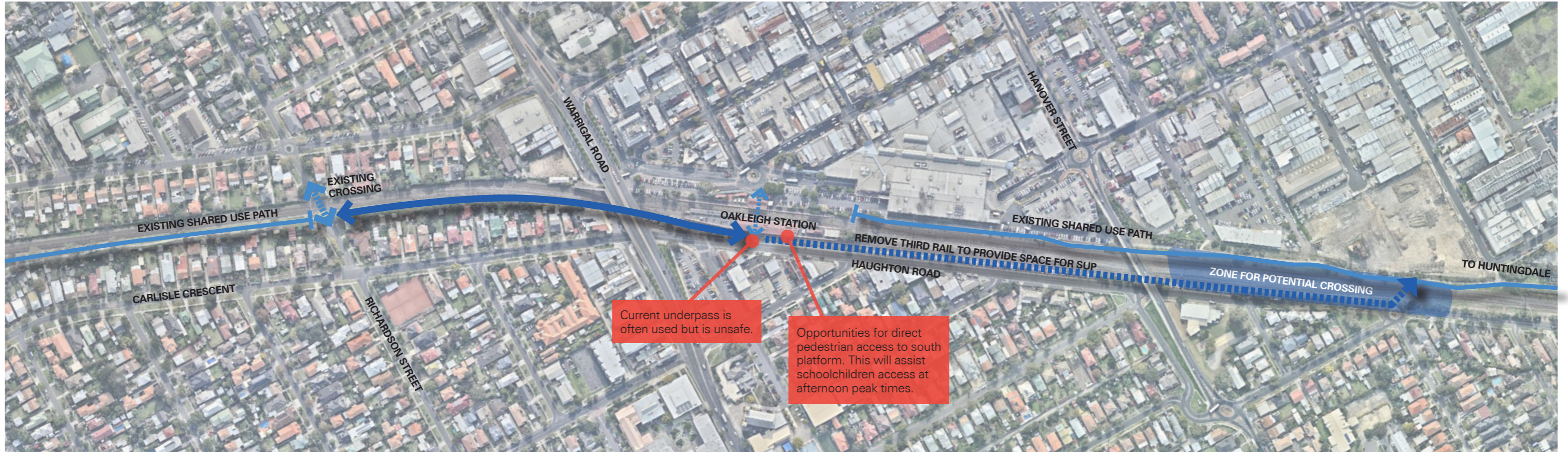

Linear Corridor

2

OAKLEIGH

Shared Use Path Connection



- Oakleigh is a key gap in the local shared use path along the rail corridor.
- The SUP link from Richardson Street to Oakleigh station provides the opportunity to continue the SUP along the southern side to a suitable location east of Hanover Street overpass where a new crossing back to the north side can be installed.
- The existing pedestrian underpass at the station is not safe due to the low head clearance and narrow and steep ramps. There is an opportunity to improve this access point.
- There is a need for a new link to north side of the rail corridor near to Hanover Street.



Figure 24 Existing crossing at Oakleigh station



Figure 25 Oakleigh third track
Remove the redundant third track to provide direct access to the platform and space for a new Shared Use Path.

EXISTING CORRIDOR

As the project promotes a continuous 17km SUP connection from Caulfield to EastLink, all of the existing “in between bits” should also be upgraded to the same standard of 3m wide with 1m side clearances as proposed for the new sections adjacent to the elevated rail. The existing SUP dates back to the mid 1990s and does not meet today’s standards.

This upgrade becomes particularly important because the role of the SUP is to promote alternative modes of transport and if the new sections are to work well the whole facility will need to be matching quality to meet user expectations, particularly with the anticipated residential accommodation growth along the corridor which will bring to a more diverse use of personal travel along the SUP.

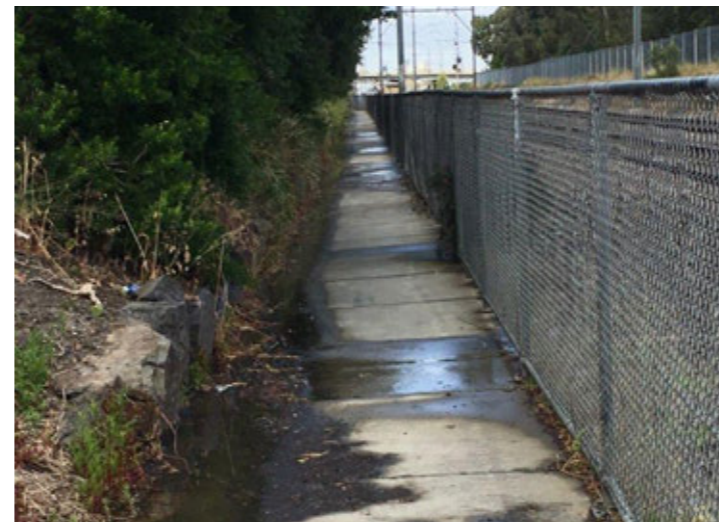
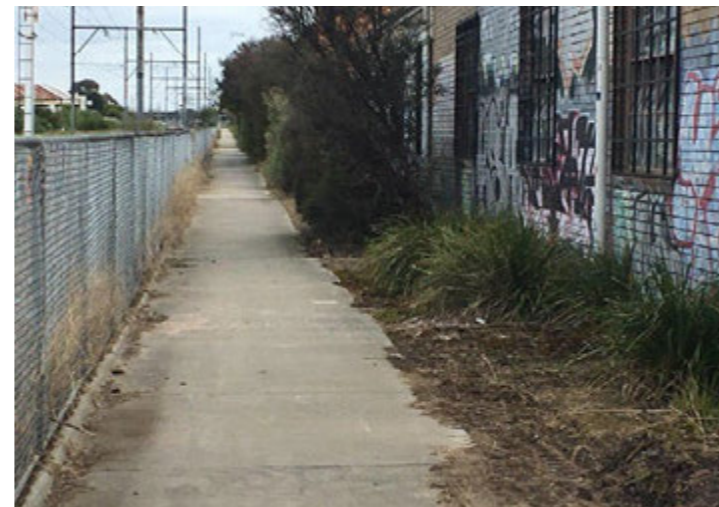


Figure 26 Existing conditions along the corridor extent



Figure 27 Preferred shared use path outcomes, integrated with the landscape design and supporting facilities (drinking fountains, seating areas)