

Brunswick and Parkville

Community consultation report

January 2026



Park Street, Parkville





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Project overview

We're removing eight more dangerous and congested level crossings on the Upfield Line from Albion Street, Brunswick to Park Street, Parkville.

We've already removed five level crossings on the Upfield Line and in 2030, another eight will be gone for good at:

- Albion Street, Brunswick
- Hope Street, Brunswick
- Victoria Street, Brunswick
- Albert Street, Brunswick
- Dawson Street, Brunswick
- Union Street, Brunswick
- Brunswick Road, Brunswick
- Park Street, Parkville.

We're removing the level crossings by building a 2.1-kilometre rail bridge over the roads.

We'll build new accessible stations in Brunswick's north and south connecting passengers with the places they live, study, work and enjoy – including RMIT University, community and educational facilities and vibrant retail and dining precincts.

Each station will offer convenient access with two entrances, one at each end of the 160-metre platforms.

Technical and engineering assessments identified building two stations reduces heritage and construction impacts, increases open space and paves the way for future upgrades on the northern rail corridor, including extra train services in the future.

Making Brunswick boom gate free will create two MCGs worth of new open space and improve east-west connections.

We'll also transform the Upfield Bike Path by delivering separate bike and walking paths, improving journeys for the 2500 bike riders and pedestrians who already use the path daily.

The level crossings will be gone and new stations will open in 2030.

The Upfield Bike Path has 2500 journeys each day.

Why these level crossings need to go



71,000 vehicles travel through these crossings each weekday



Up to **16 trains** pass through these crossings during the morning peak (7am to 9am)



Boom gates are down for up to **30 minutes** of the morning peak (7am to 9am)



36 near misses since 2016

More trains, more often for the Upfield Line

The Metro Tunnel is now open, with the Sunbury, Cranbourne and Pakenham Lines taken out of the existing City Loop – freeing up space across the network for more services to be added for generations to come.

Later this year, wait times on the Upfield Line will be slashed by up to half, with more trains, more often on evenings and weekends.



Selecting the best design

Extensive engineering and technical assessments have determined a rail bridge over the roads is the best solution to remove these level crossings.

We assess every level crossing site based on its unique characteristics when determining the best solution for a project.

At Brunswick and Parkville we factored in:

- accessibility requirements
- very narrow corridor
- protecting Victorian heritage listed sites
- reducing compulsory acquisition of homes and businesses
- opportunities for open space
- overall amenity potential of the design.

The new rail bridge over the roads best suits conditions in the area and will complement the existing rail bridge in Brunswick and Coburg.

These assessments also identified that building two stations reduces

heritage and construction impacts, increases open space and paves the way for future upgrades on the northern rail corridor, including extra train services in the future.

We'll build new accessible stations in Brunswick's north and south connecting passengers with the places they live, study, work and enjoy – including RMIT University, community and educational facilities and vibrant retail and dining precincts.

The new northern station will be centrally located between West Street and Hope Street.

The southern station will be centrally located between Dawson Street and Union Street.

The new station locations were determined by:

- ensuring station designs are built with straight platforms to meet

modern accessibility requirements and rail safety standards

- balancing the distance between the stations along the Upfield Line to prevent rail network bottlenecks – ensuring more services can be added to the Upfield Line with consistent train speeds and stopping distances along the corridor
- considering an equitable distance for passengers to access the new stations
- improving access for the wider community
- using land in the rail corridor
- minimising compulsory property acquisition
- not impacting Victorian heritage-registered sites
- limiting the impact on current and future rail operations.

Building a rail bridge over the roads has many advantages



Connects the community by removing the barrier of the rail line



Rail bridge design minimises disruption during construction



Two MCGs worth of new community open space



More trees and landscaping as part of the new open space



New separated bike and walking paths from Moreland Road to Park Street



New east-west connections



Improves safety for locals and road users



More reliable travel time with no boom gate delays



Paves the way for more trains to run in the future

What we considered

We assess every level crossing site based on its unique characteristics when determining the best solution for the project.

When developing designs, we consider a range of factors including impacts to homes and businesses, opportunities for open space, protecting heritage in the area, accessibility requirements and the width of the rail corridor.



Station locations

The locations of the new northern and southern stations are centrally located between Moreland Road and Park Street.

To provide equitable access to train services for all passengers, including residents and people travelling to Brunswick for work, study or play, there will be approximately 1 kilometre between each station, from Moreland Station in the north to Royal Park Station in the south.

This spacing also avoids creating future rail bottlenecks – ensuring more services can be added to the Upfield Line with consistent train speeds and stopping distances along the corridor.

Each station will offer convenient access with two entrances, one at each end of the 160-metre platforms, making them highly accessible to the surrounding areas.

The project prioritised using existing available land in the rail corridor to minimise compulsory property acquisition.

The northern station is further constrained by the Victorian heritage registered and state significant site, the Former Brunswick Gas & Coke Retort House on Hope Street. The station location the station location minimises impact to this site.

The capacity of the stations will meet passenger demand now and over the years ahead.



Narrow rail corridor

The rail corridor between Brunswick and Parkville is very narrow, with residential, retail and community precincts built up along the Upfield Line. Alternate solutions, such as a rail trench, are too wide to fit in the space available and would have resulted in significant compulsory acquisition of homes and businesses.



Construction impacts

Building major infrastructure in densely populated areas poses challenges, with construction impacts affecting the local community and passengers.

Alternative road or trench designs would have much more significant construction durations and permanent community impacts. We're seeking to minimise impacts where possible.



Protecting heritage

It is important that the impacts to local heritage are considered throughout the project's design and construction.

When developing a design, our team will seek to preserve and incorporate the Victorian heritage listed station buildings, signal boxes, gates and other infrastructure into the open space where possible.



Reducing compulsory acquisitions

While some property acquisition will be required for this project, we always look to minimise the extent of potential property acquisition.



Local vegetation and re-greening opportunities

We consider how a design will impact on the existing vegetation along the rail corridor and look to invest in new and improved open green space for the community.

We understand this is particularly important for the Parkville and Brunswick communities.



Find more about the key considerations

Read our **Selecting the best design for Brunswick and Parkville** report by scanning the QR code or visiting levelcrossings.vic.gov.au/brunswick

Consultation summary

In September and October 2024, we asked the local community to share how they move around the area and what they love about Brunswick and Parkville.

We received more than 1600 valuable pieces of feedback via our Engage Victoria surveys, station pop-ups, information sessions and our contact centre.

Your feedback, along with technical and engineering requirements, is helping shape the project's concept designs, which will be released from 2027.

Thanks to everyone who completed a survey, shared feedback or joined us at one of our information sessions.



One of 12 information sessions in Brunswick.



3,191

people reached via social media



9,488

visitors to our *Engage Victoria* online consultation hub



Community updates sent to

37,000+

properties



739

interactive map comments



736

vision and values surveys completed



127

questions via *Engage Victoria* online consultation hub



44

enquiries via the contact centre



3

pop-ups at Anstey, Brunswick and Jewell stations



218

participants across

12

information sessions

What we heard

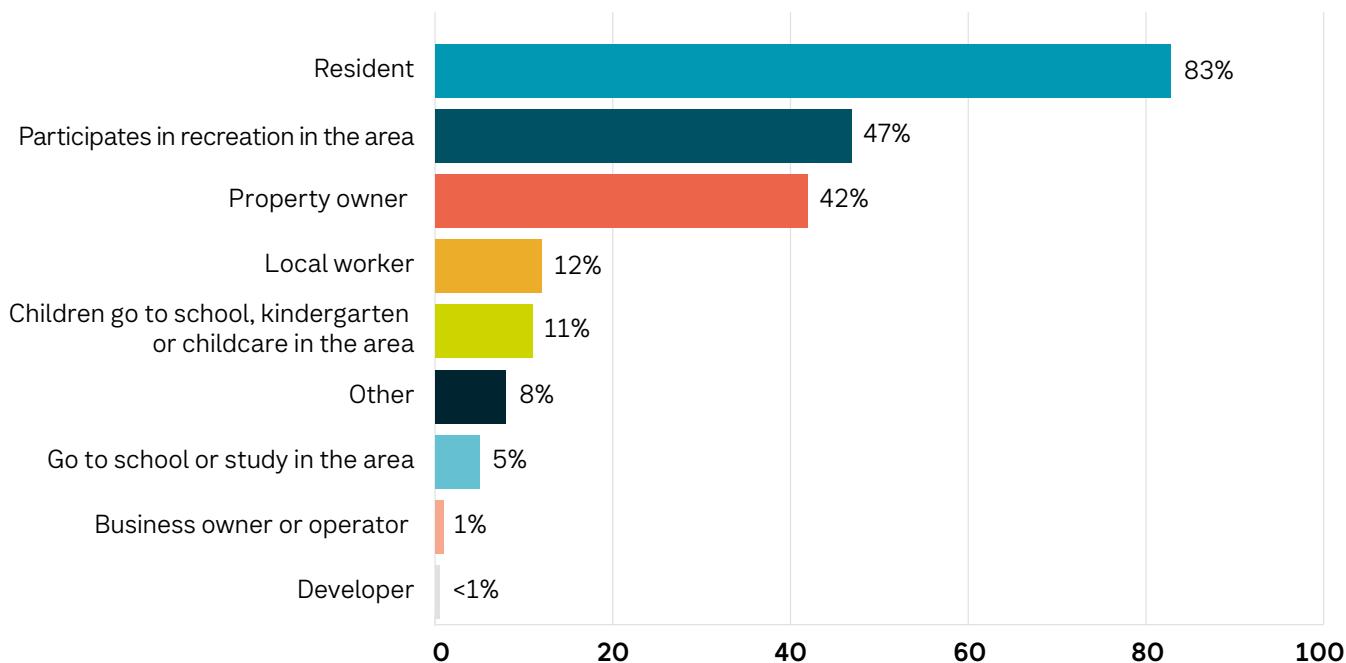
Respondents were asked to tick all options that applied.



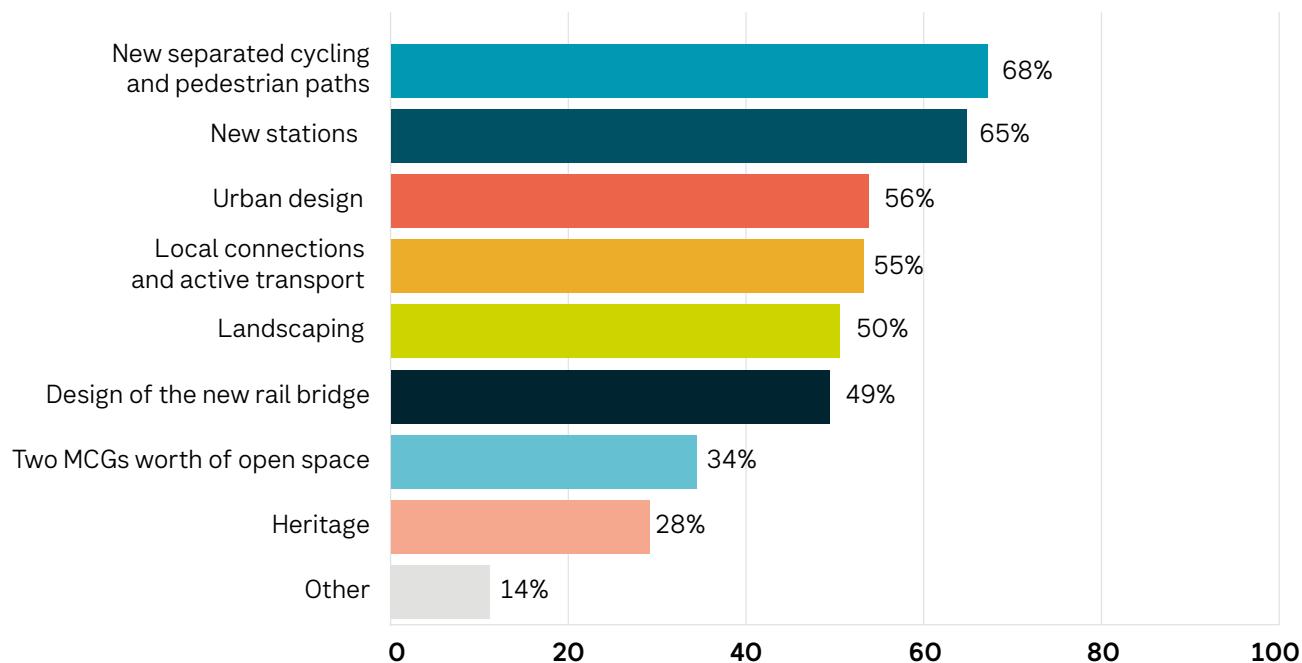
Almost 76% of survey respondents live in Brunswick, Brunswick West and Brunswick East

About you

What is your connection to the Brunswick and Parkville level crossing removal project?

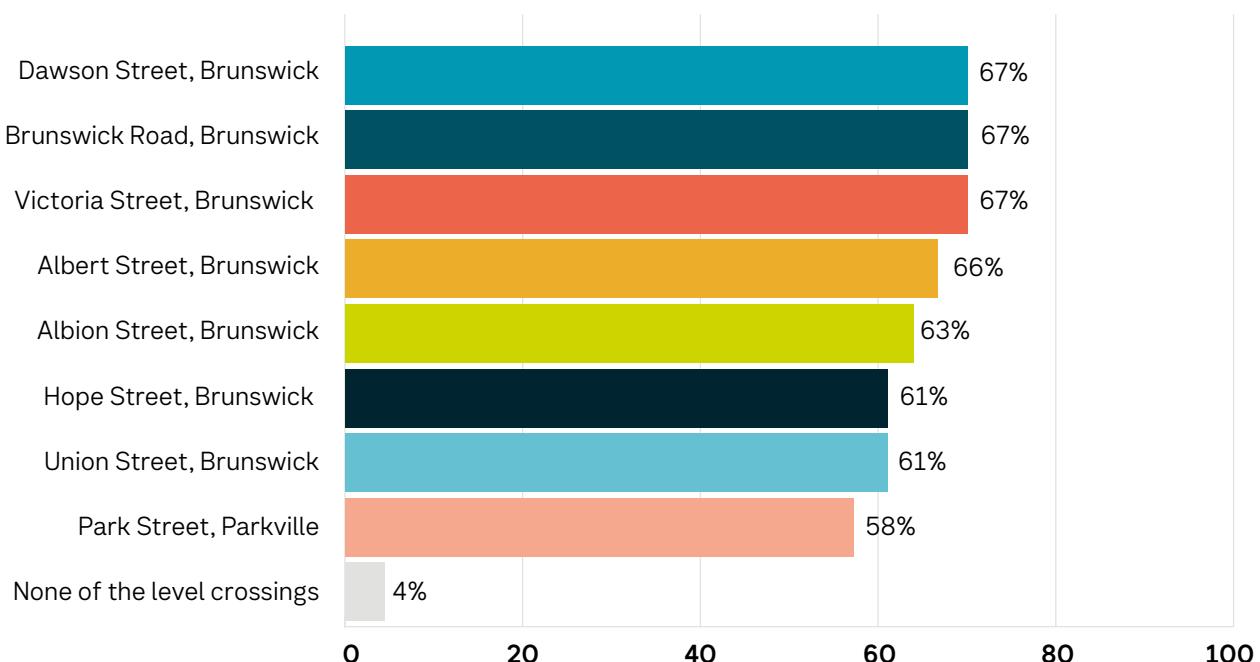


What parts of the project are you most interested in?



How you move through the area

What level crossings do you travel through?



What are your top destinations in the area?

Respondents were asked to rank destinations they travel to.



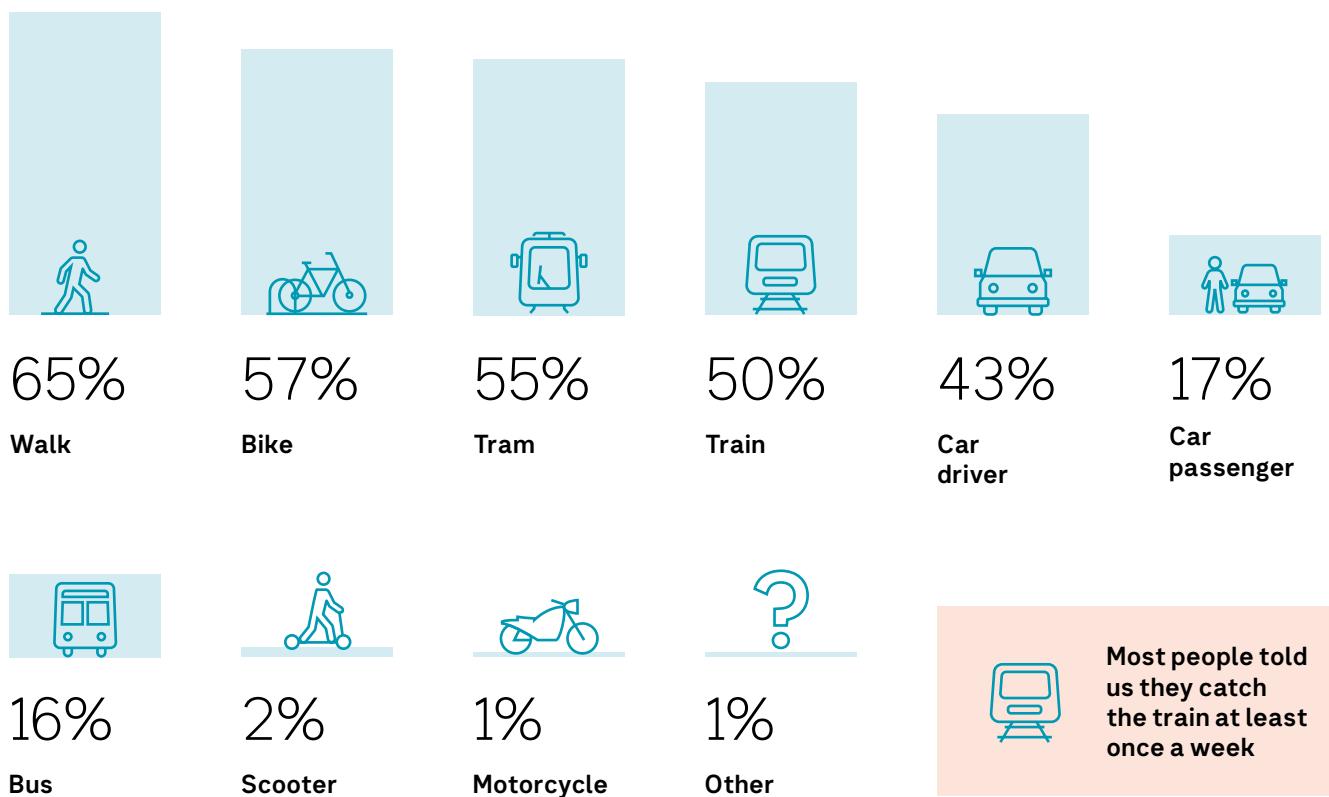
Respondents were asked to rank what they wanted to see in station precincts.



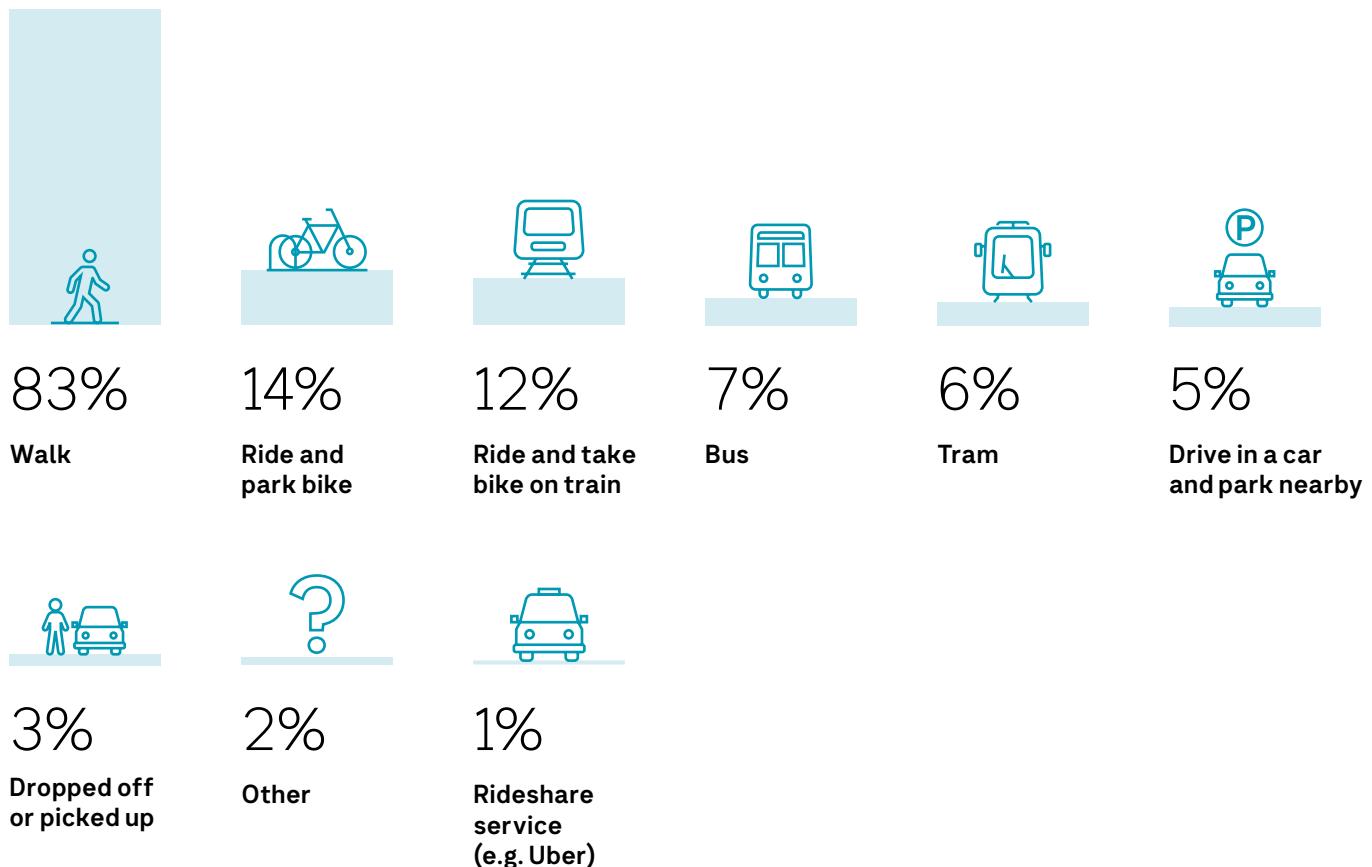
How often do you use the Upfield Bike Path?



How do you travel around Brunswick and Parkville?



How you get to or from the station?



What's important to you

What you value about your local area?



Sense of community, diversity and character of the area

The sense of community, diversity and character of Brunswick and Parkville is highly valued by locals.

Many shared the mix of cultures and people, vibrancy, aesthetic and the blend of urban, industrial and sustainable as elements they love.



History and heritage

The recognition and celebration of industrial and First Nations heritage was noted by many as something special about the area.

Locals would like to see these elements reflected in the project design, mentioning incorporating rail and industrial heritage and First Nations culture.



Connectivity, walkability and bike friendliness

We heard locals love the connectivity of the area, with good links to different modes of public and active transport.

Locals also commented on how walkable and bike friendly Brunswick and Parkville are, with many noting the project is an opportunity to improve the existing path network and connections throughout the area.



Planting, greenery and community open space

Many locals love the planting and greenery in Brunswick and Parkville and would like to see more landscaped areas developed by the project with a preference for native and indigenous species.

Locals shared they value many of the unique community spaces in the local area and would like more places where people can come together and connect, as well as more green spaces once the rail line is elevated.

How do you think elements of these spaces could be reflected in the project?



Native planting and greenery

We heard the community would like the project include more planting and greenery to support and enhance the biodiversity of the area.

Native and indigenous plantings were a common theme.



Walking and cycling connections

Locals highlighted the importance of good walking and cycling connections, with improved safety for those travelling through the area.



Natural, recycled and sustainable materials

Many responses expressed interest in the use of natural, recycled and sustainable materials in elements of the new open spaces, community areas and other aspects of the project.



Inclusive and community focused spaces

We heard locals would like a blend of active recreation areas and open space with natural light, seating and shaded areas and a variety of play elements and features that will cater to and be accessible for all ages and members of the community.



History and heritage

Recognition and incorporation of Brunswick's industrial history is something locals would like to see reflected in the project. We also heard locals want First Nations heritage, culture and artwork that represents the local community and area.



Bulleke-bek Park

We heard concerns regarding potential impacts to Bulleke-bek Park and suggestions about expanding and enhancing the park as part of the project.

Your favourite local recreational spaces

Respondents were asked to rank their favourite recreational spaces.

1

2

3

4

5

Royal Park

CERES Community Environment Park

Gilpin Park

Bulleke-bek Park

Clifton Park

Conversations with the community

When listening to the community we answered questions about the design and what to expect during construction.

These were the top themes.

What we heard	How we're delivering
 Locals wanted to know how the new locations of the stations were selected	<ul style="list-style-type: none">As with all level crossing removal projects, extensive engineering and technical assessments determined the locations for the new accessible stations.Building two stations reduces heritage and construction impacts, increases open space and paves the way for future upgrades on the northern rail corridor, including extra train services in the future.The existing stations at Jewell, Brunswick and Anstey will be merged into two new modern state-of-the-art stations in new locations in Brunswick's north and south.The new northern station will be centrally located between West Street and Hope Street. The southern station will be centrally located between Dawson Street and Union Street. There will be approximately 1 kilometre between each station, from Moreland Station in the north to Royal Park Station in the south.To determine the new locations, we considered equitable distance for passengers to access the new stations. Each new station will have two entrances, one at each end of the 160-metre platforms, further improving access and making them highly accessible to the surrounding areas. Both entrances will be fully accessible, with stairs and lifts providing direct access to the platforms above for all passengers.By balancing the distance between the stations along the line, we create consistent stopping distances along the corridor and trains can travel at consistent speeds. This prevents future rail bottlenecks as more services are added to the Upfield Line.We've also prioritised using land in the rail corridor to minimise compulsory property acquisition and not impacting Victorian heritage-registered sites.The northern station is constrained by the Victorian heritage-registered and state-significant Former Brunswick Gas & Coke Retort House on Hope Street and the station location minimises impact to this site.The new stations will be fully accessible for passengers of all abilities, which can only be achieved with straight platforms enabled at the two determined locations.

What we heard



We heard you want stations that fit in with the local area

How we're delivering

- We acknowledge the narrow rail corridor and the current and future density along the Upfield Line, and heard feedback about wanting a different design to the nearby Coburg and Moreland stations.
- The constraints associated with the rail corridor in this area make the Brunswick and Parkville level crossing removal project one of the most complex we will deliver. Because of this, station designs will take careful planning.
- The team is working with designers experienced in designing rail bridges, elevated stations and rail infrastructure in complex environments to minimise impacts of the new stations where possible.
- Community feedback, along with engineering requirements and technical assessments, will inform concept designs that will be released from 2027. This will include opportunities to help shape key elements of the design, like walking and cycling connections, accessibility, landscaping, open space and station precinct design.



The community told us they loved their local parks and wanted to make sure they were looked after

- To build the new 2.1 kilometre rail bridge and two new stations, we need to install new infrastructure, relocate existing services and utilities and set up work sites.
- We will work closely with environmental and sustainability specialists throughout the project to minimise impacts to local flora and fauna.
- During project development and in construction, we work to minimise the impacts on local parks and existing vegetation as much as possible. As we're undertaking works in such a built-up area, there will be some impacts to local parkland to enable us to safely work in the narrow rail corridor.
- Any impacts to local parks will be rectified and reinstated upon works completion.
- We will have more information for the community closer to major construction which is anticipated to start in 2029.



Exercise equipment along Railway Place, Coburg, installed as part of Bell to Moreland level crossing removal project

Thank you and next steps

Thank you to everyone who shared their feedback and thoughts about the Brunswick and Parkville level crossing removal project or joined an information session.

Your feedback, along with technical and engineering requirements, will continue to help shape the project's concept designs which will be released from 2027.

As the project progresses, there will be more opportunities to help shape key elements of the design like pedestrian and cycling connections, accessibility, landscaping, open space and station precinct design.

Project timeline



2022

- Project announced

2024

- Vision and values community consultation

2025 to 2026

- Site investigations and planning

2027 to 2028

- Early concept designs released
- Community consultation
- Further community consultation on refined designs
- Early works

2029

- Construction

2030

- Construction
- Boom gates gone for good
- Stations open

2031

- Community space open

* Timeline subject to change.

Keeping in touch

The best way to stay up to date with the project is to:



Read more about the project at levelcrossings.vic.gov.au/brunswick



Subscribe to email updates at levelcrossings.vic.gov.au/subscribe and under Upfield Line select Brunswick



Call us on **1800 105 105**



Email levelcrossings@bigbuild.vic.gov.au



For languages other than English call **9209 0147**



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Train heading north to Upfield Station



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1800 105 105 (call anytime) in

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