Shrine to Sea
Site Analysis Report

Supporting Document to the
Shrine to Sea Masterplan

VICTORIA State Government | Energy, Environment and Climate Action

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Introduction

This document presents site analysis information gathered in the early phases of the planning process and records observations, opportunities, and challenges along the Shrine to Sea corridor.

The first section presents key strategic context information relevant to the project objective ‘Links and Connections’. along Albert and Kerferd roads. This includes active transport network connections and safety issues which have informed the masterplan.

The second section records site analysis relevant to all four project objectives. It identifies the key features and issues in different zones along Albert and Kerferd roads. This document is just one input into the project planning and hence not all opportunities noted herein will have been carried forward and presented in the masterplan.

Contents

Safer Links and Connections – Strategic context

Strategic active transport links

As the development of Melbourne's inner suburbs continues, increasing emphasis is being placed on public transport (trains, trams, and buses) and active transport (walking and cycling) networks. This focus is driven by increased residential density, as well as greater awareness of traffic impacts on the environment and the need to be more active.

The plans shown below highlight the active transport links documented in state and local government strategies. The Albert Road and Kerferd Road corridor is a key connection identified by the Department of Transport and Planning, and City of Port Phillip.

Figure 1. Plan: Strategic Cycling Corridor, Department of Transport, 2020

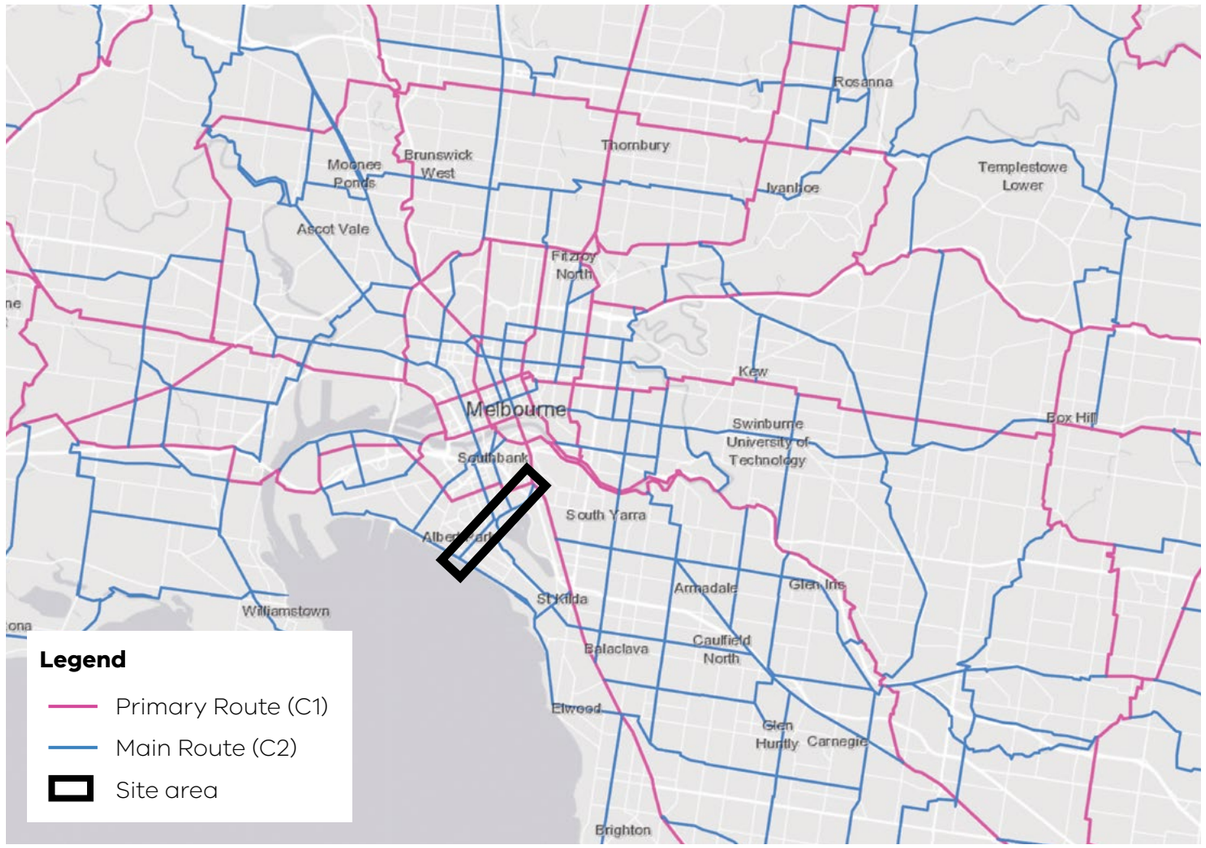
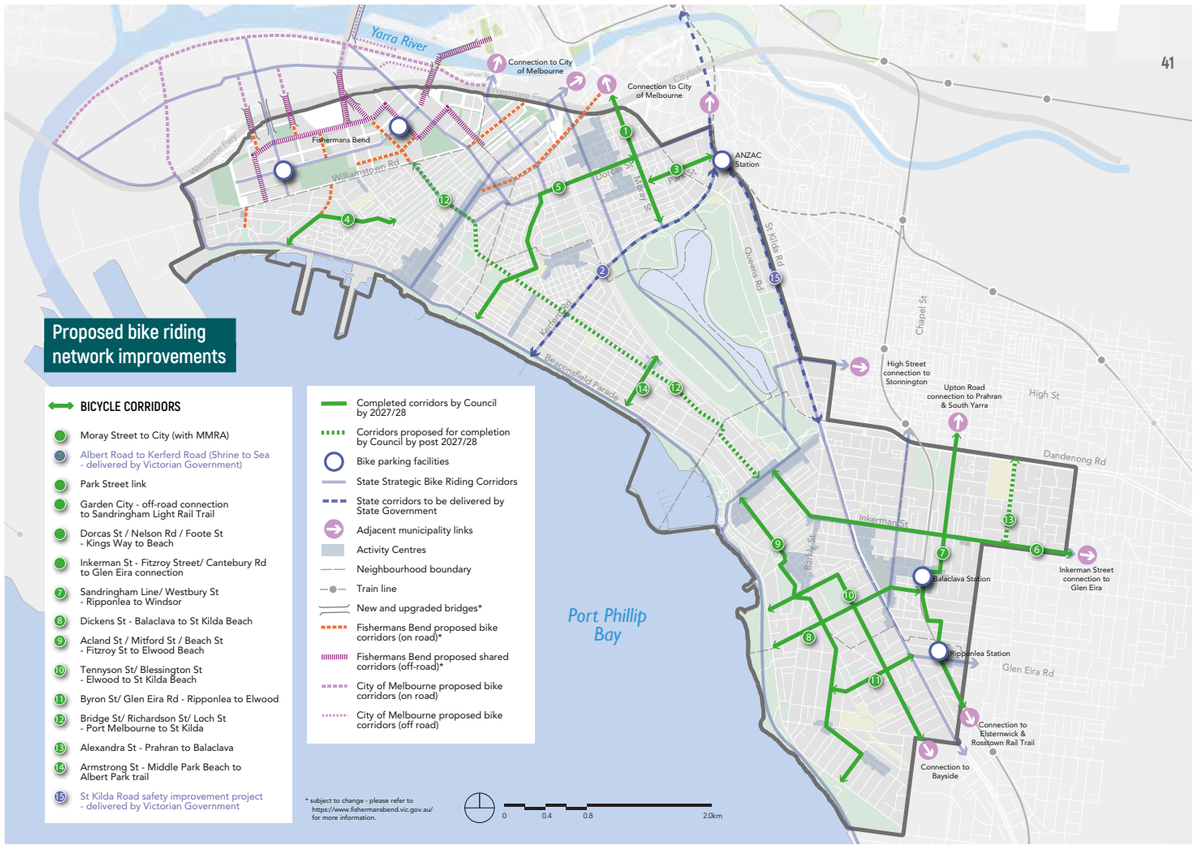


Figure 2. Plan: Proposed bike riding network improvements, City of Port Phillip 'Move, Connect, Live – Integrated Transport Strategy 2018-28'



Shrine to Sea connections

An objective of the Shrine to Sea project is to create safer and clearer links and connections for walking and cycling from the Shrine of Remembrance to Kerferd Road Pier.

Albert Road and Kerferd Road act as a central axis that threads together the north and south of the City of Port Phillip municipality. Through consideration of the broader connections and active transport strategies, Shrine to Sea has the potential to benefit the local community far beyond the project's extent.

Through the site analysis process, the following public and active transport links were identified and considered within the masterplan:

1. **Kings Way** – *Public transport, cycling, and primary pedestrian links:* The new Anzac Station will provide connections to train and tram infrastructure. Bike riders can filter into the St Kilda Road protected bicycle lane traveling towards Melbourne's CBD or St Kilda. Connections to Domain Road and the Botanic Gardens are also available for bike riders and pedestrians.
2. **Albert Park** – *Cycling and secondary pedestrian links:* Cycling routes around Albert Park are on road with line markings for separation. These provide an alternative route to and from St Kilda. The pedestrian links through Albert Park are classed as secondary due to their indirect, meandering nature.
3. **Moray Street** – *Cycling links:* This connection links bike riders to Southbank and Melbourne's CBD via a combination of dedicated and protected bike lanes. While the connection between Moray Street and Albert Park is commonly used, it is difficult to navigate.
4. **Clarendon Street** – *Public transport and primary pedestrian links:* Tram no.12, to Victoria Gardens, utilises Clarendon Street and Albert Road. Clarendon Street also acts as a primary pedestrian connection for access to South Melbourne.
5. **Cecil Street** - *Cycling links:* Dedicated bicycle lane connection to South Melbourne. Crossing Albert Road, Cecil Street also offers a connection to MSAC and the Albert Park bike paths.
6. **Ferrars Street** – *Public transport, cycling and primary pedestrian links:* Tram no.96 to East Brunswick is accessible via this road. This connection links bike riders to South Melbourne, including direct access to the South Melbourne Markets via a dedicated bike lane.
7. **Canterbury Road** – *Public transport, cycling and primary pedestrian links:* Trams no.12 and no.96 to St Kilda are accessible via this road. Bike riders are provided with a dedicated bike lane through Middle Park and into St Kilda.
8. **Richardson Street** – *Public transport and primary pedestrian links:* Bus no.606 connects passengers south towards Elsternwick and north to Fishermans Bend. It is also a key north-south link for bike riders and pedestrians and will be a key arterial to the future Fishermans Bend precinct.
9. **Danks Street** – *Primary pedestrians links:* a key pedestrian link for the suburbs of Albert Park and Middle Park. Further along, tram stops facilitate the no.1 and no.12 tram services.
10. **Beaconsfield Parade** – *Cycling and primary pedestrian links:* Bike riders can connect to a protected bike path which forms part of the Bay Trail. Pedestrians have the option of walking along the nature strip footpath or the Beaconsfield Parade promenade, with extensive views over Port Phillip Bay and the City of Melbourne.

Safety issues - Kerferd Road

Kerferd Road has been identified as one of the City of Port Phillip's worst performing roads regarding safety, having recorded the second highest crash rate for the municipality.

Between 2016-2020, the Department of Transport and Planning recorded 26 collisions along Kerferd Road, including 12 involving bike riders and 2 involving pedestrians. Refer to **Figure 3** for additional information.

The key issues on Kerferd Road are understood to be the following:

- **Major intersections** – Richardson Street and Canterbury Road/Ferrars Street intersection recorded the most crashes between 2016 and 2020, along with Page Street and Danks Street.
- **Speeding** - Based on traffic data commissioned by the CoPP in June 2021, 15% of all vehicles were recorded travelling over the speed limit on Kerferd Road. Within the 24hr data collection period, at least one vehicle was recorded travelling more than 74km/h every hour. The highest speed recorded for the day was 83km/h, which was recorded in the AM peak period.
- **Lack of awareness of bike riders/bicycle lanes** – 46% of overall crashes on Kerferd Road between 2016 and 2020 involved bicycles.

Shrine to Sea aims to improve safety for all users of Kerferd Road and promote the corridor as a key active transport link.

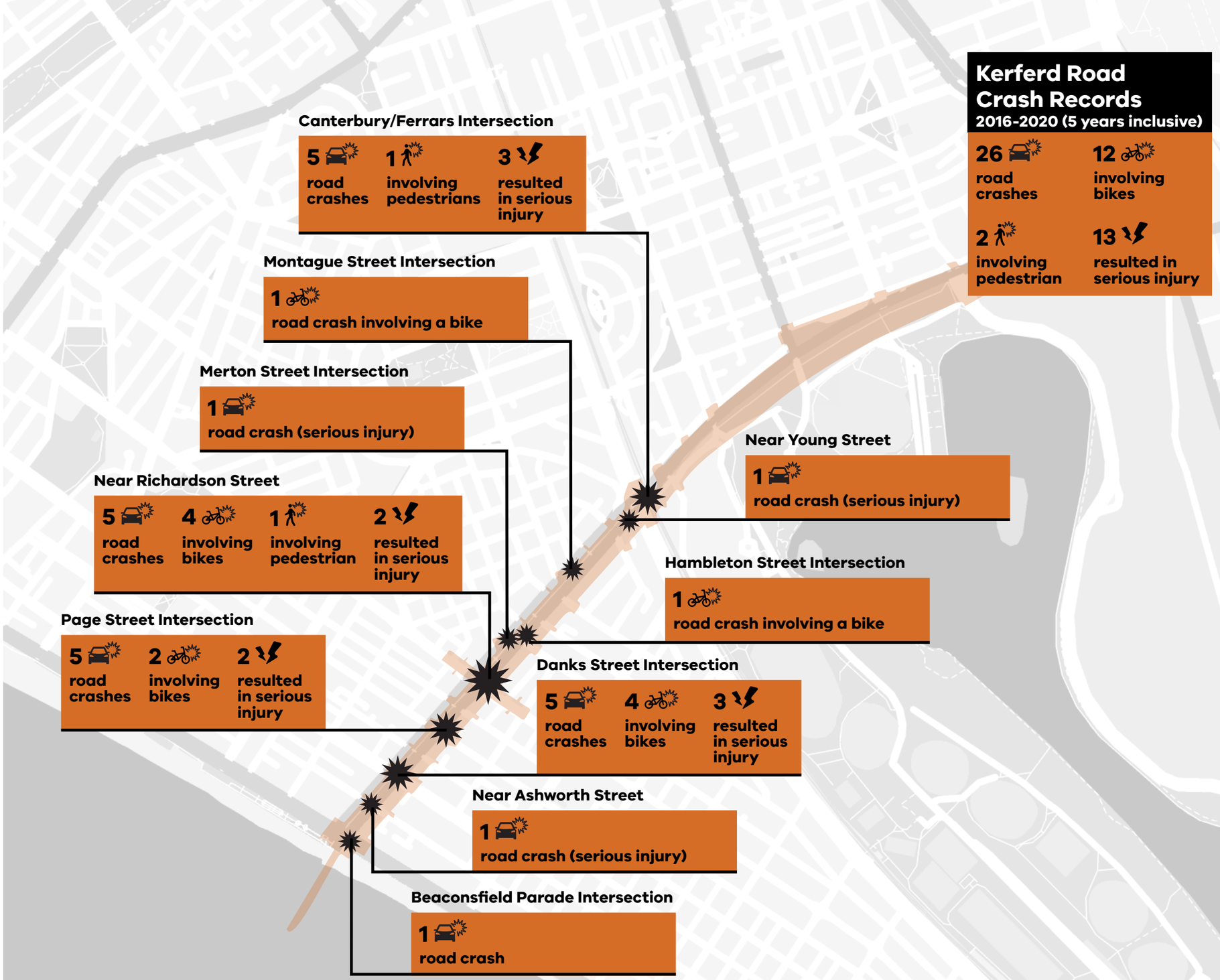


Figure 3. Plan: Results from Road Crash Information System, Kerferd Road 2016 – 2020

Site Analysis

Albert Road

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Kerferd Road

Albert Road

Zone 1
Kings Way

Context: This area of Albert Road includes the intersections of Kings Way and Sandilands Street.

An essential consideration in this zone is the relationship to the new Anzac Station precinct and Kings Way intersection. This development is being managed by Rail Projects Victoria.

Other key features of this zone include Mac.Robertson Girls' High School (MRGHS) and the interface with Albert Park.

Public Transport: According to the Department of Transport and Planning, the Swanston Street/St Kilda Road tram corridor is the busiest in the world. The Anzac Station precinct will support this route with new, state-of-the-art public transport infrastructure. It is anticipated that by 2031 up to 40,000 people will use the station's facilities daily.

Vehicles: Kings Way is an arterial road supporting the strategic freight network and high traffic volumes moving across the city. The Kings Way/Albert Road intersection is heavily congested at peak times. High traffic volumes and a speed limit of 60km/h requires consideration of safety improvements for vulnerable road users, including bike riders and pedestrians.

Bike Riders & Pedestrians: The distance to cross Kings Way is approximately 33m, excluding the slip lane zebra crossing. Crossing time for pedestrians is sub-optimal, and median refuge islands are small.

The shared path along the northern boundary of the park for pedestrians and bike riders is sufficient for bi-directional movement, and the surface treatment is predominately in good condition. It is observed that bike riders often prefer to travel on-road for more accessible connections.

Wayfinding in the area is poor. Destinations, routes, and trails are not well marked, and there is no defined sense of arrival when entering Albert Park from the Domain Road precinct.

Trees & Vegetation: The Anzac Station public realm will increase tree planting and include Water Sensitive Urban Design (WSUD), contributing to amenity and local biodiversity with a mix of species. This will strengthen the green link between the Royal Botanic Gardens, Domain Parklands, and Albert Park.

The Canary Island Date Palms (*Phoenix canariensis*) at the Kings Way intersection signify the start of the Albert Road boulevard. Brush Box (*Lophostemon confertus*) have been planted between the palms, but many have been underperforming.

Opportunities

O1 **Anzac Station design** – align with project designs and intent to create a cohesive outcome beneficial for all users.

O2 **Alignment of Kings Way crossings** – facilitate easy, continuous cycling and pedestrian links to Anzac Station and the Shrine of Remembrance. Separate bike riders and pedestrian crossings with clear road marking.

O3 **Nature of Kings Way crossings** - improve pedestrian access and safety through increased crossing times and improved refuge islands.

O4 **An entrance of the Shrine to Sea boulevard** – create a sense of arrival at one of the key entrances of the Shrine to Sea boulevard. Potential to increase pedestrian safety and improve the landing area to the site by removing the traffic island and signalising the left turn from Kings Way into Albert Road.

O5 **Entrance to Albert Park** - work with Parks Victoria to implement the 'Gateway' action from the Albert Park Master Plan, signifying the entrance to Albert Park.

O6 **Wayfinding** - enhance view lines and wayfinding between the Shrine of Remembrance and Albert Park.

O7 **Cohesive spaces** - integrate landscaping elements and language from Anzac Station public realm and Albert Park.

O8 **Facilitating school use, access and safety** - work with MRGHS to identify future needs, support safe school routes, establish wayfinding, and delineate public and private space. Potential to involve students in the design process or delivery stage.

O9 **Acknowledgement of local stories** – potential to reference Anzac and War Memorial history, as well as MRGHS established in 1934.

O10 **Palm boulevard** – strengthen the existing boulevard planting by infilling the gaps in the Albert Road median.

O11 **Fig tree boulevard** – potential to extend the existing fig tree boulevard at the rear of MRGHS.

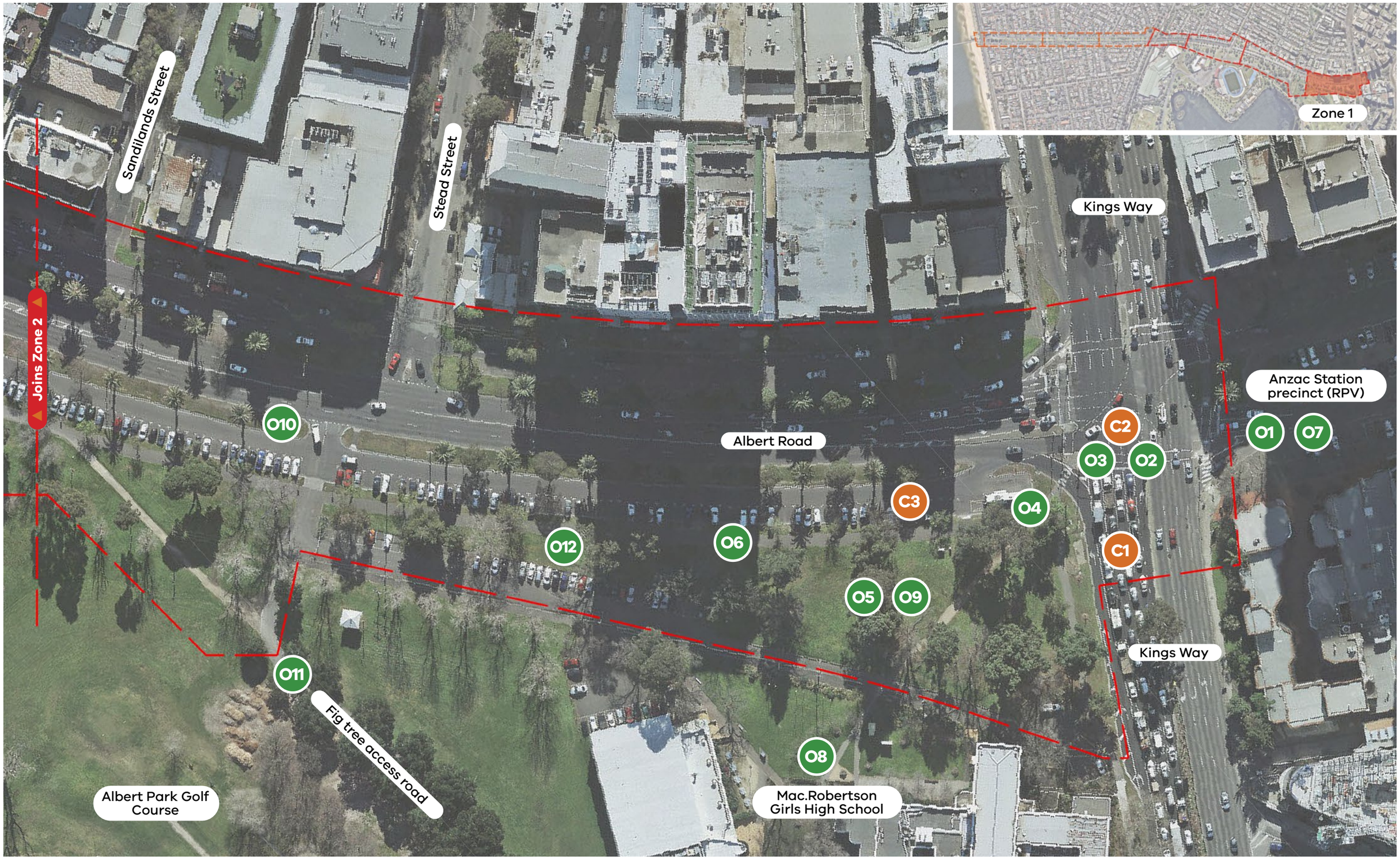
O12 **Green open spaces** – potential to create additional green areas and strengthen the existing biodiversity on site.

Challenges

C1 **Traffic congestion** – the potential impact of changes to the Kings Way intersection, an arterial road that already experiences congestion challenges with flow-on impacts within the wider traffic network.

C2 **Increased pedestrian and bike traffic** - designing spaces that cater to future traffic and pedestrian volumes while minimising the impact on existing infrastructure and landscape features.

C3 **School congestion** – vehicle and pedestrian traffic around school drop-off and pick-up times. Albert Road Service Road becomes crowded with cars and buses waiting for students.



0 10 20 30 40 50m North
Scale 1:1000

Albert Road

Zone 2
Lakeside Drive & Moray Street

Context: This area of Albert Road includes the intersections of Lakeside Drive and Moray Street. It includes predominantly commercial businesses on the city side and Albert Park managed by Parks Victoria.

Key features of this zone include the Lakeside Drive entrance to Albert Park, Swan Picnic Area, Moray Street bicycle route and Clarendon Street reserve.

Amenities: On the opposite side of Albert Road Drive, at the Swan Picnic Area, the lake is in full view and there is an increase in park amenities such as a playground, BBQs, toilets, and seating.

Vehicles: Albert Road Service Road provides safe area for locals to travel and access parking. During peak periods, parked vehicles within the service roads impact the green connection between Albert Park and Albert Road median.

Lakeside Drive is a two-lane carriageway, while Moray Street is a two-lane carriageway with on-street parking. Both have 40 km/h speed limits.

Bike Riders & Pedestrians: Bike riders use the shared path, Albert Road and the Albert Road services roads in this zone.

Along the shared path, approaching Lakeside Drive, glimpses of Albert Park Lake can be seen through the trees.

At the Lakeside Drive intersection, several informal tracks have been created by bike riders and pedestrians. These indicate preferred routes beyond the designated shared path and led users to unsafe crossing locations over Lakeside Drive.

Despite this connection being commonly used, there is no clear route for bike riders connecting to Moray Street from Albert Park. The road intersection and internal park connections are insufficient and confusing for users. [Note: Moray Street is included as part of the DTP's Strategic Cycling Corridors program]

Trees & Vegetation: Mature trees along the shared path and within the park create an aesthetically pleasing environment and help buffer road noise. The turf below the trees is largely successful, except in locations where the tree canopy above is too dense for light to permeate.

The Canary Island Date Palms (*Phoenix canariensis*) continue along the Albert Road median. Brush Box (*Lophostemon confertus*) have been planted between the palms, but many have been underperforming.

Opportunities

O1 **Lakeside Drive intersection configuration** – increase user safety at the Lakeside Drive intersection by improving the landing space and potentially separating bike riders and pedestrians.

O2 **Moray Street intersection** - improve bike rider and pedestrian connections from Moray Street (and South Melbourne in general) to Southbank, the city and Albert Park.

O3 **Entrance to Albert Park** - potential to improve the sense of arrival into the park at Lakeside Drive and Moray Street.

O4 **Vistas to Albert Park Lake** - strengthen and capture current views of the lake. Provide areas of pause where users can take in the view.

O5 **Connection to Albert Park** - improve pedestrian and cyclist links to Albert Park through improved path alignments. Work with Parks Victoria to implement elements of the Albert Park Master Plan, including extending the park character to Albert Road to identify the park as a key destination.

O6 **Alternative path network** – assess informal tracks through the site (desire lines) to understand how pedestrians and bike riders use the site. Use this information to improve path alignments and potentially formalise tracks that add value.

O7 **Community spaces** – improve underutilised open areas, which may facilitate community use, gatherings and events. Potential to incorporate local stories, interpretation, and artworks.

O8 **Green open spaces** - improve tree canopy coverage and vegetation in the park and median for increased biodiversity and amenity.

O9 **Green boulevard** – potential to strengthen the existing boulevard using the 2-for-1 tree replacement strategy as part of the ANZAC Station works, per the agreement between The City of Port Phillip and Rail Projects Victoria (RPV) agreement.

O10 **Passive irrigation trial** – University of Melbourne initiative to be trialled on the new boulevard trees planted along Albert Road.

O11 **Water sensitive urban design (WSUD)** – potential to convert an existing depression, prone to flooding, into a vegetated swale.

Challenges

C1 **Formula 1® Australian Grand Prix** – Albert Park hosts the motorsport event annually and is contracted until at least 2035. The event involves significant temporary infrastructure and event management of the space. Work with GP team to understand negotiables and non-negotiables with event infrastructure and operations.

C2 **Commercial infrastructure** - large commercial buildings on the city side of Albert Road cast significant shade through most of the day. Future plantings will need to consider shade tolerance.

C3 **Separation of users** - reconfiguring Albert Road and the service roads to support the bike path would be costly and complex in delivery and require ownership and maintenance considerations.

C4 **Lakeside Drive intersection** – changing the behaviour of pedestrians and bike riders by making the signalised crossing at Lakeside Drive more appealing and discouraging the need for unsafe shortcuts, which over time create informal tracks.

C5 **Moray Street intersection** – the existing Albert Road Service Road provides a barrier between Albert Park and Moray Street, potentially compromising the function and safety of the crossing for bike riders and pedestrians. The intersection currently only provides a crossing for pedestrians and bike riders on one side, which means users travelling from Moray Street into Albert Park do not have clear connections. Providing this access could mean significant infrastructure and signalling changes for the intersection.

C6 **Inconsistent tree planting** – adjacent to the shared path, there is a mix of trees, including a range of species, sizes, and quality. Most of these trees are healthy and should not be removed. However, the mix makes it challenging to define the identity of the space.

C7 **Dog off-leash areas** – between Lakeside Drive and Aughtie Drive is an off-leash dog zone, which may discourage people from utilising the space for passive recreation and bike riding.

0 10 20 30 40 50m North
Scale 1:1000

Albert Road

Zone 3
Clarendon Street & Cecil Street

Context: This area of Albert Road, includes the Clarendon Street/Aughtie Drive and Cecil Street intersections. Residential housing is continuous along the city side.

Key features of this zone include Clarendon Street reserve and Lakeside Stadium. Another feature is the South Melbourne Park Primary School (SMPPS), with heritage-listed buildings once used by the Royal Australian Corps of Signals.

Amenities: There are a few seats and picnic tables in Clarendon Street reserve and a petonque pitch.

Public Transport: The tram line from Clarendon Street turns and continues along Albert Road, replacing the service road from Aughtie Drive to the Canterbury/Ferrars intersection. The concrete tramway surface is visually dominant for users of the shared path.

The tram stop at Cecil Street/Old Aughtie Drive is the designated stop for access to the Melbourne Sports and Aquatic Centre (MSAC).

Vehicles: There is parallel on-street parking on both sides of the city side of the Albert Road Service Road. Many residential properties fronting the service road have vehicle access from Bridport Street and rear laneways.

The service road at the entrance of SMPPS has been closed. It has the potential for the space to be re-purposed for school use.

The roundabout and vehicle entrance at Old Aughtie Drive restrict pedestrian movements.

Bike Riders & Pedestrians: The shared path continues through this zone. It is sufficient for bi-directional movement and the surface treatment is predominately in good condition. Links to SMPPS and MSAC are indirect and undefined.

The Cecil Street cycling corridor is a vital link which connects users to the South Melbourne shopping precinct, and Melbourne's CBD. Clarendon Street has a four-lane carriage way with on-street parking and no bicycle lane.

Both Cecil Street and Clarendon Street intersections have signalised crossings for pedestrians.

Trees & Vegetation: Mature trees along the shared path and within the park create an aesthetically pleasing environment and the turf below the trees is largely successful.

Opportunities

O1 **Entrance to Albert Park** - potential to improve the sense of arrival at Aughtie Drive and Old Aughtie Drive aligned with the Albert Park Master Plan, as well as address the buildings in this location, such as Lakeside Stadium and MSAC.

O2 **Robert Williams Memorial Gates** - restore and improve the setting of the gates at the Aughtie Drive entrance (which have primary heritage significance).

O3 **Tram stops** - improve amenity and integration of the tram stops. Work with the Department of Transport and Planning and Yarra Trams to understand the current issues and plans for the space.

O4 **Reduce hardstand areas** – potential to reduce concrete areas around the tram infrastructure with greening to improve amenity and reduce hard stand areas impacting heat island.

O5 **Pedestrian and bike rider crossings** – potential to improve the intersections at Aughtie Drive and Old Aughtie Drive with larger landing areas, improved view lines and separation of users.

O6 **Wayfinding** - enhance wayfinding and visual connections to tram stops, Albert Park, Clarendon Street retail precinct and MSAC.

O7 **Separation of users** – potential to utilise the city side service road to provide separation between bike riders and pedestrians.

O8 **Facilitating school use, access and safety** - work with SMPPS to identify future needs, support safe school routes, establish wayfinding, and delineate public and private space. Potential to involve students in the design process or delivery stage.

O9 **Green open spaces** - improve tree canopy coverage and vegetation in the park for increased biodiversity and amenity. Work with Parks Victoria to help achieve relevant aspirations of the Albert Park Master Plan, provide visitors with opportunities for recreation and strengthen the landscape's character.

Challenges

C1 **Formula 1® Australian Grand Prix** – Albert Park annually hosts the motorsport event and is contracted until at least 2035. The event involves significant temporary infrastructure and event management of the space. Work with the GP team to understand negotiables and non-negotiables with the event infrastructure and operations.

C2 **Tram stops and infrastructure** – these areas are managed by the Department of Transport and Planning and Yarra Trams. Improvements to the presentation of these areas may be limited due to operational and safety standards.

C3 **Tram powerlines** – the existing overhead tram powerlines limit the potential for additional tree planting along the tram corridor.

C4 **Student safety** – while the parkland in front of the school is ideal for recreational use by the school, given the proximity to busy roads and tram infrastructure, safety must be carefully considered.

C5 **Topography** – there are a few mounds in this zone that may restrict sightlines and access through the landscape. Parks Victoria has advised minimal interference with these mounds due to the condition of the soil.

Zone 3 - Clarendon Street & Cecil Street

Albert Road

Zone 4
Canterbury Road/Ferrars Street

Context: This area of Albert Road, includes the Old Aughtie Drive, and Canterbury Road/Ferrars Street intersection.

Key features of this zone include Melbourne Sports and Aquatic Centre (MSAC), Sports House, the light rail bridge over Albert Road and the commercial lot, currently leased by Garden of Eden Nursery.

Public Transport: The tram line continues along Albert Road before turning left into Canterbury Road. The light rail travels over Albert Road via the heritage light rail bridge. The closest access point to the light rail is via Ferrars Street (Albert Park Station).

Within the light rail corridor, there is a dual-face commercial billboard at the Canterbury/Ferrars intersection. The location and orientation of the billboard limits visibility of the light rail underpass. The billboard is bound by a contractual agreement until 2029.

Vehicles: Old Aughtie Drive is the primary access road to the MSAC. With the majority of MSAC's parking facilities at the rear of the building, this road is prone to congestion during peak times and events. Vehicles exiting Old Aughtie Drive cross both the shared path and the tram tracks before giving way to traffic on Albert Road, with high potential for conflict between users.

The Canterbury Road/Ferrars Street and Albert Road intersection is an arterial corridor connection and has recorded 5 road crashes between 2016 and 2020, 3 of which caused serious injuries.

Bike Riders & Pedestrians: The shared path continues within this zone. Adjacent to MSAC the path is in good shape, but the edges have become overgrown with dense vegetation. Pedestrian connections to MSAC are indirect and unclear, with no pedestrian priority access at the Old Aughtie Drive roundabout.

Adjacent to Sports House, the shared path abuts the tram lines before crossing under the light rail bridge. This section of the path is narrower, more exposed, and visually unappealing for pedestrians and bike riders taking this route.

On the north side of Albert Road, pedestrian access is achieved via an underpass. The alignment of the underpass is set back approximately 35 metres from the intersection and is obscured by poor landscaping and a commercial billboard. Visibility and passive surveillance opportunities are limited. Bike riders are also known to use the underpass.

For bike riders using the road, the light rail bridge limits available road space when considering improvements. Currently there is no on-road protected bike lane under the bridge; a narrow shoulder is assigned for bike riders to pass under the bridge, which ends after a short distance with a ramp into the Albert Road Service Road, encouraging bike riders to leave the Albert Road central carriageway.

Trees & Vegetation: The Canary Island Date Palms (*Phoenix canariensis*) continue along the city side of the Albert Road median; however, the trees are less mature in size.

Planting along the edge of the tram line becomes denser adjacent to MSAC, compromising the passive surveillance of the shared path in this location.

The light rail corridor is a green, biodiversity corridor of mixed quality which connects with South Melbourne, Fishermans Bend and Westgate Park.

Opportunities

O1 **The light rail bridge** – potential to clean and improve the bridge as a local landmark and gateway into Kerferd Road.

O2 **Pedestrian underpass under light rail bridge** – use Crime Prevention Through Environmental Design (CPTED) principles to improve the safety of the existing underpass. This may include improving sightlines, passive surveillance, materials, and lighting. Wayfinding to the underpass will also assist in awareness and use of the route.

O3 **Canterbury Road crossing** - create clear and legible crossing opportunities for bike riders and pedestrians. Consider the separation of users. Potential to increase pedestrian and bike rider crossing times.

O4 **Tram stop** – potential to improve accessibility to the Canterbury Road tram stop.

O5 **Entrance to the shared path** - introduce material changes on the shared path near Canterbury Road to encourage slower movements and indicate shared space. Materials should align/complement the heritage buildings and materials.

O6 **Separation of users** – potential to utilise the city side service road to provide separation between bike riders and pedestrians. Potential to provide bike riders with a protected bike lane by reducing the vehicle carriageway to one lane.

O7 **Pedestrian and bike rider crossings** – improve the alignment and width of the intersection at Old Aughtie Drive.

O8 **Connections to MSAC** - enhance the shared path interface and wayfinding to MSAC.

O9 **Acknowledgement of local stories** – references the light rail heritage bridge, Sports House and other historical features.

O10 **Green spaces** – enhance and increase the vegetated areas around the light rail bridge and Sports House to improve the aesthetic of the landscape.

Challenges

C1 **The light rail bridge** – prone to ongoing vandalism. Limited space beneath the light rail bridge.

C2 **Commercial billboard** – the billboard is installed on Yarra Trams managed land and is leased on a contract basis to help fund various upgrade works for Yarra Trams. While the location of the billboard limits the visibility of the light rail underpass, there are no plans to alter or remove it as it is under contract until 2029 and there are no structural or safety concerns.

C3 **Tram powerlines** – the existing overhead tram lines limit the potential for additional tree planting along the tram corridor.

C4 **Existing vegetation** – adjacent to MSAC, the dense vegetation limits passive surveillance of the shared path, making it feel unsafe at night.

C5 **Limited space** – buildings, roads, and other infrastructure significantly impact the landscape within this zone, leaving little room for changes to the shared path or the potential to activate areas.

Zone 4 - Canterbury Road/Ferrars Street

Kerferd Road

Zone 5
Canterbury Road/Ferrars Street & Montague Street

Context: This area of Kerferd Road, includes the Canterbury Road/Ferrars Street and Montague Street/Herbert Street intersections. Kerferd Road is listed a strategic link in the City of Port Phillip's Move, Connect, Live - Integrated Transport Strategy 2018-28 and a C2 strategic cycling corridor by DTP.

Kerferd Road has a significantly different urban form to Albert Road with an expansive roadway lined on both sides by residential housing, with a wide median with well-established mature London Plane trees. A commercial lot, currently leased by Halcyon Days café (formally Fat Albert Cafe) acts as a local landmark for the community.

Character: Kerferd Road has a large, grassy median with formal tree plantings and is lined with bluestone blocks. The median reserve is approximately 20m wide by approximately 900m in length and contributes a sense of openness to the streetscape. There are views in both directions, looking towards Port Phillip Bay, and back towards the light rail bridge and city skyline.

Vehicles: The road extends the axis of Albert Road towards Port Phillip Bay, however, traffic is reduced with many vehicles turning onto the Ferrars Street/Canterbury Road arterial corridor.

The length of Kerferd Road has two-lane carriageways in each direction with a speed limit of 60 km/h. There are no traffic calming features along Kerferd Road.

The Montague Street/Herbert Street intersection has a history of crashes due to the intersection's direct alignment, limited sightlines of approaching traffic and informal pedestrian crossings.

On-street, parallel parking provides critical access for residents, as many properties on Kerferd Road have no private parking space. Residents can apply for permits through local council.

Bike Riders: Bike riders travelling along Kerferd Road utilise the marked, on-road bike lane between the carriageway and parallel car parking. The lane is a sufficient width but is unprotected from passing or turning vehicles. Much of the line marking has faded.

Pedestrians: Pedestrians have a designated path that runs adjacent to the residential properties on Kerferd Road. There are paved pedestrian crossing points through the median reserve which align with adjacent streets and roads, however, these paths are very narrow, with no formal crossing access making it challenging for people living with a disability.

The local community use the median reserve for informal recreational purposes, including walking, dog walking and social gatherings.

Trees & Vegetation: The boulevard planting in this zone is London Plane trees *(Platanus X acerifolia)*. Most of these trees are in good condition and create a consistent canopy that shades the median reserve and streets.

There is a mix of native and exotic trees on the nature strips, with the most common species being Norfolk Island Hibiscus *(Lagunaria patersonia)* and Lilly Pilly *(Acmena smithii)*.

Opportunities

O1 **Canterbury Road crossing** - create clear and legible crossings for cyclists and pedestrians. Consider the separation of users. Improve pedestrian landing and access to Kerferd Road.

O2 **Kerferd Road entrance** - create a sense of arrival at the entrance of Kerferd Road as a key landing point in the boulevard. Create an entrance that can be appreciated by vehicles, cyclists, and pedestrians.

O3 **Dundas Place** – potential to reconfigure the slip lane and turning area to support safer pedestrian crossing and vehicle movements. Work with the Department of Transport and Planning to understand their requirements for the road.

O4 **Montague Street/Herbert Street intersection** – reconfigure the intersection to slow vehicle movements, improve sightlines and create safer pedestrian crossings. Alternatively, potentially close the intersection and increase the usable open space creating a more appealing gathering place opposite the café.

O5 **Wide road corridor** – potential to reallocate road space to create a protected bike lane and increase green space with the additional space. Consider traffic calming methods and potential speed reduction.

O6 **Connections to side streets** – create safer crossings for pedestrians and bike riders on adjoining streets and laneways.

O7 **Connections to median reserve** - improve pedestrian connections and crossings to the median reserve.

O8 **Acknowledgement of history** – existing heritage bluestone drains and timber pedestrian bridges over the deep spoon drains could be highlighted or inform design of similar interventions to increase access across the deep gutters.

O9 **Green boulevard** – strengthen the existing boulevard planting by infilling the gaps in the Kerferd Road median reserve and nature strips.

O10 **Green open spaces** – improve the visitor experience through introducing more landscaped colour, with better placed seating or resting areas. Strengthen the biodiversity value of the corridor.

O11 **Water sensitive urban design (WSUD)** – potential to create a vegetated swale at the end of Dundas Place and other low points along Kerferd Road which are prone to flooding.

Challenges

C1 **Boulevard trees** – existing London Plane trees *(Platanus X acerifolia)* trees have been planted very close to the median kerb. As a result, they are impacting road infrastructure and significant changes within their tree protection zone could be detrimental to their health and structural integrity.

C2 **Bluestone kerbs and drains** – this heritage infrastructure on Kerferd Road is one of the last examples of these deep spoon drains within Melbourne and therefore needs to be protected. These wide drains create level and accessibility issues for pedestrians and bike riders as well as reduce the amount of usable road space.

C3 **Services and utilities** – electrical powerlines within the nature strip limit the potential for additional large tree planting on nature strips. Underground water main and gas lines under median impact where works and plantings can be conducted and at what depths.

Zone 5 - Canterbury Road/Ferrars Street & Montague Street

0 10 20 30 40 50m North
Scale 1:1000

Kerferd Road

Zone 6
Richardson Street

Context: This area of Kerferd Road includes the Richardson Street roundabout. The roundabout does not have heritage significance.

Both sides of Kerferd Road retain a heritage streetscape of Victorian and Federation housing. There is a bluestone rock with plaque in the median just north of Merton Street commemorating the invention of VEGEMITE. Another plaque references the former South Melbourne College building at 76-82 Kerferd Road (which has since been demolished).

Public Transport: Richardson Street supports bus route 606, the sole route for Albert Park and Middle Park.

Vehicles: The road characteristics in this zone are like other areas of Kerferd Road, a two-lane carriageway in each direction with a speed limit of 60 km/h.

There are many adjoining streets and laneways which intersect with Kerferd Road, many of which have aligning 'cut throughs' across the median reserve. Hambleton Street is just one example within this zone.

The Richardson Street roundabout manages the intersection of two roads (Richardson Street and Kerferd Road). It supports two lanes along Kerferd and one lane on Richardson Street. The current width and design of the roundabout enables cars to maintain high speeds creating several safety concerns with cars speeding and insufficiently observing pedestrians and bike riders.

On-street, parking provides critical access for residents, as many properties on Kerferd Road have no private parking space. Residents can apply for permits through local council.

Bike riders: The designated bicycle lane continues in this zone. Richardson Street has been identified as a future strategic cycling link in the City of Port Phillip's integrated transport strategy.

South of the roundabout, where car parking switches to angled bays, reversing vehicles are a risk to bike riders on the road.

Pedestrians: The pedestrian arrangement in this zone is much the same as the previous one. Often pedestrians are seen crossing the roundabout through the centre which is a safety concern.

Trees & Vegetation: On either side of the Richardson Street roundabout London Plane trees *(Platanus X acerifolia)* trees line the boulevard, creating view lines through the median reserve to the foreshore of Port Phillip Bay.

Opportunities

O1 **Richardson Street intersection** – reconfigure the roundabout to slow vehicle movements, improve sightlines and create safer bike rider and pedestrian crossings. Consider Dutch style or signalised roundabout alternatives.

O2 **Wide road corridor** – potential to reallocate road space to create a protected bike lane and increase green space with the additional space. Consider traffic calming methods and speed reduction.

O3 **Connections to side streets** – create safer crossings for pedestrians and bike riders on adjoining streets and laneways.

O4 **Connections to median reserve** - improve pedestrian connections and crossings to the median reserve.

O5 **Acknowledgement of history** – celebrate the story of the birthplace of VEGEMITE.

O6 **Green boulevard** – strengthen the existing boulevard planting by infilling the gaps in the Kerferd Road median reserve and nature strips.

O7 **Green open spaces** – enhance the existing turf areas within the median reserve and strengthen the existing biodiversity corridor.

Challenges

C1 **Richardson Street roundabout intersection** - significant and costly changes may be required to improve the safety of this intersection. There are also a number of underground services which run through the roundabout.

C2 **Boulevard trees** – existing London Plane trees *(Platanus X acerifolia)* trees have been planted very close to the median kerb. As a result, they are impacting road infrastructure and significant changes within their tree protection zone could be detrimental to their health and structural integrity.

C3 **Bluestone kerbs and drains** – (north of the roundabout) on Kerferd Road are one of the last examples of these deep spoon drains within Melbourne. They need to be protected, given their primary heritage significance (HO442 and HO444). These wide drains create level and accessibility issues for pedestrians and bike riders as well as reduce the amount of usable road space required for potential improvements.

C4 **Electrical powerlines** – the powerlines within the nature strip limit the potential for additional large tree planting on the nature strips.

Zone 6 - Richardson Street

0 10 20 30 40 50m
Scale 1:1000

North

Kerferd Road

Zone 7
Danks Street & Beaconsfield Parade

Context: This area of Kerferd Road includes Page Street, Danks Street and Beaconsfield Parade intersections.

Key features of this zone include the Danks Street biolink corridor and heritage listed kiosk (HO444), at the junction of Beaconsfield Parade.

Walter Lindrum, a World champion billiard player lived at 158 Kerferd Road, where a plaque is mounted on the brick front fence acknowledging his achievements.

Amenities: There are several park benches along the median reserve, the placement of which are arbitrary, with no consideration of connection to amenities, weather protection or intended vistas.

Nature play, seating opportunities and bins can be found at either end of the Danks Street bio-link, at the intersections of Victoria Avenue and Mills Street.

The seating area under the Araucaria trees contains damaged and poor quality facilities and natural light penetration is compromised by overplanting.

Vehicles: The road characteristics in this zone are like other areas of Kerferd Road, a two-lane carriageway in each direction with a speed limit of 60 km/h.

Adjoining streets Page Street and Danks Street both have aligning 'cut throughs' across the median reserve, both of which have a history of crashes. Combined, these intersections recorded 10 crashes between 2016 and 2020, 5 of which resulted in serious injury.

Bike riders: The painted bike lane along Kerferd Road is unprotected. Minimal amenities exist for bike riders and the current traffic configuration is vehicle-centric designed.

The crossing over Beaconsfield Parade to the Kerferd Road Pier is signalised, however there is no separation between users.

Pedestrians: Vehicle movements dominate intersections with no signals or clear pedestrian priority crossings (except for Beaconsfield Parade). Vulnerable road users must wait for a clear gap in traffic for a safe opportunity to cross.

Informal recreation activities, such as walking, dog walking and small social gatherings occur in the median reserve however overall, the area appears underutilised and unappealing.

The kiosk verandah is enclosed with garden beds installed to the kerb edge, meaning pedestrian access is limited and very unsafe.

Trees & Vegetation: Danks Street biolink functions as an important neighbourhood open space and biodiversity corridor, supporting both the residents and wildlife.

The boulevard planting in the Kerferd Road median reserve varies in this zone, both in species and quality. North of Danks Street, Red-flowering Gum *(Corymbia ficifolia)* is prominent, however, there are several gaps between species. South of Danks Street, the coastal influence becomes more pronounced with a mix of native conifers, Norfolk Island Pine *(Araucaria heterophylla)* and Hoop Pine *(Araucaria cunninghamii)*.

Between Danks Street and Beaconsfield Parade, the nature strip trees are predominately Common European Olive *(Olea Europaea)* and Norfolk Island Hibiscus *(Lagunaria patersonia)*.

Opportunities

O1 **Kerferd Road entrance** - create a sense of arrival at the entrance of the Kerferd Road boulevard. The kiosk may form part of this statement.

O2 **Kiosk** – potential to upgrade the kiosk building and develop it into a key community hub, making it a more active community space with a better connection to the open space at the rear of the building.

O3 **Wide road corridor** – potential to reallocate road space to create a protected bike lane and increase green space with the additional space. Consider traffic calming methods and speed reduction.

O4 **Bike rider connections** - improve bike rider connections from Kerferd Road to the Bay Trail along the foreshore.

O5 **Green open spaces** – enhance the existing turf areas within the median reserve and strengthen the existing biodiversity corridor and its connection with the Danks Street biolink.

O6 **Connections to the median reserve** - improve pedestrian connections and crossings to the median reserve.

O7 **Wayfinding** - enhance wayfinding and visual connections to Kerferd Road Pier, Beaconsfield Parade and Kerferd Road north.

O8 **Community spaces** – improve underutilised open areas which may facilitate community use, gatherings, and small events. Potential to incorporate local stories, interpretation, and artwork.

O9 **Connections to side streets** – create safer crossings for pedestrians and bike riders on adjoining streets and laneways.

O10 **Green boulevard** – strengthen the existing boulevard planting by infilling the gaps in the Kerferd Road median reserve and nature strips.

O11 **Foreshore connection** – closer to the Beaconsfield Parade intersection begin to transition to a more coastal style of planting, therefore connecting to the aesthetic of the foreshore.

O12 **Water Sensitive Urban Design (WSUD)** – potential to integrate vegetated swales to low points along Kerferd Road which are prone to flooding.

O13 **Acknowledgement of history** – celebrate Walter Lindrum's story.

Challenges

C1 **Kiosk** – currently operating as a hair salon under a lease agreement. Work with City of Port Phillip to understand future options for the building.

C2 **Boulevard trees** – existing conifers planted within the median reserve are positioned randomly and break the boulevard alignment seen through the rest of Kerferd Road. Their dense form block sight lines and passive surveillance. Underground services in this area also limit the potential for boulevard trees.

C3 **Antisocial behaviour** – due to poor passive surveillance behind the kiosk, along with the existing trees, the median reserve at the end of Kerferd Road has been reported as a location for crime and antisocial behaviour.

C4 **Flood mitigation** – flood-prone area between Danks & Herbert Streets.

Zone 7 - Danks Street & Beaconsfield Parade

0 10 20 30 40 50m North
Scale 1:1000

Kerferd Road

Zone 8
Kerferd Road Pier Forecourt

Context: This area of Kerferd Road includes Kerferd Road Pier and the forecourt area at the entrance of the pier. This will be an entrance of the Shrine to Sea boulevard.

The pier dates back to the 1890s and is approximately 250m long. It was the first pier on Port Phillip Bay primarily built for promenading and recreational purposes. The pier and many of its features such as seating and lighting are heritage listed. Parks Victoria has recently spent $1.8 million upgrading the pier.

Other key features of this zone include the Albert Park Yachting and Angling Club (APYAC) and the small beach kiosk, currently operating as Pipis Kiosk.

Amenities: The foreshore has a range of existing amenities, including a public toilet block, bike parking, seating, bins, water fountains and signage. The forecourt is edged by a low bluestone wall, which acts as informal seating and there are a number of access points down to the beach. The space lacks overall design coherence, with no consideration for placement of amenity and street furniture. The entrance to the pier is cluttered by signage and bins.

Vehicles: Beaconsfield Parade is an arterial road with scenic views of Port Phillip Bay. Parallel parking lines the road, however, there is no parking directly in front of the forecourt area at the intersection.

Service vehicles for the APYAC and Pipis Kiosk utilise the wide areas of paving and turf areas within the forecourt to access their facilities. As this is a pedestrian promenade, these vehicles can present a safety risk, block views and reduce the amount of usable open space for the community.

Bike Riders: Beaconsfield Parade forms a section of the Bay Trail, a strategic cycling corridor identified by the Department of Transport and Planning. It is an extremely popular route and the amenities at Kerferd Road forecourt make it a popular rest point for travellers.

Pedestrians: The forecourt forms part of the Beaconsfield Parade promenade, which carries significant volumes of pedestrians and recreational active transport users. While accessible path infrastructure is present through the forecourt, some of the connections are indirect and confusing.

There are signalled crossings for pedestrians and bike riders from the side footpaths of Kerferd Road to the forecourt area.

Trees & Vegetation: The forecourt has several established palm trees which add a sense of scale to the landscape and connect to the boulevard tree plantings along Beaconsfield Parade. Currently, there is little natural shade in this zone.

The pavement is broken up with areas of turf, which provide great informal gathering areas, however, the turf has struggled to thrive with a large amount of sand brought into the forecourt, due to weather and pedestrian movement.

Opportunities

O1 **Kerferd Road Pier entrance** - create a sense of arrival at the pier forecourt and honouring of the heritage pier, highlighting one end of the Shrine to Sea boulevard.

O2 **Wayfinding** - enhance wayfinding and visual connections to the Shrine to Sea boulevard and Beaconsfield Parade.

O3 **Vehicle access** – restrict access and movement of service and maintenance vehicles through the site to allow for safer bike rider and pedestrian access.

O4 **Amenity** – a lot of amenities on site including bins, street furniture, bike parking, and lighting, are poorly positioned or unnecessary. Potential to rationalise the number of amenities to improve the aesthetic and functionality of the landscape.

O5 **Community spaces** – improve underutilised open areas which may facilitate community use, gatherings, and events. Potential to incorporate local stories, interpretation, and artwork. Seek input and involvement from APYAC.

O6 **Shade** – provide additional shade in the form of increased tree canopy coverage and shelters.

O7 **Green open spaces** – improve planting in the forecourt consistent with coastal planting along the Bay Trail.

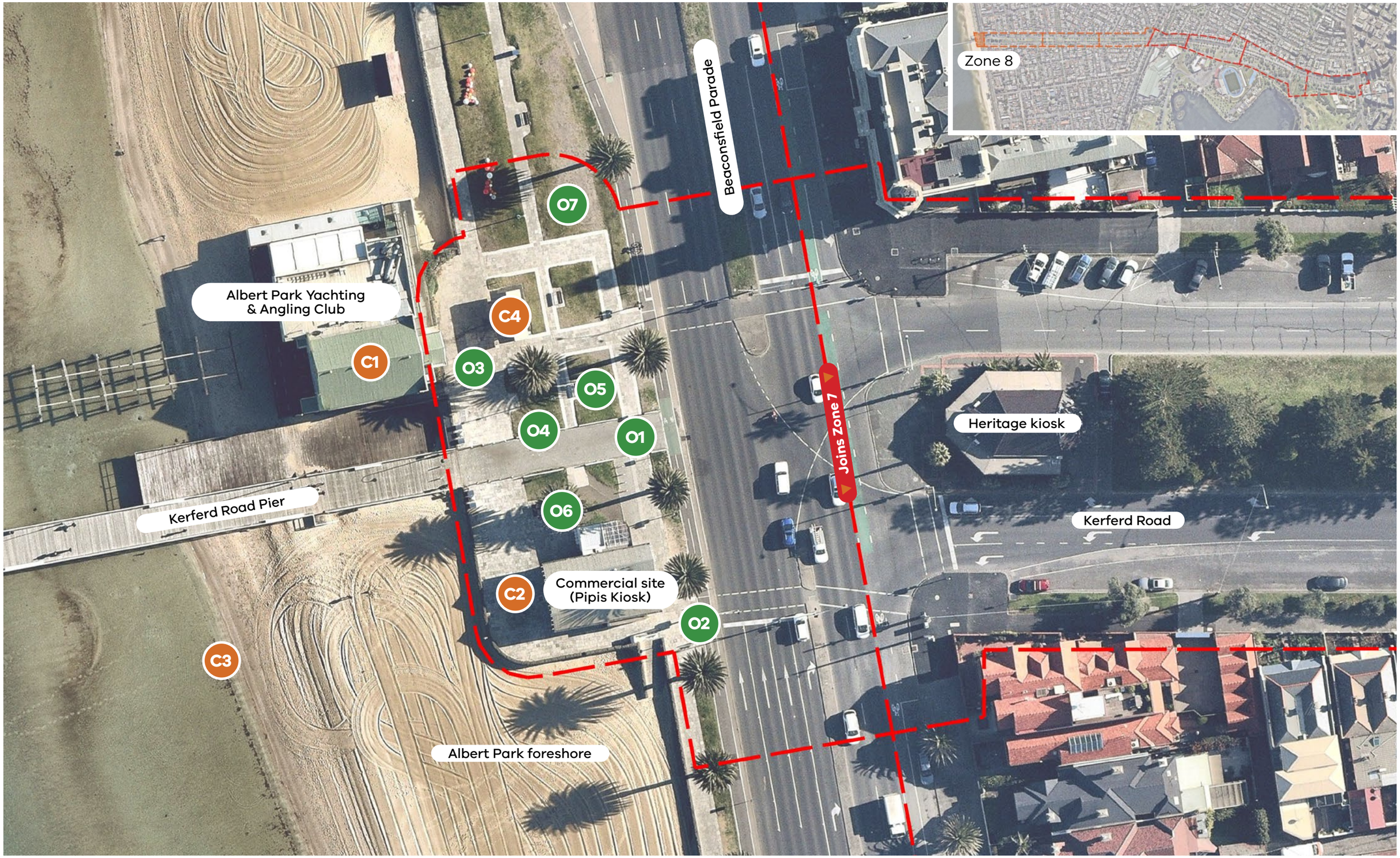
Challenges

C1 **Vehicle access** – impacts of current use of the site by APYAC and Pipis Kiosk.

C2 **Lease footprint** - Pipis Kiosk is positioned centrally within the forecourt and its lease includes the landscape areas at the front and back of the building. Landscape works within the forecourt may be limited by this lease agreement.

C3 **Rising sea levels** - impacts on existing buildings beyond the sea wall, as well as the promenade. Future vision required for APYAC.

C4 **Public toilets** – whilst an asset, the toilets detract from the aesthetics of the area and are often unclean or feel unsafe to use.



0 10 20 30 40 50m North
Scale 1:1000

Masterplan Document	Supporting Documents

Shrine to Sea Masterplan

01 **You are here**
Site Analysis Report

02
Tree Assessment Map

03
Heritage Feature Report

04
Thematic History & Aboriginal Cultural Values Report

05
Community Engagement Report

06
Community Panel Recommendations Progress Report

This document forms part of a suite of documents which support the Shrine to Sea Masterplan.
It can be viewed or downloaded at **https://engage.vic.gov.au/shrinetosea**