

## Frequently Asked Questions

The following document has been created to address the frequently asked questions the Shrine to Sea project team has received through community and other stakeholder engagement. The project team regularly updates this document as we move through the different phases of the project.

### OVERALL PROJECT QUESTIONS

#### What is the Shrine to Sea project?

The Shrine to Sea project will create a boulevard that connects the Domain Gardens to Port Phillip Bay via Albert and Kerferd roads. The project will enhance the existing greenery and open spaces, improve the safety and experience for people walking and cycling through this part of Melbourne and help bring the local history, stories and culture to life for resident and visitors.

#### What date was the project first made public?

The Victorian Government announced \$13 million for this project's delivery as part of the state budget in May 2018.

#### What are the objectives of the Shrine to Sea project?

The Shrine to Sea project will:

- Provide an enhanced green boulevard
- Establish safer and clearer links and connections for walking and cycling
- Celebrate local stories
- Improve usable open space.

This is one way the State Government is working to achieve Outcome 6 of *Plan Melbourne* – to create a sustainable and resilient city.

#### Who is involved in the Shrine to Sea project?

The Department of Environment, Land, Water and Planning (DELWP) became the lead agency for the Shrine to Sea project in late 2019. DELWP is working in partnership with the City of Port Phillip, the Department of Transport, and Parks Victoria to deliver the project.

The DELWP project team engages with other government agencies and consultants as required (including but not limited to urban designers, landscape architects, transport engineers, quantity surveyors). The project is governed by a Project Working Group and an executive level Project Control Group, which both meet regularly.

Since the inception of the project, DELWP has also worked closely with the Traditional Owners and Custodians of the land in the project area. Prior to 1 July 2021, the area had “shared interest land status” with three groups having shared interest in the area: Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, the Boon Wurrung Foundation and the Bunurong Land Council Aboriginal Corporation. The Shrine to Sea project team conducted site walks and meetings with all three groups to understand their interests, connections to country and identify opportunities within the project.

On 1 July 2021, the Victorian Aboriginal Heritage Council (VAHC), which registers Aboriginal parties (RAPs) under the *Aboriginal Heritage Act 2006 (the Act)*, announced variations to its registration boundaries. The Bunurong Land Council Aboriginal Corporation’s RAP status boundary now takes in the entire Shrine to Sea project area. This includes changes in many local government areas, including the City of Port Phillip. More information about this decision can be found here on the [Aboriginal Heritage Council Victoria website](#).

In line with the VAHC’s decision, we will work with Bunurong Land Council Aboriginal Corporation as the RAP for any activities or works required under the Act and all three groups for other matters.

## **How will the project be delivered?**

There are three key phases to the \$13 million Shrine to Sea project:

**Phase 1** - Project inception - Completed.

**Phase 2** - Development of the Shrine to Sea Masterplan - Underway.

This phase involves many steps; review of policies, strategies; extensive site analysis; preparation of technical reports and a comprehensive partner, stakeholder and community engagement program. This work has informed the project’s vision and principles and the testing of ideas and proposals. The project team is now synthesising all work to date into a draft masterplan which will be available for public comment, with feedback incorporated into the final masterplan.

This phase of the planning process has experienced several delays due to a number of restraints. This has included impacts on the ability to carry out onsite visits and assessments due to COVID-19; resourcing capacity of the project team staff and consultants; and the overlay of independent, intersecting projects that impact the study area.

In April 2022, the Department of Transport announced the withdrawal of proposed designs for the trial of a protected bike lane on Kerferd Road as part of their [Pop-Up Bike Lanes program](#). This decision will further affect the development of the Shrine to Sea masterplan and our objective to create safer and clearer links and connections.

The project team will consult with all parties involved, including the Project Control Group, to review the impacts this decision has on current planning, timelines and the way forward for the Shrine to Sea masterplan. We will consider which aspects of the overall draft masterplan, such as proposals along Albert Road, can be tested with the community and progressed without impacting any future Kerferd Road bike lane design options.

## Phase 3 – Delivery – To commence.

Once the masterplan is finalised and approved, detailed design, planning approvals and project delivery will begin. Where works align with other plans already approved or committed to by other agencies, these works will progress sooner. (e.g. Albert Park Master Plan, and tree replacement plantings as part of the Anzac station project). Our objective of ‘Greening the boulevard’ has been the subject of extensive community engagement and received strong support. We anticipate the majority of the project will be completed by 2024.

## Are there other projects that intersect with the Shrine to Sea project? What are they and what impacts will they have?

There are a number of projects underway or in the vicinity of the project area which intersect with Shrine to Sea project in a variety of ways. These are:

- Anzac Station development - The new station major works are underway as part of the Melbourne Metro Tunnel project. These works impact St Kilda Road and Albert Road, between St Kilda Road and Kings Way. Planning for both projects is ensuring continuity in bike trails, improved public realm and greening. More details can be found [here](#).
- City of Port Phillip’s Safety Improvements Trial at Kerferd Road – This trial involves improvements at the intersection of Kerferd Road, Herbert and Montague streets, Albert Park. Outcomes of the trial will inform any changes proposed to improve road safety along Kerferd Road. More details can be found [here](#).
- Albert Park Master Plan - Developed by Parks Victoria, this master plan guides improvements to the park over the next 25 years. The Shrine to Sea project will align and support the delivery of proposals already approved as part of the master plan. More details can be found [here](#).
- Pop-up Bike Lanes Program – Kerferd Road. The Department of Transport recently announced the withdrawal of proposed designs for the trial of a protected bike lane on Kerferd Road as part of their [Pop-Up Bike Lanes program](#). This decision will affect the development of the Shrine to Sea masterplan and our objective to create safer and clearer links and connections. Improving safety for all road users, including cyclists, remains a key outcome for Shrine to Sea and further design options will need to be considered in light of this decision.

## How can I be involved?

Community and stakeholder engagement is at the heart of the Shrine to Sea project. This has included appointing and working with a 24-person Community Panel, two rounds of online community consultation via Engage Victoria, regular email updates, a series of listening sessions and webinars, Public Life walks, and stakeholder meetings. The feedback and ideas received through this process will help shape the Shrine to Sea draft masterplan.

The community will again be asked for their input when the draft masterplan is released. The plan will be made available on the project’s [Engage Victoria webpage](#). The project team will again promote the opportunity for the community to take part in the engagement process, through letterbox drops, emails, social media and information sessions.

## How can I stay up to date with the project?

You can visit the official website for updates and join an already extensive list of stakeholders who are regularly kept up to date. To register your interest, please email [shrine.to.sea@delwp.vic.gov.au](mailto:shrine.to.sea@delwp.vic.gov.au).

All project updates and engagement opportunities are listed on our official [Shrine to Sea webpage](#).

## OBJECTIVE – ENHANCING THE GREEN BOULEVARD

### Are you going to remove the Norfolk Island pines near the beach end of Kerferd Road?

A tree assessment of the boulevard site was conducted in February 2020 and the results can be found by [clicking here](#). Trees along the boulevard were rated according to their health and structure.

Many of the pine trees in this area - a mix of both *Araucaria heterophylla* (Norfolk Island pine) and *Araucaria columnaris* (Cook pine) - are high-quality examples of the species, which act as a visual anchor to the area. We want to enhance the 22 trees that stand in the area. The survey identified three trees in this area, closer to Beaconsfield Parade, that received lower range health ratings which may be due to overcrowding, causing suppressed canopies and stunted growth. The unhealthy trees may be removed to enhance the quality of the overall planting and the amenity of the area, coupled with new plantings as part of the 'enhanced boulevard' project objective.

### What sort of trees are you going to plant along the boulevard?

We will plant a mix of climate-ready native and exotic species along the Shrine to Sea route. New plantings will complement existing healthy tree stands and follow the changing character of the route. They will also increase biodiversity and, where possible, create all year-round flowering. This approach has been informed by existing state and local policies, significant community feedback and localised expert input.

Early plantings will begin as soon as possible where they:

- do not compromise future work that requires community input through draft masterplan engagement
- align or connect to intersecting projects that have already been approved, or
- support ongoing local council operations such as replacing unhealthy/damaged trees or gaps in existing plantings.

The following criteria are being used to decide which species will be planted along the boulevard:

- the City of Melbourne's Future Urban Forest – Identifying vulnerability to future temperatures (Kendal & Baumann, 2016).
- species selections undertaken for Dubbo, Parkes and Narrandera in NSW (towns with climates analogous to predicted future climate changes in Melbourne).
- species' tolerance to moderate to high drought conditions
- existing neighbourhood and streetscape landscape characteristics

City of Port Phillip has committed to progressively transitioning away from *Lophostemon confertus* (Queensland Brushbox) along Albert Road. These trees have shown signs of poor performance in this area and in the Bay Street, Port Melbourne median. The species does not perform well in extended periods of low rainfall and heat.

## **Are you incorporating Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) principles into this project?**

We are committed to incorporating ESD and WSUD principles into the design where possible to achieve the best-possible outcome for the community and to improve urban biodiversity.

As part of the early project works, we have been working with the City of Port Phillip and the University of Melbourne to develop a passive irrigation trial. This trial will direct water runoff from Albert Road into adjacent median strips, where it will infiltrate and irrigate new tree plantings. Sixteen trees will be included in the three-year trial, which will begin construction in the next few months. For each of the 16 trees monitored, we will quantify: i) early tree growth, ii) runoff capture and iii) maintenance requirements and iv) soil moisture around passive irrigation systems.

The Shrine to Sea draft masterplan will include the following environmental considerations:

- Retention of existing trees in good health and increased tree canopy coverage to create cooler environments
- Increased biodiversity through a range of different planting treatments and habitats
- Reduction of hard surfacing (e.g. concrete) and inclusion of more permeable treatments where possible
- Consideration of vegetated swales and infiltration garden beds

As the project progresses, ESD methodology will be used to inform including material/product specification and contractor work.

## **What will you do about the Plane Trees along the boulevard; are you planning to plant more?**

The Plane Tree (*Platanus* spp.) is widely used around the world and has many advantages as an ornamental tree. Its size and longevity make it an effective street tree, and it is tolerant of pollution, difficult soil conditions and pruning.

However, Plane Trees can cause associated bronchial problems (asthma and hay fever) and may cause infrastructure damage associated with large, secondary, woody roots. During our online engagement in September/October 2021 we heard the community's preference that other species be planted, rather than more Plane Trees.

Plane Trees currently make up 14 per cent of street trees in the City of Port Phillip (4,419). Industry experts recommend that no one species should represent more than 5–10 per cent of the population (City of Melbourne, 2011) (Richards, 1993), due to risks associated with climate change, pests and disease. So, at 14 per cent, this species is overly dominant.

The Plane Trees within the Kerferd Road central median reserve between Richardson Street and the Canterbury Road/Ferrars Street intersection form a consistent and relatively healthy avenue so will be retained. However, in other parts of the project area where they are performing poorly, we will be taking opportunities to replace them with different tree species.

## **OBJECTIVE – SAFER AND CLEARER LINKS AND CONNECTIONS**

### **Will there be a cycle path down the middle of the median strip?**

There are no plans for such a trail and any proposal needs to be considered against the overall project principles of improving safety and accessibility. The broad green open space along the median is highly valued by many in the community and is a key feature of the look and feel of this area.

### **Will Kerferd Road be reduced to one lane to allow for a bike lane?**

There are several factors which will influence this decision, but above all others is the objective to create safe links and connections for pedestrians, cyclists, and vehicles.

The project team has been rigorously testing the various traffic design options along Kerferd Road in line with Australian Design Standards and relevant guidelines. This has included the potential to reduce the vehicle carriage way to one lane.

This option formed part of the Department of Transport's initiative of a protected bike lane on Kerferd Road as part of their [Pop-Up Bike Lanes program](#) which has now been withdrawn. The project team will engage with all parties involved to consider the next steps.

### **What is the Department of Transport's Pop-Up Bike Lane program and how does it relate to the Shrine to Sea project?**

The Department of Transport were planning to trial a protected bike lane along Kerferd Road through their Pop-Up Bike Lanes Program. However, in April 2022, as a result of community feedback, the Department of Transport decided to withdraw proposed designs for the pop-up bike lanes on Kerferd Road as part of their program. This decision will affect the development of the Shrine to Sea masterplan and our objective to create safer and clearer links and connections.

The project team will consult with all parties involved, including the Project Control Group, to review the impacts this decision has on current planning, timelines and the way forward for the Shrine to Sea masterplan. Improving safety for all road users, including cyclists, remains a key outcome for Shrine to Sea and further design options will need to be considered.

### **How will the Shrine to Sea masterplan be finalised now that the Department of Transport's Pop-Up Bike Lane trial has been withdrawn on Kerferd Road?**

There are many aspects of the Shrine to Sea masterplan that are not dependent on the Department of Transport's Pop-Up Bike Lane trial along Kerferd Road. The Shrine to Sea project team is liaising with all parties involved to consider which aspects of the overall draft masterplan can be tested with the community and progressed to final approval and delivery without impacting any future Kerferd Road bike lane design options.

## **Are the current bike paths considered unsafe?**

Yes. Between 2016 and 2020, there were 24 recorded crashes along Kerferd Road. Of these, 11 involved cyclists; three received serious injuries. This site has the second highest number of crashes in the City of Port Phillip. This crash data has been provided by the Road Crash Information System (RCIS). This system is maintained and operated by the Department of Transport and Victoria Police.

## **Will car parks be lost as part of the project?**

While community feedback on proposed car parking losses has been varied, we have heard clearly that there is concern about this issue by many in the community, and particularly residents along the boulevard.

The Shrine to Sea project team is working closely with traffic engineers to develop a variety of innovative solutions which maintain as many car parks as possible, meet Australian Standards and greatly improving safety for all road users.

Car parking loss will continue to be a key factor considered within any bike lane design options now that the Department of Transport's Pop-Up bike lane trial has been withdrawn.

## **Will the speed limit on Albert and Kerferd roads be lowered?**

Speed limits are managed by the Department of Transport and any applications for changes need to be considered on a case-by-case basis within any integrated design that impacts roads and safety. The proposal to test a reduction in speed limits along Kerferd Road formed part of the Department of Transport's Pop-Up Bike Lane trial. Any alternate bike lane proposals will also need to consider this option and take into account site investigations, crash history, road use and function, pedestrian activity and community sentiment. The Shrine to Sea team will continue to work with the Department of Transport as these design options are developed.

A Movement and Place assessment has been undertaken. This assessment is mandatory and will help understand how the transport network is currently performing and will examine how to support our growing population. The Department of Transport's Movement and Place framework facilitates site-specific urban design and recognises that streets not only a practical function of keeping people and goods moving, but also create environments for people to live, work and enjoy.

## **What will happen at the Richardson Street roundabout?**

Based on the findings from the road safety audit and community feedback through engagement, we understand the speed and user safety issues at Richardson Street roundabout.

Potential changes to the Richardson Street roundabout need to be considered as part of an integrated road design along Kerferd Road, including any lane or speed reductions. The design options currently under consideration are now impacted by the withdrawal of the Department of Transport's Pop-Up bike lane trial. However, the objective remains to develop a design proposal that creates a safer intersection for pedestrians, cyclists and vehicles. This includes increasing functionality through improved user separation, and traffic calming methods.

## **Are you planning to build footbridges or tunnels as part of the project?**

No. Footbridges and tunnels are not being considered as part of the scope for this project.

## **Are you consulting with Emergency Services as they rely on accessing Kerferd Road daily?**

Yes. Any changes to the carriageway and intersections would be informed by the needs of vehicle access needs by emergency services.

## **OBJECTIVE – CELEBRATING LOCAL STORIES**

### **How are you gathering local stories from the area and how will they be told?**

DELWP has engaged an experienced heritage consultancy (GML, formerly Context) to assist in developing this element of the project. We're keen to understand the many layered narratives that are woven into the fabric of the area.

Through GML's work and by listening to the community, we have prioritised the following historical themes to focus the project's interpretation on:

- Aboriginal Country
- Transforming the landscape
- Connections to movement through space
- Diverse neighbours and neighbourhoods
- Sport and recreation
- Military and defence
- Education
- Social welfare
- Community action and social justice.

The next step is to develop the interpretation plan based on this information to identify where and how these stories are represented in the landscape through design elements, written and oral histories, digital storytelling, art and other creative formats.

### **Are you removing the Heritage Kiosk at the Kerferd Road/Beaconsfield Parade intersection?**

No. The building will not be removed or demolished as part of this project. We understand and appreciate the heritage features of the kiosk and will work with the City of Port Phillip and seek community feedback on ways to better feature its history and improve the aesthetics and usability of the area.

## **OBJECTIVE – IMPROVED USABLE OPEN SPACE**

### **Will you be incorporating public toilets along the path as part of the project?**

No new toilets will be created as part of the Shrine to Sea project, instead the boulevard will create better connections with existing facilities in the area.



Public toilets are available at the northern boundary of Albert Park and at the Kerferd Road Pier. There are also toilets in private businesses that are available for customers, such as at cafes on Albert Road and at the Kerferd Road Pier. The new Anzac station will also provide public toilets for commuters.

## **Will you consider removing the billboard at the Canterbury Road/Ferrars Street underpass?**

The land on which the billboard is located is owned and managed by Public Transport Victoria (PTV) and subleased to Yarra Trams. It provides substantial income each year to help improve public transport infrastructure. As part of the project's links and connections analysis, we are assessing how to make the Canterbury Road/Ferrars Street intersection safer. We will consider the roads, paths, bridge, underpass, and adjacent landscaping of the area to understand which interventions may help improve overall safety, including improved visibility and wayfinding to the pedestrian underpass. PTV has recently assessed the billboard as part of its regular maintenance inspections and has deemed it a safe structure, with no risk of collapse or impediment to lines of sight. We will continue to work with all key agencies in relation to improving the aesthetics, visibility and accessibility of the area around the billboard.

## **COMMUNITY AND STAKEHOLDER ENGAGEMENT**

### **How were expressions of interest for the Shrine to Sea Community Panel called for?**

We used a variety of methods to encourage people to apply for the Shrine to Sea Community Panel recruitment. We distributed 1000 flyers to local residents/businesses; targeted local Facebook users through social media posts and emailed 500 contacts on our stakeholder mailing list. We also contacted many local community groups in the area requesting their assistance with advertising the opportunity.

### **How many people applied to be part of the Community Panel?**

We received 209 expressions of interest.

### **How many people were chosen?**

We selected 27 members to participate in the Shrine to Sea Community Panel. Three members subsequently withdrew for personal reasons.

### **How many times did the Community Panel meet?**

Twenty-four members of the Community Panel met for four workshops and three meetings during 2021 to provide insights and advice to the project team.

### **Where can I find out about the Community Panel's recommendations?**

The Community Panel process has now concluded. [Click here](#) to view the panel's report of recommendations. These recommendations were considered by the decision makers and you can [click here](#) to view their response to the panel's recommendations.

## **Did any of the Community Panel members live in the area?**

Residing and/or working within the project area was a consideration during the recruitment of the community panel. There was representation on the Community Panel with residents on both Kerferd and Albert roads.

## **How do we know there are no real or perceived conflicts of interest by any Community Panel members?**

When working with the community on any public land project, it is always possible that real or perceived conflicts of interest may arise. This is managed by ensuring that the engagement and decision-making process is robust enough to protect against any single dominating interest. Part of the recruitment process for panel members also involved applicants being asked to declare any conflicts of interest.

While their role was extremely important, the Community Panel members are not the decision makers in the process. Nor is their voice the only form of community engagement we are conducting through this project; almost 500 people responded to the two rounds of Engage Victoria online consultations. And we have conducted/are conducting online consultation with numerous stakeholders, schools, meeting with Traditional Owners; listening sessions with residents; and public life walks with small groups to gauge diverse perspectives. Further community engagement will occur prior to, and at the release of the draft masterplan for comment.

The Community Panel worked through an 80 per cent consensus model as a group to provide recommendations. [Click here](#) to view the panel's report of recommendations. These recommendations were considered by the decision makers and you can [click here](#) to view their response to the recommendations.

The Community Panel was selected to ensure it represents Victoria as a diverse and demographic group. The selection process method was purposefully designed to ensure representation across many categories including but not limited to age, ability, background, gender diversity, living situation and location and usage/knowledge of the site. The formula chooses people to match those criteria which results in a diverse panel cohort.

**Last updated:** 13 May 2022