy, Council has a Service Permit, which allows for removalists and other trades people to park for extended periods in timed restrictions such as 2P. Council will promote this permit in the precinct to facilitate ease of moving in and out of apartment buildings that do not have adequate loading zones.

Exact locations and number of parking spaces will be confirmed in later design stages.

The summary of the proposed changes can be found in *Table 1 - Summary of proposed parking changes*

Changes to 1-9 Breese Street

While the proposed options would reduce the amount of kerbside parking in the precinct, this would be offset by changing the parking restrictions in the carpark at 1-9 Breese Street. During the project development, Council officers observed the parking at 1-9 Breese Street and found that the parking turnover was very low, with vehicles often not moving for weeks at a time.

Due to the level of development in the Breese Street Precinct, the surrounding activity centre and places of interest, unrestricted parking is not an equitable or fair use of land in the precinct.

Timed restrictions generally aim to have an occupancy rate of 85 per cent, and through site visits and observations this off-street carpark was found to have consistently exceed this.

Subsequently, changing the parking restrictions in this off-street carpark will reduce the number of vehicles being stored in this location, and provide more opportunities for visitors to park in the precinct.

With the proposed park at 568-574 Sydney Road being recently announced, Council will not be proceeding with undergrounding this car park at this stage.

Existing Parking Control	Proposed New Parking Control
2P (various)	2P 8am-8pm
Unrestricted	2P 8am-8pm
Unrestricted off street (1-9 Breese Street)	2P 8am-8pm
1p (various)	2P 8am-8pm
2p (8-6 M-F, 8-1 Sat)	2P 8am-8pm
disabled bay	disabled bay
Carshare	Carshare
Loading Zone`	Loading Zone
No standing 9-6 M-F 9-1 Sat (West side of Breese Street)	Removed to allow for traffic flow.
	NEW 1/4P 8am-8pm to support deliveries

Table 1 - Summary of proposed parking changes

FAQs

Design Process

Why does Breese Street need improvements?

Breese Street has undergone significant development over the past 10 years, and the design of the street and surrounding streets do not adequately meet the needs of its residents and users.

It is currently very difficult for people to safely walk along the street, and the traffic and parking is not functioning well.

Some improvements are required to make the area suitable for all road users.

Why are two designs being put forward?

During the engagement and through the design process Council heard lots of different thoughts about how Breese Street should function. Both a one-way treatment and shared zone were suggested similarly as a solution.

The two concept designs presented for community feedback offer different ways of improving the precinct, incorporating these community ideas. We want to know which of the designs the community prefers, and we look forward to hearing the communities' perspectives on both designs.

Why is Hope Street not being included as part of this engagement?

The Hope Street section between Upfield Rail Corridor and Sydney Road is being brought into the Hope Street Streetscape Masterplan. This is being done based on feedback we received on previous engagement.

Recent opportunities including the recent purchase of land at 568 Sydney Road has allowed Council to think of Hope Street as a broader project. This will be communicated as part of the next round of the [Hope Street Streetscape Masterplan](#)

Why is there no option to leave the street as it is?

Based on our assessment and feedback that we have received, the way Breese Street is currently functioning makes it difficult for people to safely walk and ride bikes and for traffic to flow. The character of the streetscape is also not consistent with a highly urbanised area.

Some improvements are required to make the street function better for all road users and residents.

What is happening with the Brunswick Level Crossing Removal Project?

Hope Street and Albion Street are to be removed as part of the Brunswick Level Crossing Removal Project (LXR), announced in 2022. Following the announcement in 2024 that there will be two stations with the northern station having an entrance at both Hope Street and West Street, the proposed design of Breese Street Masterplan seeks to improve pedestrian connectivity into this new station.

To learn more about the Brunswick Level Crossing Removal visit the project's [Conversations Merri-bek page](#).

Is Breese Street a Streets for People Project?

Our plans for Breese Street are being developed in line with our Streets for People framework, as outlined in the Moving Around Merri-bek transport strategy.

While Breese Street is not an identified Streets for People project, we have used it as a test case to develop the framework. We will continue to apply the framework on this project due to the level of community interest and transport requirements of the precinct.

Learn more on our [Streets for People page](#).

What is a Streets for People project?

Streets for People is our new framework for making improvements to Merri-bek's transport network. It takes a holistic approach to understanding how our streets function, guiding how we make changes to streets to benefit all users, and ensure we are working towards long-term goals for building a better Merri-bek transport system.

Learn more on our [Streets for People page](#).

Is there a Streets for People plan?

Yes, Council engaged on the Streets for People plan in March of 2025. The plan was adopted was adopted at the 2025 August Council meeting and outlines all the street Corridors that Council has identified for Streets for People Projects.

You can read more about the plan on our [Streets for People plan page](#)

What is a Healthy Streets score?

[Healthy Streets](#) is an approach to planning public places and transport improvements that incorporates public health, with an aim of creating better places for human activity on streets. The Healthy Streets approach is based on 10 indicators that are considered essential for streets to create fair, sustainable and attractive urban spaces for people to be. These indicators are:

1. Everyone feels welcome
2. Easy to cross
3. Shade and shelter
4. Places to stop and rest
5. Not too noisy
6. People choose to walk and cycle
7. People feel safe
8. Things to see and do
9. People feel relaxed
10. Clean air

Learn more about how we use Healthy Streets on our [Streets for People page](#).

One Way Option

Why are Council proposing a one-way option?

Reducing the carriageway down to one lane and one direction allows for significantly more planting space and room for people walking and riding.

It also addresses the community feedback that directly requested this change, and more generally expressed frustration with parking and congestion in the area. 25 per cent of all survey respondents suggested a one-way street as a preferred solution for improving Breese Street.

A one-way street option allows us to make many improvements to the area while allowing more parking to be retained. Our second design option does maintain a two-way flow of traffic; however this requires car parking removal.

Can't two-way traffic be maintained?

Yes, but not as part of this design. During the engagement we heard of frustration from the community about having to negotiate traffic through a single lane. To get the planting and improved amenity that the project aims to create, reducing the carriageway down to one lane and alternating

the parking allows is the only option. The shared zone option maintains two-way traffic but at the expense of car parking.

Why not northbound one way?

The Albion Street Sydney Road intersection is at capacity and pushing all traffic to Albion Street would create further traffic issues.

Council believes that by changing how Hope Street and Sydney Road function (by allowing right hand turns out of Hope Street), would improve traffic flow through Breese Street. Florence Street and William Street carry very low traffic numbers and can carry additional capacity of vehicles into the precinct.

What additional works would be required to make this happen?

For a one-way Southbound option to work properly, improvements would likely be required at the intersection of Sydney Road and Hope Street to allow traffic to enter back into the road network. Currently there is a right turn ban from Hope Street and due to the volume of traffic on Sydney Road this change would not be possible without some additional traffic controls.

Sydney Road is under control of the Department of Transport and Planning (DTP). If this is the preferred option Council will advocate and work with DTP to determine the best treatment at this intersection.

Can bicycles still travel in both directions?

It is proposed as part of this design to allow for bicycles to travel in both directions. Due to low speeds this can be done safely as is done across Fitzroy in the 30km/h areas.

Why have you proposed changes to West Street?

We are approaching our changes to Breese Street as a precinct, including side streets in the area.

As part of this option, we are proposing changes to West Street. This is due to the proposed location of the new station entrance, and proximity to Bulleke-bek park.

During our community engagement period, we heard how important this park is to residents of the Breese Street Precinct, and the design seeks to expand the feeling of where the park ends into the street.

Shared Zone Option

What's a shared zone?

A shared zone is an area that all road users can use. Vehicles and cyclists must give way to pedestrians in a shared zone.

Please note the Road Safety Road Rules (rule 83), "A driver driving in a shared zone must give way to a pedestrian in that zone. For this rule, give way means a driver must slow down and, if necessary, stop to avoid a collision".

The new speed limit for vehicles (including cyclists) within this shared zone is 10km/h because of the need to give way at any time.

How is a shared zone used safely?

Although pedestrians have right of way, like many road treatments, eye contact where possible between all road users when determining who will go first is key to safely negotiating the shared space. This is the same principle for zebra crossings and T-intersections, however in a shared zone,

the speed limit is slower, and the treatment can apply to a length of street rather than a single crossing point.

Why does the Speed limit need to be lowered for a shared zone?

While the speed across Breese Street is proposed to be 30km/h, Shared zones are required by law to be 20km/h or 10 km/h. The new speed limit for vehicles (including cyclists) within the shared zone is proposed to be 10km/h as it gives drivers and bicycle riders time to slow down to avoid pedestrians.

Can't parking be maintained as part the shared zone.

Removing on street parking in this location re-enforces pedestrian priority as there will be less vehicles in the precinct. It also makes it easier to cross the road as people's visibility isn't hindered by parked vehicles. Some parking will be maintained in this section.

Parking

Is there parking loss proposed as part of this project

Yes – there will be a reduction in the number of car spaces being proposed as part of both designs.

Parking takes up the majority of the kerb space and through the engagement we hear that greenery was the highest priority for the community. To achieve these greenery objectives trees must be planted in the road carriageway which results in some parking loss.

However, changing the parking restrictions in the off-street carparks will free up parking for visitors making it easier to park, and mitigating the effects of the removal of car parking.

Won't increased parking restrictions make it harder to park?

No. Tighter parking restrictions increase parking turnover, making it easier to park.

The targeted occupancy rate for parking is generally 85% which allows for the majority of parking to be used, while parking still being available.

Will the restrictions push traffic onto neighbouring streets?

The majority of adjacent streets to the Breese Precinct already have parking controls which prevent vehicles from spilling over onto adjacent local streets. If these changes are implemented council will monitor parking occupancies on adjacent streets and can make changes if required