



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

Improving access to the new SRL East station at Clayton

November 2024





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Table of contents

Introduction	2
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What we heard	4
Community engagement snapshot	4
Participants' connection to the Clayton area	6
What's important when moving around Clayton	7
Design considerations for the pedestrian plaza at the new SRL station	8
Design considerations for the new intersection at Shandeanu Avenue and Clayton Road	9
<hr/>	
Community feedback	10
Traffic flow concerns	11
Safety for walking and cycling	12
Parking	12
Traffic flow suggestions	13
Open space, greenery and public amenity	13
Accessibility	13
<hr/>	
Next steps	14

Acknowledgement of Country

Suburban Rail Loop Authority respectfully acknowledges the Traditional Owners of this land and pays respect to their Elders, past and present.

Introduction

Suburban Rail Loop (SRL) will transform our public transport system and help to shape Melbourne into a city of centres. SRL East from Cheltenham to Box Hill will link major employment, health, education and retail destinations in Melbourne's east and south east.

The new SRL East station at Clayton will become a transport super hub, connecting more people to Clayton's vibrant town centre and providing faster and more convenient access to destinations across Melbourne and the Gippsland Region.

Closing a portion of Carinish Road – during and after construction

The new SRL East station at Clayton will be located north of Carinish Road. To ensure safe construction of the station, a small portion of Carinish Road, west of Clayton Road will close for up to 10 years, starting from 2025.

In May 2024, the Minister for Planning approved a proposal to amend the SRL East Clayton Surface and Tunnel Plan to keep this section of Carinish Road closed to traffic following the completion of station construction in 2035. In its place, the area will be transformed into a vibrant new public plaza, ensuring safe access between the new SRL East station and the heart of Clayton to its south.

The decision to permanently close this portion of Carinish Road is a significant change for the Clayton area.

The Minister for Planning's decision was informed by a submission from Suburban Rail Loop Authority (SRLA) that included a *Traffic Assessment* with multiple traffic design options, SRLA's reasoning behind recommending the closure, and the community feedback gathered by SRLA throughout the consultation period.

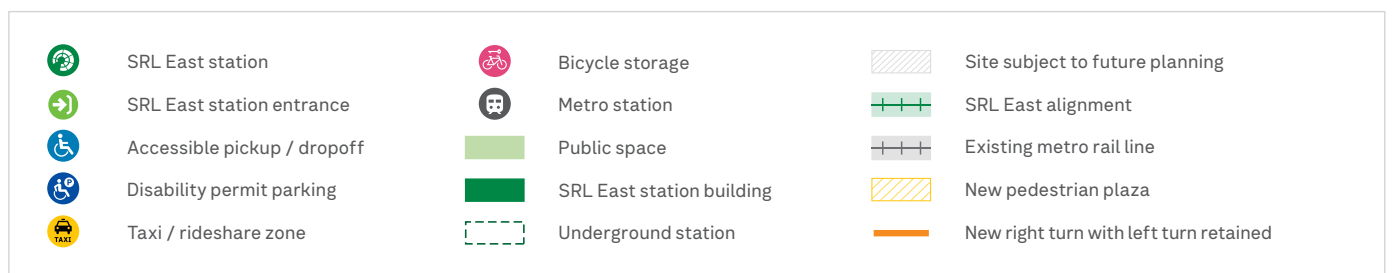
We asked locals for their feedback in October 2023, including their thoughts on open space, greenery, traffic flow and pedestrian and cyclist safety.

Community feedback was captured via an online survey on Engage Victoria, doorknocking, and our contact centre.

This report summarises what we heard from the local community via our Engage Victoria survey.



Figure 1: Map showing SRL station at Clayton, closure of Carinish Road, pedestrian plaza in the station forecourt, and new right turn from Shandeanu Avenue into Clayton Road.



What we heard

From 3 to 31 October 2023, we collected feedback from the community via a survey on Engage Victoria.

To support this engagement, we provided information on the proposed permanent closure of Carinish Road via:

- Doorknocks to residents and businesses located on and around Shandeanu Avenue
- Distribution of a fact sheet to properties in the broad vicinity of Clayton Road.

Community engagement snapshot

Community responses

- 39 survey responses
- A majority of the participants live in Clayton
- Nearly half of the participants are land or property owners in Clayton
- More than half of the participants go to Clayton to eat, shop or for entertainment
- Around half of the participants use the parks and open spaces in Clayton
- Other interests in Clayton included attending church, accessing services and commuting through the area.

We heard from a range of age groups

- 25%: Between 18 and 34 years old
- 33%: Between 35 and 49 years old
- 27%: Between 50 and 65 years old
- 15%: Over 65 years old.

Communication and engagement

- 15 properties doorknocked
- 4776 fact sheets distributed.



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volunteer

Participants' connection to the Clayton area

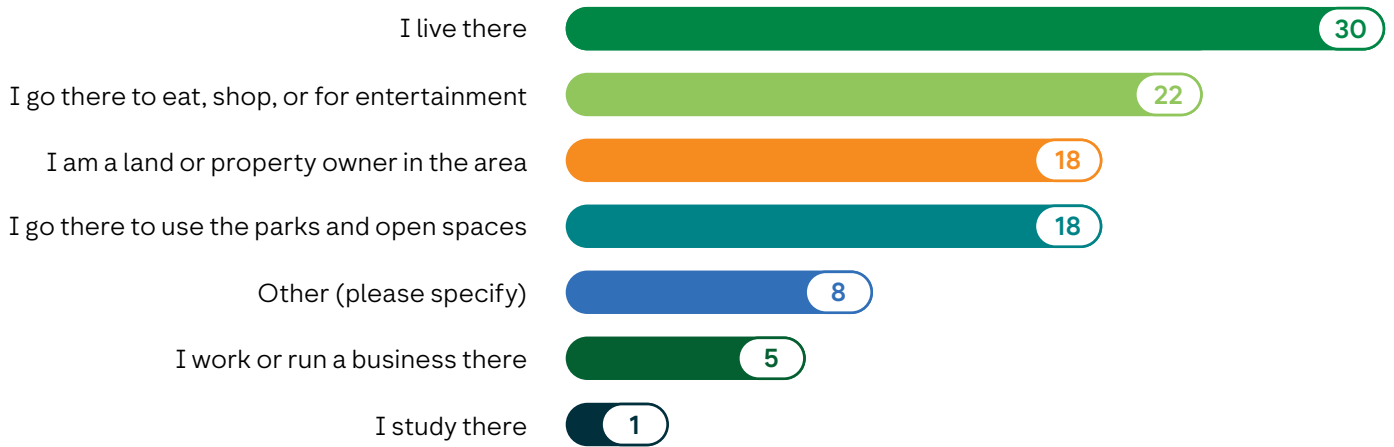
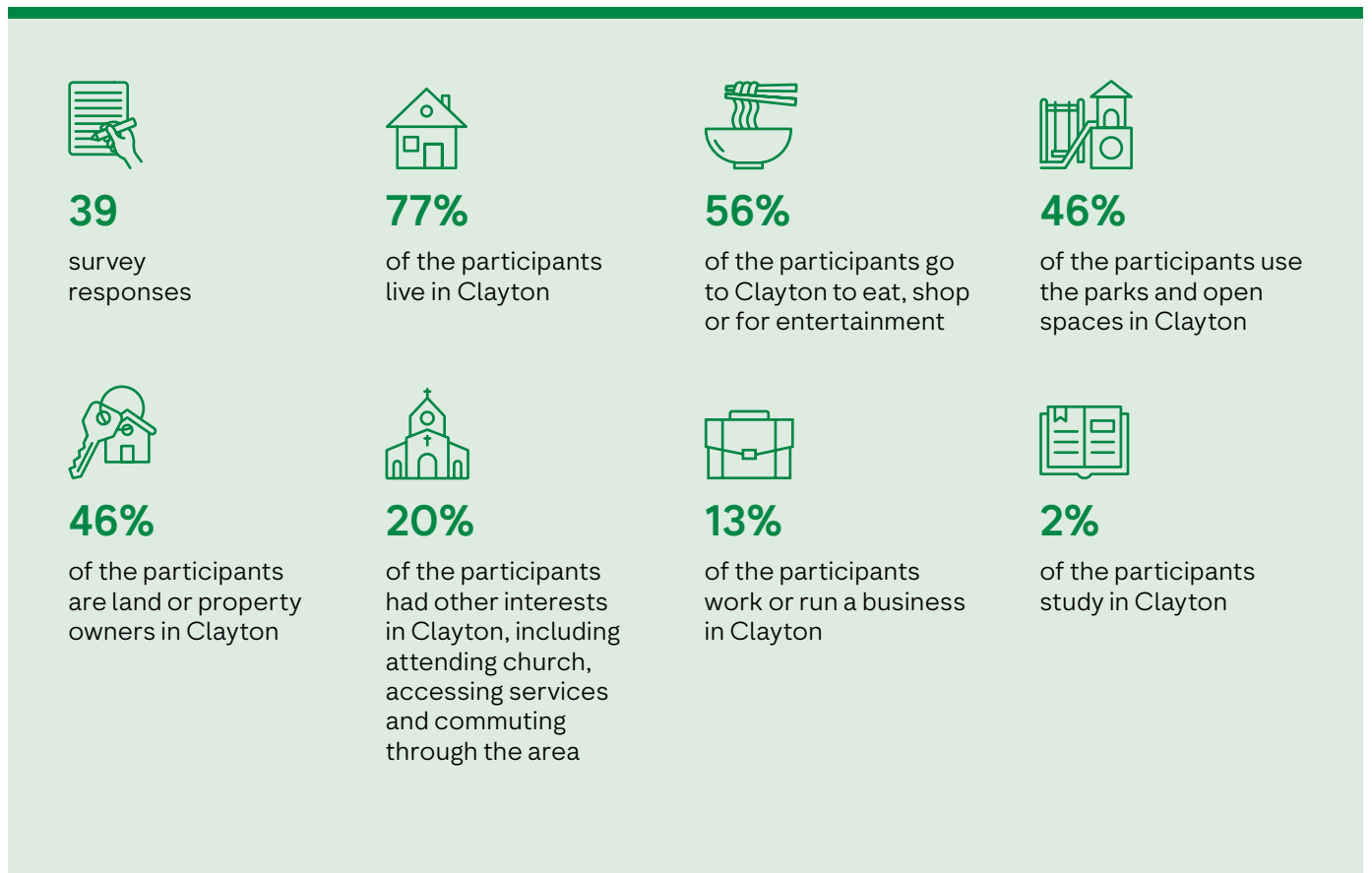


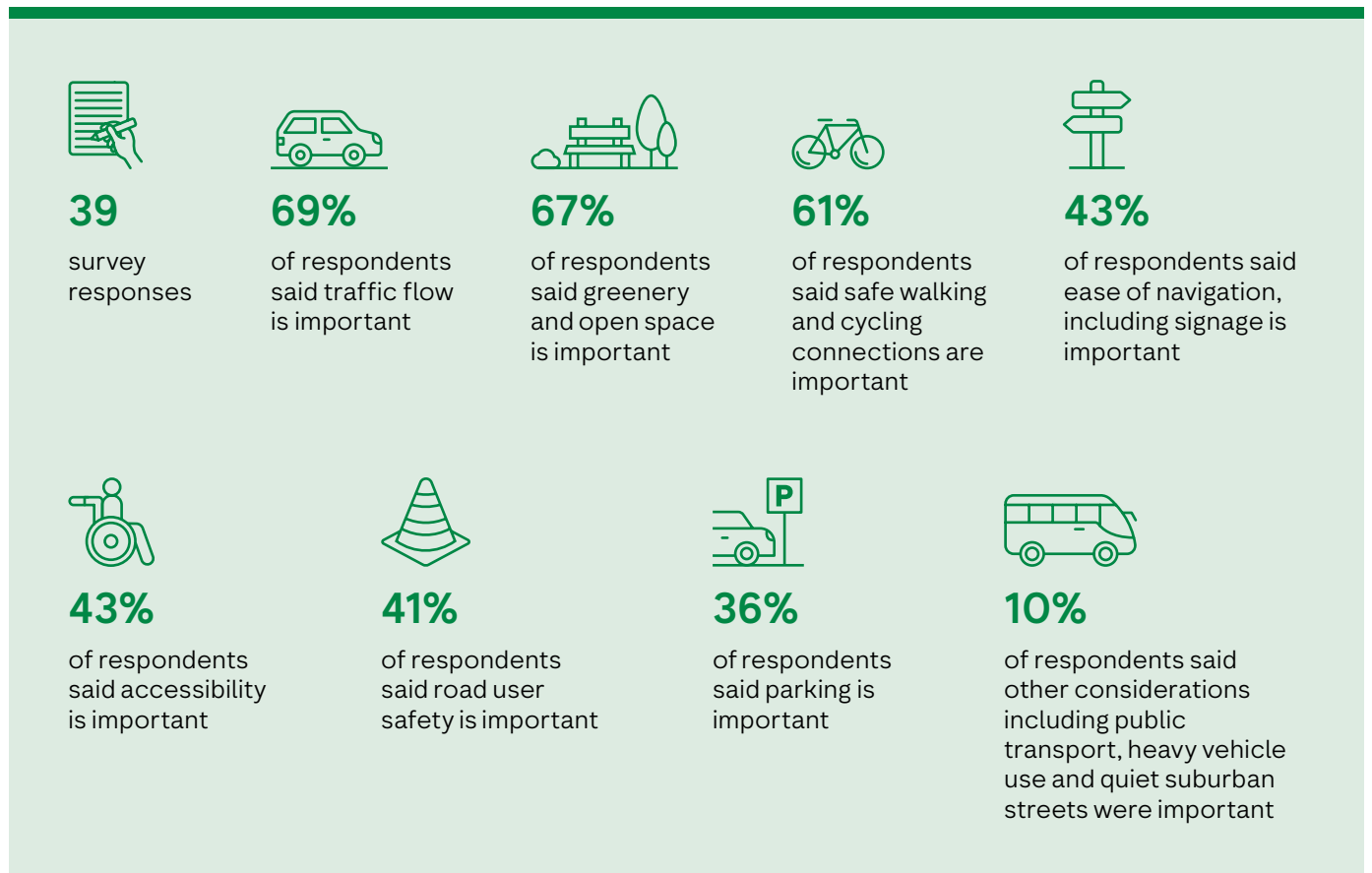
Figure 2: Connections to the Clayton area



What's important when moving around Clayton



Figure 3: Most important considerations when moving around Clayton



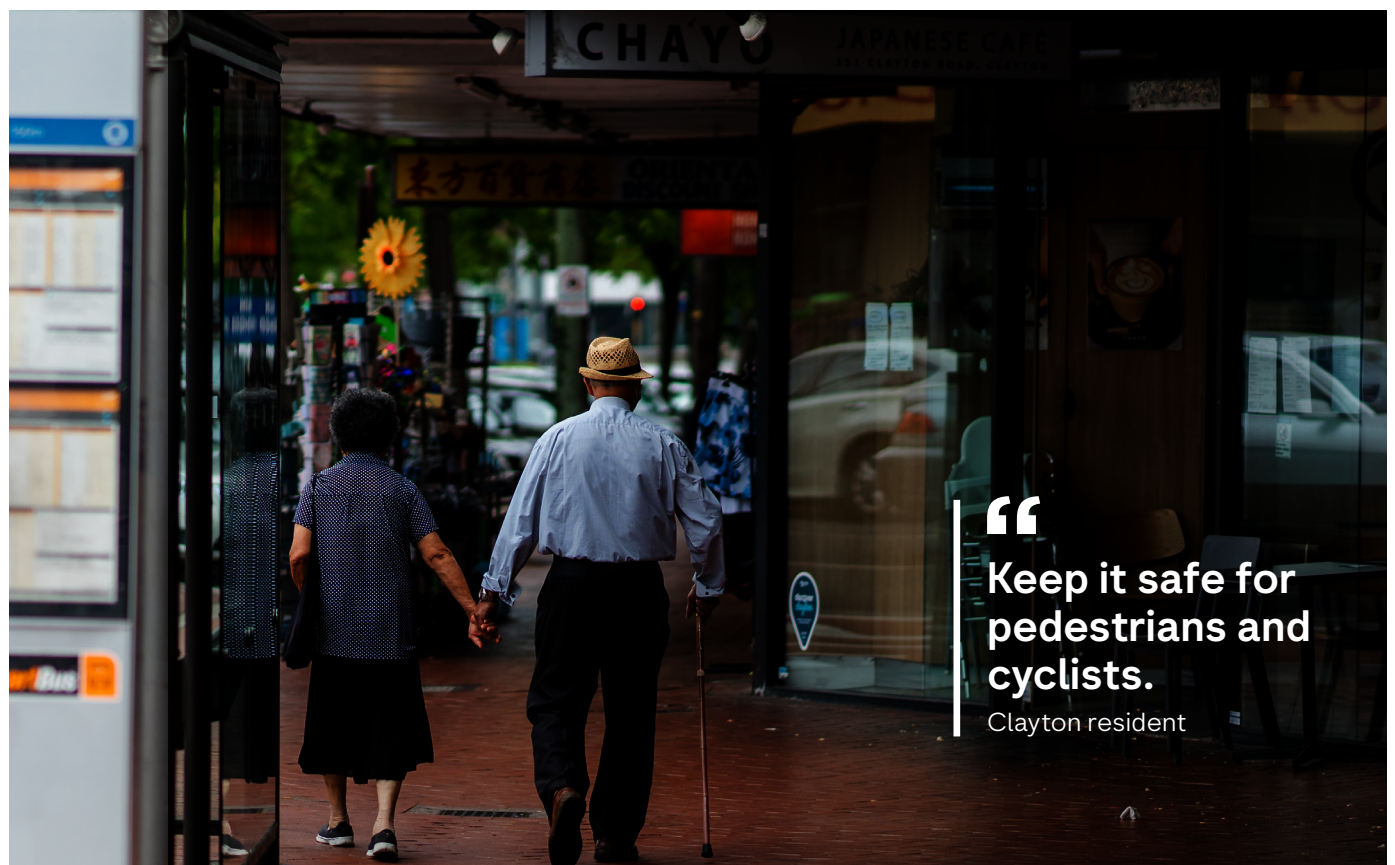
Design considerations for the pedestrian plaza at the new SRL station

A total of **99 individual considerations** were provided from **39 respondents**.

- **Local traffic flow for cars** was the most common response, with **38%** of considerations related to this area
- **19%** of considerations were related to **pedestrian and cyclist safety**
- **19%** of considerations were related to **traffic flow suggestions**
- **16%** of considerations were related to **greenery and open space**
- **7%** of considerations were related to **accessibility**.



Figure 4: Considerations for the pedestrian plaza design





Design considerations for the new intersection at Shandeanu Avenue and Clayton Road

A total of **56 individual considerations** were provided from **39 respondents**.

- **Local traffic flow for cars** was the most common response, with **54%** of considerations related to this area
- **21%** of considerations were related to **pedestrian and cyclist safety**
- **21%** of considerations were related to **traffic flow, including parking**
- **4%** of considerations were related to **accessibility**.



Figure 5: Considerations for the new intersection design



Community feedback

We'd like to thank the community for providing their feedback to help us design the new pedestrian plaza and the intersection at Shandeanu Avenue and Clayton Road.

Areas of interest

Key feedback themes have been identified through assessment of responses to the Engage Victoria survey and direct engagement with community members.

Traffic flow concerns

What we heard

SRLA response

Respondents told us:

- They are concerned traffic on side streets to the west of Clayton Road will form queues, particularly in Shandean Avenue and Alice, Margaret and Lillian streets; that these side streets are not designed to handle increased traffic, especially with parked cars on these streets.

- Extensive traffic modelling indicates there will not be significant queuing or excessive traffic volumes on local streets
- There is an existing condition on the streets to the west of Clayton Road, with hospital visitors and staff using those roads for parking
- We will work with Council to consider items including speed limits, speed humps and blind spots as part of a Local Area Traffic Management study and a separate Local Area Parking Management Strategy, to mitigate impacts and encourage appropriate use of local roads.

- Madeleine Road is currently used as a 'rat run' to avoid traffic on Clayton Road and closure of Carinish Road will make this worse.

- The current situation of non-local drivers using residential streets (rat running) to avoid Clayton Road between North Road and Carinish Road will be addressed with this new design as it will drive non-local 'through traffic' to arterial roads instead of local roads like Madeleine Road and Carinish Road.

- They are concerned closure of Carinish Road will increase their travel times to visit family or access services like Monash Medical Centre and shops and the Community Centre.

- While there will be a small increase in local traffic on Shandean Avenue, traffic modelling indicates the closure of Carinish Road will improve north-south traffic flow on Clayton Road by removing the western leg of a signalised intersection on Clayton Road and diverting through traffic to arterial roads and away from side streets.

- They are concerned heavy vehicles, Metro or VLine bus replacements or emergency service vehicles will become stuck in side streets with heavier traffic.

- Rail replacement buses will not be routed on Shandean Avenue or other local streets. Emergency services will be made aware of road network changes and diversions at all times to make sure they can access the local area when necessary
- Traffic modelling indicates that enforcement of traffic and parking management strategies will allow heavy vehicles to maintain access.

- They would prefer a pedestrian underpass or overpass to be considered for access to the new station instead of closing Carinish Road.

- Creating more open space and connections for the local community is a priority in Clayton. The approved design will create open space and prioritise pedestrian and cyclist safety while keeping traffic moving.

- They are concerned for the traders who may be disadvantaged by the change.

- SRL will encourage more jobs, housing, facilities and services in the areas around the new stations. The streetscape will be enhanced with landscaping to make Clayton Road more appealing both day and night, boosting the amenity and economy of the area and attracting new residents and businesses to Clayton.

Safety for walking and cycling

What we heard

SRLA response

<p>Respondents told us:</p> <ul style="list-style-type: none"> - That walking and cycling are important to them, including safety of any areas where the two overlap, for example on the Djerring Trail near the station - That easy bike storage is needed. 	<ul style="list-style-type: none"> - SRL will enhance pedestrian and cycling connections between important sites such as Monash Medical Centre and Monash University, with improved safety and landscaping - We will provide bicycle parking and storage for 500 bikes at or around the new station.
<ul style="list-style-type: none"> - The area around the new station should be well-lit and feel safe, with undercover seating for people waiting at a bus stop or taxi rank - Safe connections between the new and existing stations and across Clayton Road are important. 	<ul style="list-style-type: none"> - We are committed to designing high quality, safe public spaces to encourage walking and create more inviting places to gather or pause while moving around the area - Commuters will transfer between stations via a fully accessible elevated walkway and lifts.
<ul style="list-style-type: none"> - They are concerned that a right-hand turn at Shandeanu Avenue is dangerous for families and children and not resident-friendly. 	<ul style="list-style-type: none"> - Pedestrians will be separated and protected from vehicle movements at the intersection of Shandeanu Avenue and Clayton Road by fully controlled crossings at the signalised intersection.

Parking

What we heard

SRLA response

<p>Respondents told us:</p> <ul style="list-style-type: none"> - They would like new parking restrictions, e.g. removing all non-residential parking from Madeleine or Lillian roads and Shandeanu Avenue 	<ul style="list-style-type: none"> - We will support a balanced approach to parking management strategies that allows access for residents and tradespeople.
<ul style="list-style-type: none"> - They are concerned a reduction of parking on Margaret, Alice and Thompson streets will put further pressure on already limited space due to development on these streets. 	<ul style="list-style-type: none"> - Enforcement of parking management strategies will improve the existing issue on these side streets - The introduction of a new train station will reduce reliance on private vehicles - Car parking in precincts around the stations is being considered further as part of structure planning, with opportunities for community to provide feedback.
<ul style="list-style-type: none"> - They would like more car parking in the Clayton Activity Centre to attract more visitors rather than reducing parking around the SRL station at Clayton. 	<ul style="list-style-type: none"> - SRL will reduce the reliance on private vehicles and given most people will use public transport, walking, cycling or the easy vehicle pick-up and drop-off zones to access SRL stations, commuter car parking will not be provided.

Traffic flow suggestions

What we heard

Respondents told us:

- They would like changes to access from Clayton Road to Carinish Road or Haughton Road.
- They would like changes to conditions at Shandeanu Avenue and Madeleine Road such as an extra turning lane, road widening, timing of signals, speed limits, removal of blind spots.

SRLA response

- We are considering the best conditions for the safest and easiest links for all car, pedestrian and cycle traffic, including Haughton Road changes.
- We are not considering road widening at Shandeanu Avenue. Some changes to parking are being considered to assist vehicles in passing each other at the intersection of Shandeanu Avenue and Clayton Road.

Open space, greenery and public amenity

What we heard

Respondents told us:

- They would like the shops and restaurants to be easily accessible.
- They would like more green and recreational space with shade trees.

SRLA response

- We will improve the current road network to better support walking and cycling around the civic and commercial centre of Clayton.
- We're developing structure plans to support thoughtful development over time. Clayton will become a more attractive place to live, work and visit, with leafy streets and a network of open spaces encouraging play.

Accessibility

What we heard

Respondents told us:

- They would like an emphasis on accessibility in the design of the new plaza.
- They would like an entrance at the existing Clayton station, instead of near Clayton Hall.

SRLA response

- The new SRL East station at Clayton is being designed with safety and accessibility as a priority, with accessible Kiss and Ride and parking bays outside the entrance and smooth transitions for wheelchair users.
- The station will be fully accessible via lifts and walkways through a paid to paid connection, and provide greater accessibility to the medical precinct via the entrance at Remembrance Gardens.

Next steps

All feedback summarised in this report has been considered and will inform the design of the new pedestrian plaza and traffic changes in the area.

The intersection at Shandean Avenue and Clayton Road will be upgraded and Carinish Road will close for construction of the SRL East station in 2025. It will remain closed after construction is completed.

We recognise this outcome is not the preferred option for everyone in the community, and we thank the local residents and businesses who took the time to share their feedback with us. We will continue to provide opportunities to give feedback and to participate in the design stages of the new station plaza.





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