

8.2 MULTIDECK CARPARKS COMMUNITY ENGAGEMENT AND CONSULTATION

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Trim No: 21/1321864

Attachments:

1. [HYS Detailed Report](#)
2. [CV Detailed Report](#)
3. [HYS Individual Comments](#)
4. [CV Individual Comments](#)
5. [WSP Report - Online Community Workshop](#)
6. [Chat - Online Community Workshop](#)
7. [Social Media](#)
8. [Written Correspondence](#)
9. [Baron Consulting Probity Report](#)

1. EXECUTIVE SUMMARY

To provide an overview of the responses, feedback and overall outcome of the Community Engagement and Consultation process on the proposed Multi Deck Commuter Carparks Project in Bentleigh and Elsternwick.

2. RECOMMENDATION

That Council:

1. notes the feedback received from community engagement and consultation; and
2. supports proceeding to the feasibility phase of the project, which would include site investigation, due diligence, development of an early concept design and scoping development.

3. BACKGROUND

In 2019, Glen Eira City Council received part federal funding to develop two commuter car parks located in Elsternwick and Bentleigh as part of the Urban Congestion Fund. This triggered initial community engagement about the multi-level commuter carparks with the local community. It is understood the information and approach resulted in some negative feedback.

Since this initial engagement, Council secured 100 per cent federal government funding and the location of both carparks changed. As a result, Council decided to re-engage the community, with the aim of better understanding the community's and key stakeholder's views around accepting the funding, their views around the new locations proposed for car parking should this funding be accepted, and priorities for any possible new congestion initiatives should further funding become available or advocacy opportunities arise.

At the Ordinary Council Meeting on 10 August 2020, Council unanimously carried the motion below;

That Council initiates a process of community engagement regarding whether Council should participate in delivering projects under the Federal Government's Urban Congestion Fund. The consultation is to, as a minimum:

1. *Close the loop on the previous consultation regarding proposed multi-deck commuter car park sites in Elsternwick and Bentleigh;*

2. Outline what Council is now considering with regard to potential multi-deck commuter car park sites in Elsternwick and Bentleigh and seek community views and input;

3. Provide clarity regarding the source of the funding and why Council thinks it is important to test the community's appetite regarding whether the funding should be accepted or not;

4. Seek community feedback / views on the relative priority of other congestion busting initiatives such as protected bike pathways, safe cycling zones around schools, on-call shuttle buses to take commuters to train stations, and repair of footpaths to inform a further application to the Federal Government for funding under the Urban Congestion Fund.

The detailed design of the consultation, including questions to be asked, must be presented to Councillors at an Assembly meeting before consultation commences.

Council Officers engaged an external community engagement consultant, Elton Consulting (WSP), to draft the community engagement plan and assist with the process.

The Community Engagement Plan was endorsed by Council at an Ordinary Council Meeting on 12 October 2021. Community Engagement commenced on 13 October 2021 and concluded on 19 November 2021. The Community Engagement process consisted of the following:

- Glen Eira media release
- Glen Eira project webpage
- Letter drops to immediate residents
- GE News feature
- Have your Say engagement survey
- Social Media Campaign
- Community Voice Panel survey
- Internal communications
- Online community workshop
- Strategic Transport Advisory Committee engagement (STAC)
- Sustainability Advisory Committee engagement – (SAC)

4. ISSUES AND DISCUSSION

Community engagement and consultation on the carparks project was undertaken with the aim of better understanding the community's and key stakeholder's views around accepting the funding, their views around the new locations proposed for car parking should the funding be accepted, and priorities for any possible new congestion initiatives should further funding become available or advocacy opportunities arise.

Following the completion of the community engagement and consultation process, Officers reviewed and collated the feedback from each activity that took place in the community engagement process.

A summary of the consultation process, and numbers of submissions is provided below:

Engagement Snapshot

- 313 people completed the 'Have Your Say' survey on Council's website
- 160 people completed the Community Voice Panel Survey
- Four separate Facebook posts with a combined total of 29 comments, 27 likes and 12 shares on the Glen Eira Facebook page
- Four separate Instagram posts on the Glen Eira Instagram page with a combined total of 96 likes and 6 comments

- 80 people downloaded the VLC report and 54 people downloaded the Probity report from the Have Your Say page
- 36 participants attended the Online Community Workshop

Notification of Engagement

- Distribution of 300 information flyers mailed out and emailed to immediate residents
- Online Community Workshop held on 16 November 2021 with 36 participants
- Article in Council's October Edition of Glen Eira News
- October Media Release
- Information and FAQs on Council's 'Have your Say' webpage and Project page
- Promoted on Council's homepage
- Four separate Facebook and Instagram posts on Council's social media pages
- Emails to registered users of 'Have your Say' and subscribers of Council's Community Voice Panel
- Emails to the Bentleigh Rotary Club, Elsternwick Mainstreet Committee and Bentleigh Traders Association from the immediate area
- Project presentations to Strategic Transport Advisory Committee (STAC) and Sustainability Advisory Committee (SAC)

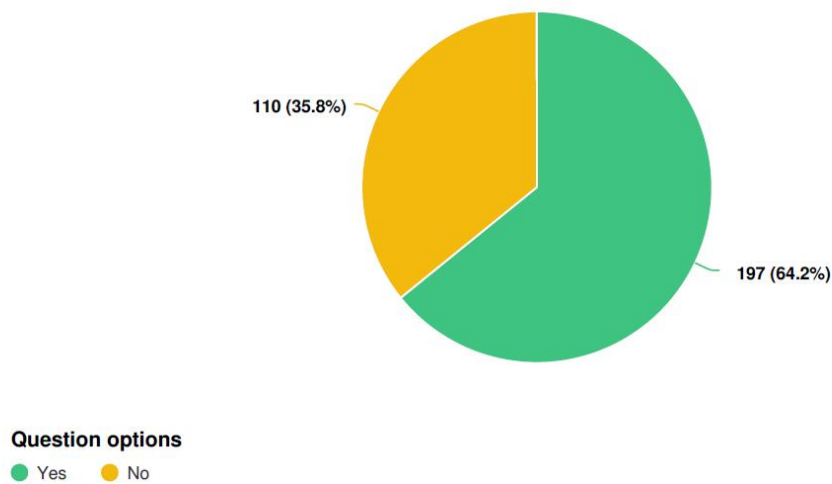
Feedback

- A full transcript of all feedback is included in the attachments, which comprises of:
 - Have your Say Engagement Survey
 - Community Voice Panel Survey
 - Social Media Campaign
 - Online Community Workshop (questions and comments)
 - Strategic Transport Advisory Committee engagement (STAC)
 - Sustainability Advisory Committee engagement (SAC)
 - Written correspondence (emails)

Community consultation outcomes**Views on the funding**

Table 1 – Municipality-wide 'Have Your Say' survey results on the fund

Based on the information provided, should Council proceed with developing commuter car parks in the municipality?



There are more in favour than not in favour for developing commuter car parks with the federal commuter carpark fund municipality wide.

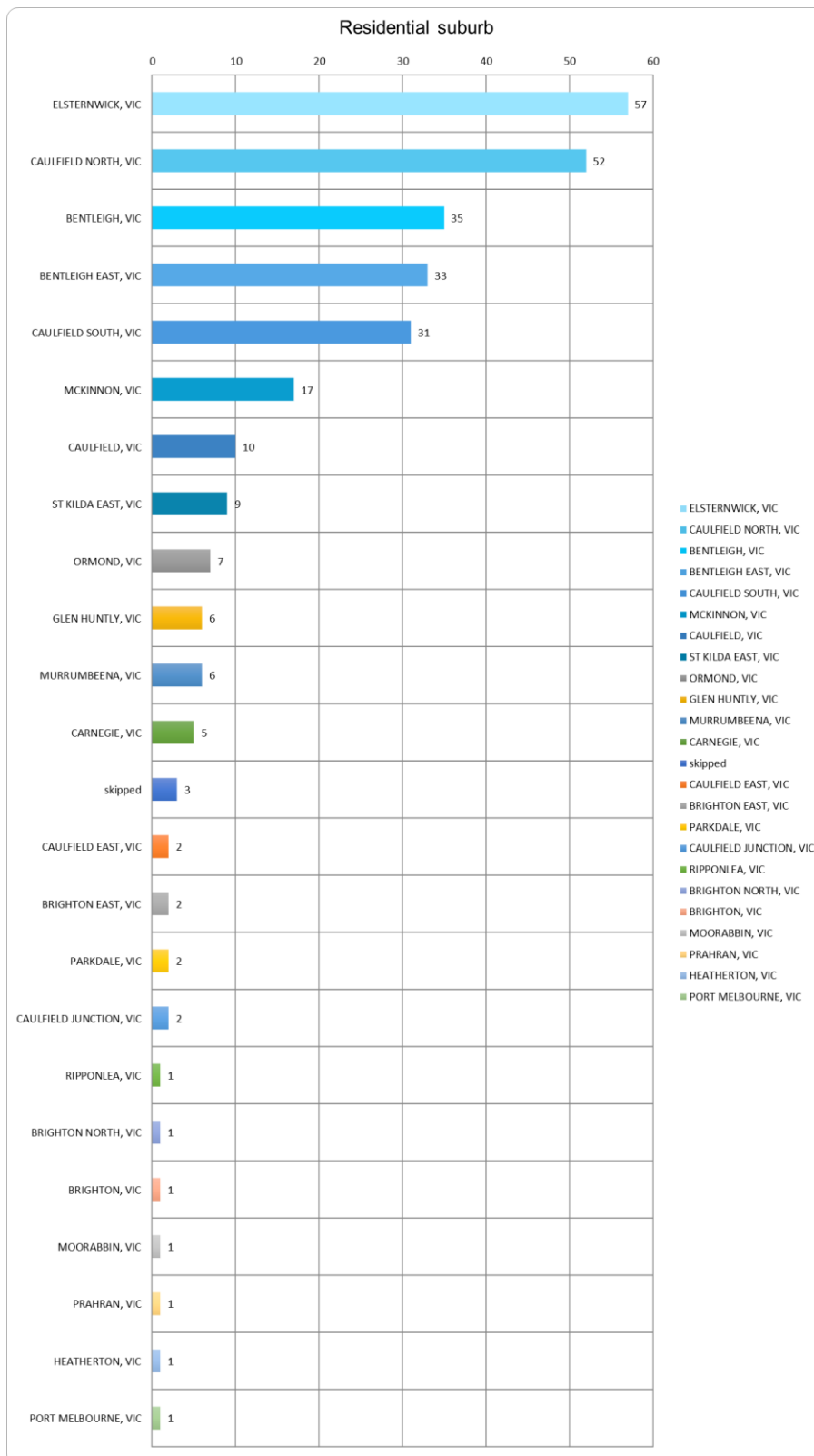
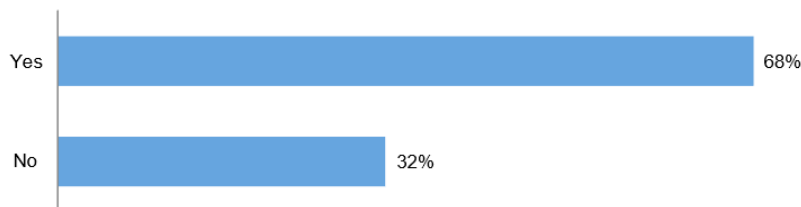
Table 2 – Breakdown of survey respondents by suburb from 'Have Your Say'

Table 3 – Results from ‘Community Voice Panel’ on the funding

Based on the information provided, should Council proceed with developing commuter car parks in the municipality?

147 responses to this question.



Comments in favour:

- Fully funded by the Federal Government
- Free up funds for other projects
- Increase in Electric Vehicle Charging stations
- Opportunity for increased green space in Bentleigh
- Viability for widened footpaths/ cycling infrastructure, encouraging less driving
- Improvement of Rotary Market in Bentleigh
- Increased parking for growing elderly population
- More parking options for residents
- Supports small businesses and local traders
- Decrease in street parking creates viability for outdoor dining options
- Reduces pressure on on-street parking
- Increases open-space available for cafes and restaurants
- Provides parking to compensate for increased apartment developments
- Supports potential for other markets in this space

Comments not in favour:

- Funding is without integrity
- Funding was allocated before alternatives were considered.
- Council did not request the funding
- Not the most effective use of the funding
- Increases traffic and congestion within the community
- Benefits people outside the community, not within
- Not needed - sufficient parking already exists
- Concerns around displacement of Bentleigh Market
- Community was not consulted properly regarding the change in proposed sites
- Sites not suitable for multideck carparks - suggestions of alternative sites include Ormond, Gordon Street in Elsternwick, the Elsternwick Library, Caulfield and Nicholson Street in Bentleigh

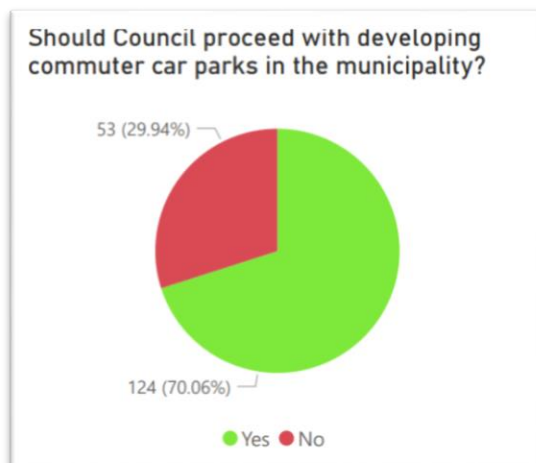
- Structures such as carparks create heat island effects
- Project contradicts Council's commitment to reduce carbon emissions and promote environmental sustainability

Refer to attachments 1 and 2 for a detailed report on the 'Have your Say' municipality-wide survey results and the Community Voice survey results.

Camden ward

There are more in favour than not in favour for developing commuter car parks with the federal commuter carpark fund in Camden Ward.

Table 4 – Camden ward 'Have Your Say' survey results on the fund



Comments in favour:

"Great idea! parking in Elsternwick particularly during peak times when things are open is a nightmare"

"Because Council endorsed the Elsternwick Structure Plan, and the impact of no parking at Jewish Arts Quarter building"

"We have widely canvassed views from our members (of the Elsternwick Traders Association), and we are in favour of the multideck car park being built at the proposed location as we believe additional carparking is needed within the shopping precinct. The need for additional carparking will only increase within the next few years as the Selwyn Street Cultural Precinct/Jewish Art Quarter (JAQ) are built and will draw more people to the area. With plans for the JAQ not including an onsite car park additional parking in the precinct is paramount for our local shoppers and visitors to the area"

"Better car parking will also encourage locals to eat out and move around the area and support local business"

"Local businesses are struggling. By improving parking it will enable easier access to those businesses. I am concerned that with continued parking problems, especially in the Elsternwick area many of those businesses will be forced to shut down as people decide to shop elsewhere"

"This has been a carpark for as long as I can remember and if parking can be increased, will service commuters, customers of local traders and other vibrant Elsternwick offerings (park adjacent to Bang Bang and Goat House), Classic Cinema, Ripponlea Gardens etc"

"Create space for Elsternwick community activities like markets"

Comments not in favour:

"It's not the best place to maximise park and ride. If you think of it as a development site, why not have the parking underground and residential above? Putting cars above ground seems to old-fashioned (and cheap). GE should hold itself to a higher standard"

"I'd prefer separated bike lanes on major roads, a large underground bike parking station and a park or community facilities on top"

"Multi storey car parks solve one issues for commuters who are not locals and create many negative issues for those living nearby, safety and security being a huge one!"

"Eye sore to the neighbouring houses. Disrupts the vibe and atmosphere of the neighbourhood"

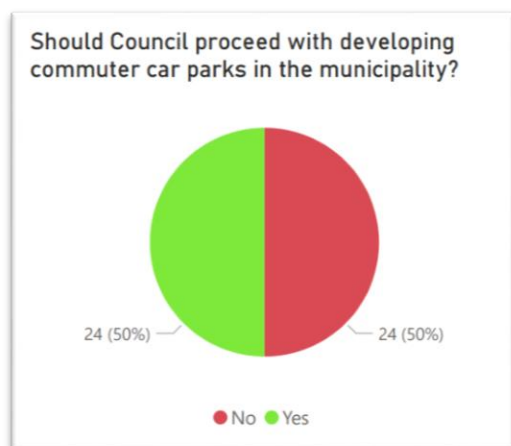
"Encouraging more cars contributes to climate change and makes an area that already has too many cars even worse. Spend the time and money on things that will actually get more people onto public transport such as upgrading the tram stops to platforms and making the buses more frequent"

"It's inappropriate for the area. This is a residential area, and along with the current ongoing increases in residential dwellings, the additional cars will only serve to increase traffic congestion and further pollute our area"

Rosstown ward

Views were equally split in Rosstown ward for developing commuter car parks with the federal commuter carpark fund.

Table 5 – Rosstown ward 'Have Your Say' survey results on the fund



"A commuter carpark would be better placed at Ormond where it is accessible to a major arterial road and there is significant space above an around the station to build a multideck carpark"

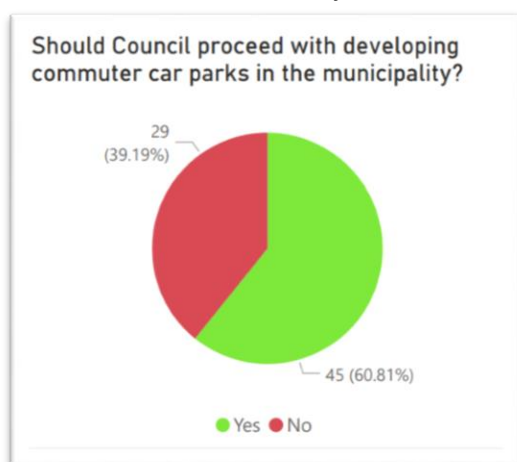
"High cost for small number of additional train passengers, if any. Focus on improving access by walking, riding, bus and tram"

"Previous question didn't ask if I thought the site was inappropriate. There is insufficient information to know. Any planning proposal of this size needs to provide detailed information so it can be properly assessed. I do criticize Council for granting a permit for Selwyn St in the same precinct that provides zero parking. The politics involved here across all 3 tiers of government stinks"

Tucker ward

There are more in favour than not in favour for developing commuter car parks with the federal commuter carpark fund in Tucker Ward.

Table 6 – Tucker ward survey results on the fund



Comments in favour:

"People who live and/or work in Bentleigh already face competition from people outside of Bentleigh for adequate parking space near the railway station and retail area, particularly in non-pandemic times"

"The Bentleigh Traders Association welcomes the news of the proposed multi story carpark to be built in Bent Street Bentleigh With car parking at the Train Station not able to accommodate the number of cars, often the local nearby streets and any available all-day parking is utilised by Train Commuters very early in the morning – thus producing a very poor turn rate on these carparks The additional carparking with this development will relieve nearby residential streets and free up parking for Traders and Customers alike"

"Close to local supermarket, makes parking more convenient"

"The purpose of the project is wrong. If the main objective of this project was to reduce the footprint of the existing carpark area to create more green spaces, then I support this initiative. This could be aligned to Glen Eira's urban forest and water/drainage strategies as it will reduce impervious area and increase tree cover. The project would be even more beneficial if the roof of the multi-level carpark was a green roof with community gardens. However, I don't believe this project will reduce traffic congestion and shouldn't be built to achieve that objective. The aim should be to have no negative impact on traffic congestion AND reduce/offset carbon emissions from commuters."

Comments not in favour:

“It will be an ugly eyesore in Bentleigh, and will increase the level of crime (break-ins and car theft because the cars will be out of view”

“Not enough information on how environmental concerns in relation to development and green space can be incorporated. Personal safety issues with these type of structures, especially at night time. It will increase congestion and traffic in the surrounding small streets. Increase in pedestrian safety issues. Creating more structures that contribute to urban heat islands.”

Refer to attachments 3 and 4 for individual comments from the ‘Have your Say’ municipality-wide survey results and the Community Voice survey results.

Views on the new locations proposed for car parking should the funding be accepted

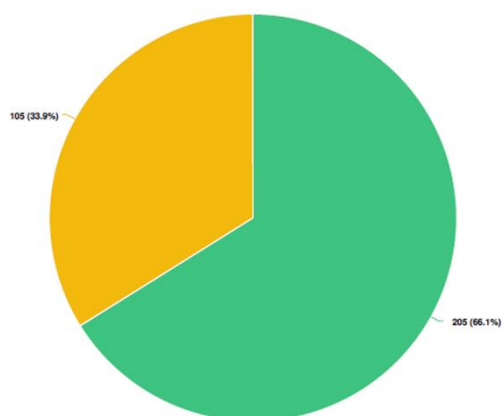
Council asked the community how they felt about the proposed locations in Elsternwick and Bentleigh.

Municipality wide

There are more in favour than not in favour for chosen site locations in Elsternwick and Bentleigh, municipality wide.

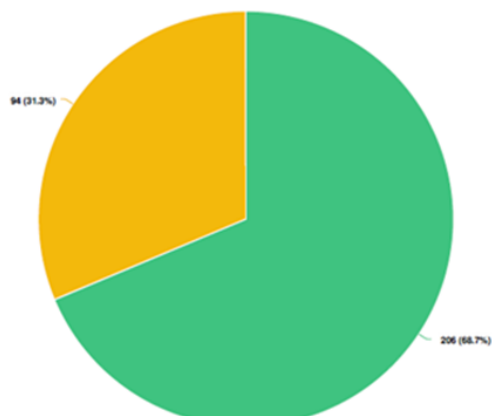
Table 7 – Municipality-wide survey results on the site locations in Elsternwick and Bentleigh

Based on the information provided, should we proceed with providing commuter car parking on this Elsternwick site?



Question options
 ● Yes ● No

Based on the information provided, should we proceed with providing commuter car parking on this Bentleigh site?

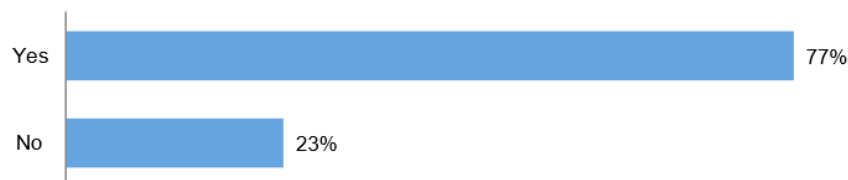


Question options
 ● Yes ● No

Table 8 – Results from ‘Community Voice Panel’ on the chosen site location in Elsternwick

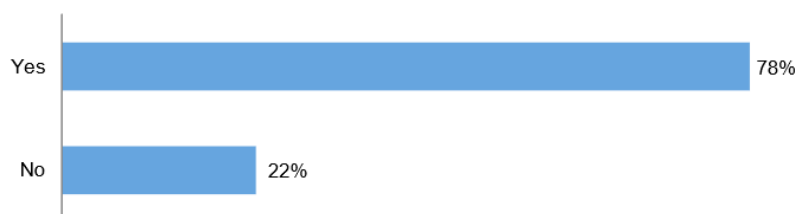
Based on the information provided, should we proceed with providing commuter car parking on this Elsternwick site?

149 responses to this question.

*Table 9 – Results from ‘Community Voice Panel’ on the chosen site location in Bentleigh*

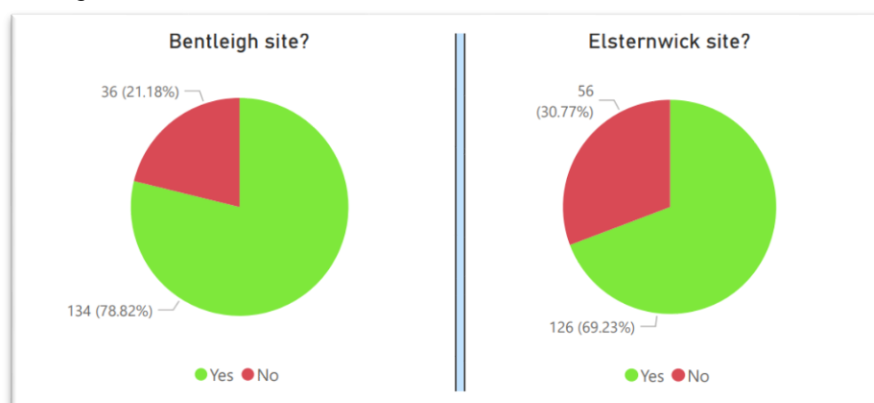
Based on the information provided, should we proceed with providing commuter car parking on this Bentleigh site?

147 responses to question.

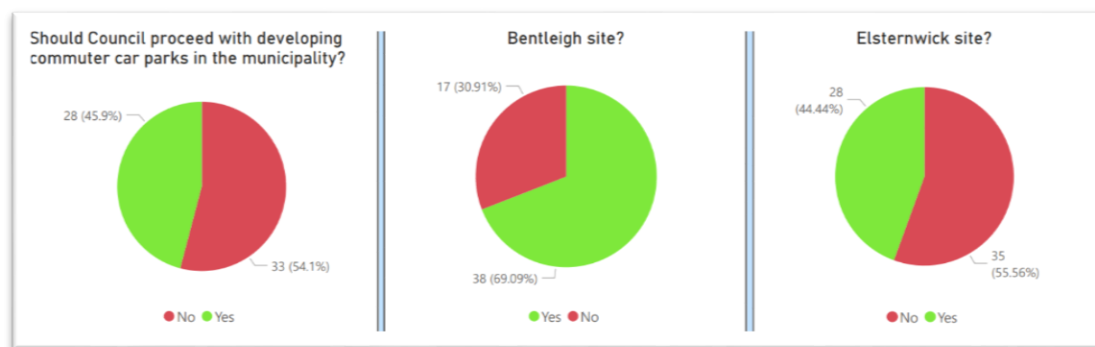


Camden ward

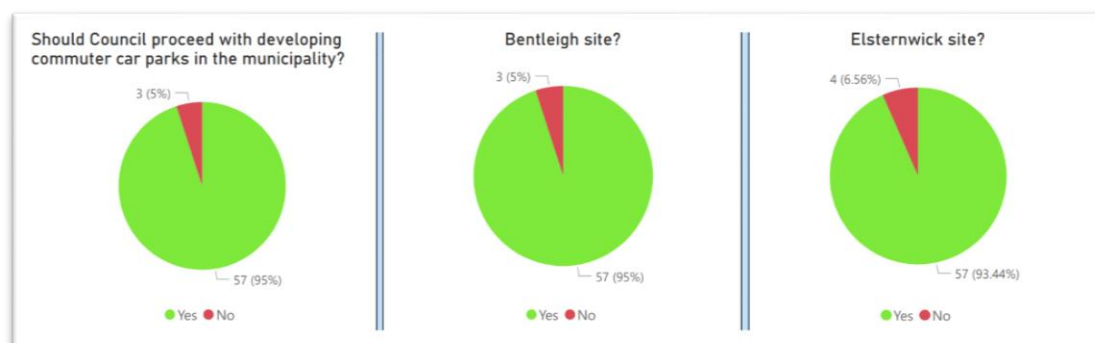
There are more in favour than not in favour for chosen site locations in Elsternwick and Bentleigh, in Camden ward.

Table 10 – Camden ward ‘Have Your Say’ survey results on the site locations in Elsternwick and Bentleigh

Interestingly, when drilling into the suburb specific data, the respondents who chose Elsternwick as their residential suburb were not supportive of using the funding or the chosen location in Elsternwick. They were, however, supportive of the location in Bentleigh.

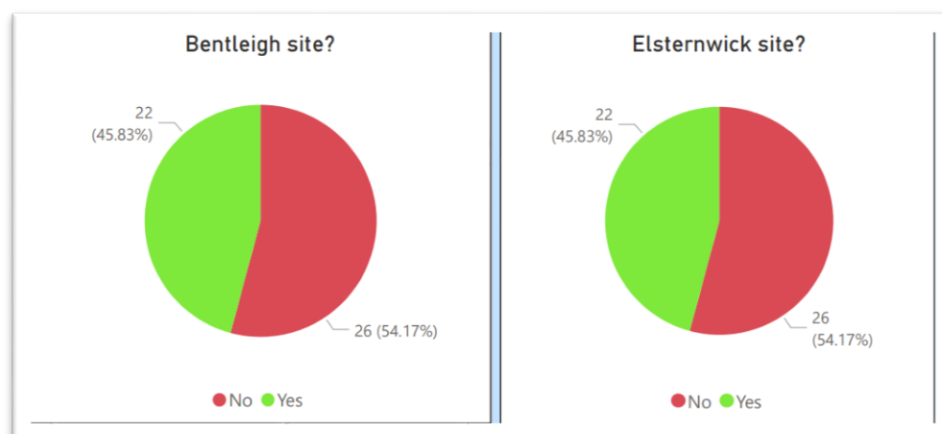
Table 11 – Key ‘Have Your Say’ survey results for Elsternwick

Drilling into the neighbouring suburb of Caulfield North, where the second highest amount of survey respondents indicated this was their residential suburb, there was strong support for the developments proceeding, potentially due to this suburb being further proximity to train stations.

Table 12 – Key ‘Have Your Say’ survey results for Caulfield North

Rosstown ward

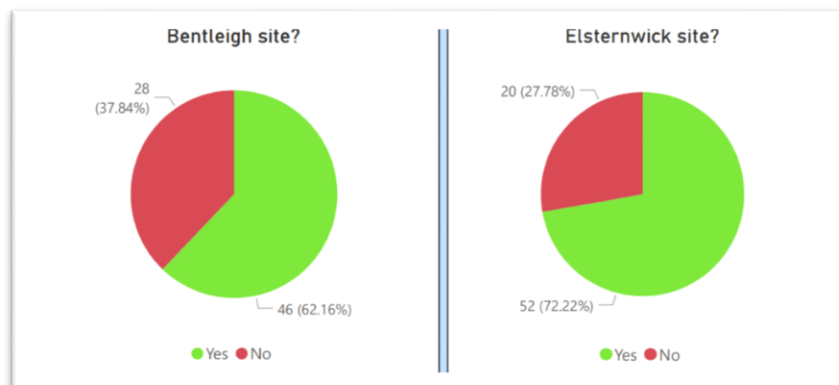
There are more not in favour than in favour for chosen site locations in Elsternwick and Bentleigh, in Rosstown ward.

Table 13 – Key ‘Have Your Say’ survey results for Rosstown ward

Tucker ward

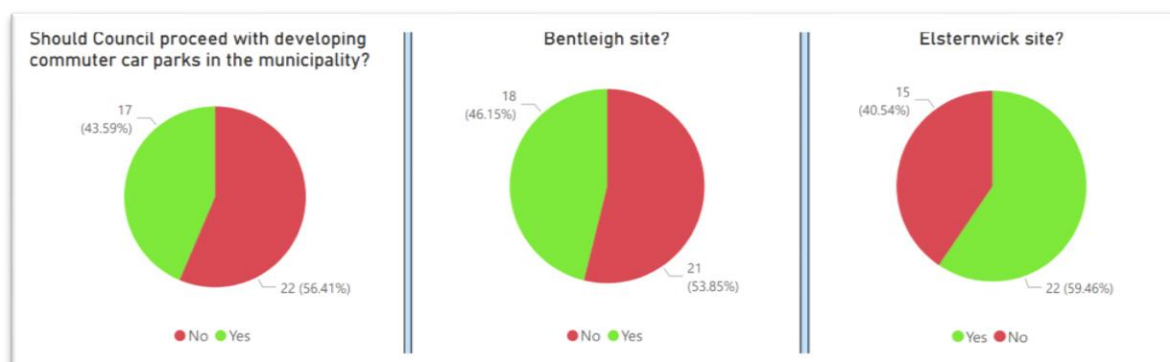
There are more in favour than not in favour for chosen site locations in Elsternwick and Bentleigh, in Tucker ward.

Table 14 – Key ‘Have Your Say’ survey results for Tucker ward

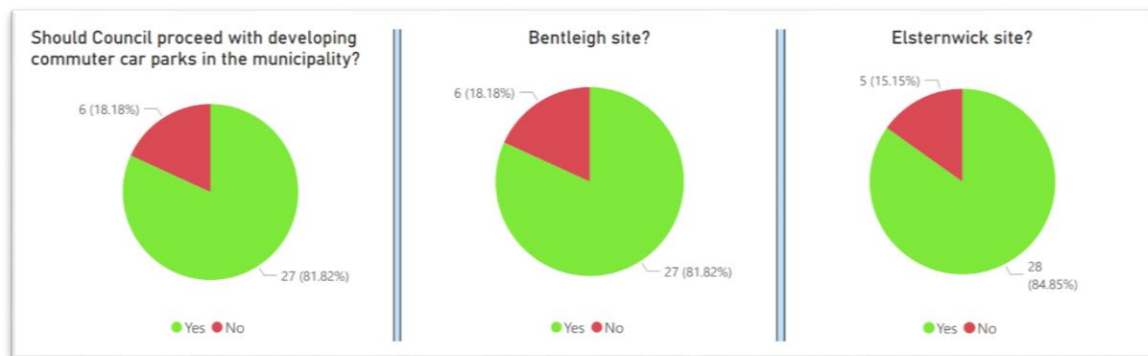


Similarly, to the Elsternwick results mentioned above, when drilling into the suburb specific data, the respondents who chose Bentleigh as their residential suburb were not supportive of using the funding or the chosen location in Bentleigh. They were, however, supportive of the location in Elsternwick.

Table 15– Key ‘Have Your Say’ survey results for Bentleigh



Drilling into the neighbouring suburb of Bentleigh East, where the fourth highest amount of survey respondents indicated this was their residential suburb, there was strong support for the developments proceeding, potentially due to this suburb being further proximity to train stations.

Table 16– Key ‘Have Your Say’ survey results for Bentleigh East

Online Community Workshop

An online workshop was held on 16 November 2021 from 5:30pm to 6:30pm. The workshop was hosted by Council’s external community engagement consultant, WSP, and Council Officers presented on the project. This facilitated group discussion provided participants with the opportunity to consider the carparks project in depth, and allowed participants to delve into each issue, consider outcomes and gain a more considered view of the project. 50 participants registered for the workshop, and 36 attended on the night. Many of the attendees chose not to identify which suburb they resided in, however polling data on the night indicated most attendees were residents of Elsternwick and Bentleigh. Several Councillors and Council’s external Probity Consultant, Baron Consulting, also attended to observe. The group generally expressed negative views to the proposed carparks.

The main themes included:

- The impact the carpark will have to the immediate residential area (Elsternwick)
- Queries around why the sites had changed and why they were chosen
- Concerns around the outcome to the Bentleigh market
- Comments on the integrity of the funding and how Council should not encourage “pork barrelling”
- What the cost of parking will be to residents and concerns around carpark provisions
- Concerns around how the community will be affected including increased congestion
- Suggestions that the carparks should be built underground
- Comments on issues of sustainability and project not aligning to Council’s declaration of a ‘climate emergency’ and that Council should be trying to decrease motor usage

Refer to attachment 5 for a report by WSP regarding the online community workshop.

Refer to attachment 6 for the list of questions and comments raised in the ‘chat’ function of the workshop.

Social Media Campaign

Four separate posts on both Facebook and Instagram informed the Glen Eira community of the consultation and engaged them with the process. The campaign linked directly to the Have Your Say webpage. Statistics on the campaign are shown below:

Facebook

Date	Reached	Engagements	Likes	Angry	Comments	Link clicks	Shares	Other clicks
13/10/21	1,639	745	11	10	19	40	9	545
20/10/21	2,003	156	7	1	7	34	0	102
7/11/21	434	32	7	0	1	6	3	14
15/11/21	1,917	78	2	0	2	16	0	52

Instagram

Date	Reached	Interactions	Profile visits	Website clicks	Likes	Comments	Shares	Saves
13/10/21	1,982	101	36	8	36	1	18	2
20/10/21	1,378	47	16	2	24	5	0	0
7/11/21	857	26	4	1	18	0	3	0
15/11/21	966	24	5	0	18	0	1	0

Refer to attachment 7 for social media comments, terms and definitions.

Strategic Transport Advisory Committee engagement (STAC)

STAC assists Council on transport related projects in Glen Eira and can support the community engagement of this project by drawing on their local knowledge, interest, and experiences. Council Officers provided a presentation to the committee at the 24 November 2021 STAC meeting to receive feedback on the Projects.

Key points during discussion included:

- Queries around how the carparks would benefit the community
- Increase in congestion within these activity centres
- Council should wait to determine the outcome of COVID and return of workers to the CBD to then determine need of carparks
- Carparks make it easier for people to drive instead of using public transport
- Lifetime of car park is 50 years. Need to engage more young people as they will be the ones living with it
- Discussion around importance of incorporating other end of trip facilities in the design including bike parking
- Understand rationale of accepting the funding but not sure it's the best way to utilise
- Council will absorb the problem of congestion within municipality instead of towards CBD
- Project does not align with Council plans and initiatives

A range of comments and queries were addressed and discussed, and the Committee is eager to understand more around design and feasibility should the project proceed.

Sustainability Advisory Committee engagement (SAC)

SAC provides recommendations about environmental sustainability, including advocacy on behalf of the community, responding to strategic Council and/or sector issues and opportunities and policy development. Council Officers provided a presentation to the committee at the 11 November 2021 SAC meeting to receive feedback on the Projects.

Key points during discussion included:

- Poor return on investment
- Carparks are not a priority
- Wariness of the funding
- Acknowledgment that the funding would be lost if unutilised
- Concerns around how sustainability measures will be implemented
- Project does not align with group's views on sustainability
- Carparks may encourage more driving from residents
- Discussion on ways to maximise the benefits such as including bike storage and making it a 'transport hub'

Despite the mix of views and options, the Committee were eager to understand more around design and feasibility should the project proceed.

Written Correspondence

Council Officers received a total of 37 forms of written communication, mainly by way of email. Some correspondence included general queries and suggestions about the carparks, others expressed concerns about the proposed carparks and others from trader groups were supportive.

Refer to attachment 8 for a transcript of written correspondence.

Community Response to other congestion busting initiatives

Council also asked 'Have Your Say' participants and the Community Voice Panel what other congestion reducing initiatives were important to them. Responses included:

- Repair of footpaths; and
- Improve cycling infrastructure.

Table 17– Key survey results from ‘Have your Say’ on other congestion busting initiatives

What other types of congestion reducing initiatives should Council seek further federal government funding for under the Urban Congestion Fund? Select all that apply.

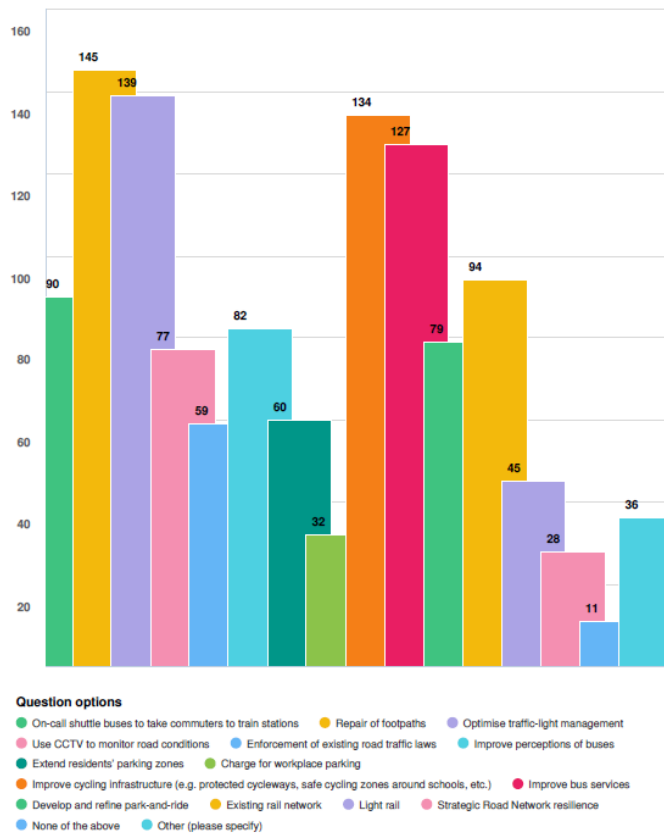
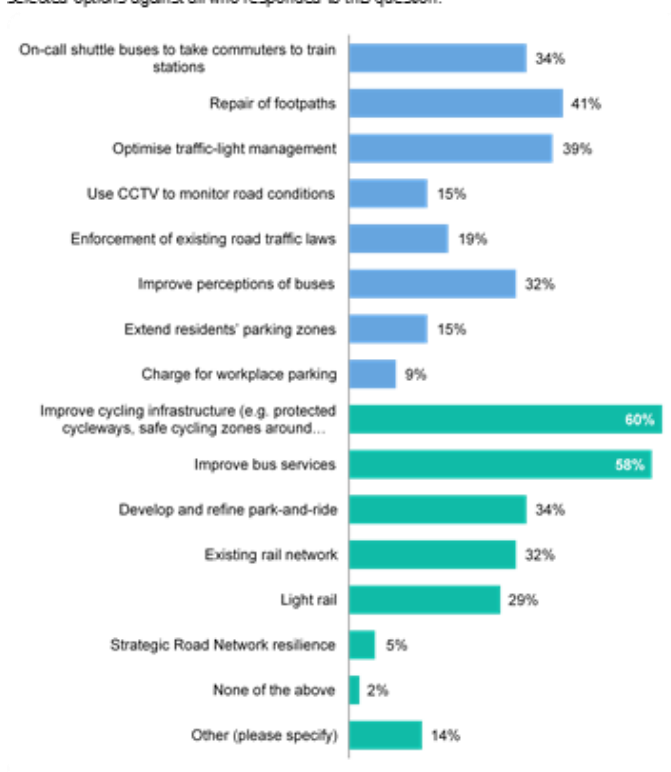


Table 18– Key survey results from ‘Community Voice Panel’ on other congestion busting initiatives

What other types of congestion reducing initiatives should Council seek further federal government funding for under the Urban Congestion Fund? Please select from the following initiatives or add another.

150 responses to this question. Percentages indicate the number of respondents who selected options against all who responded to this question.



This feedback aligns clearly with Council's broader transport strategies and plans as well as Great Walking Streets footpath renewal program, which Council has recently received funding for under the Federal Government Local Roads Community Infrastructure Program (LRCI).

Council also has also been allocated additional funding of 847k as part of a further phase of the LRCI program which could be allocated to congestion busting initiatives deemed as priority by the community arising from this consultation.

The safe cycling corridor project and the safer schools catchment project at Coatesville Primary School could be suitable projects to put forward for funding under the Urban Congestion Fund as these projects align closely with the community congestion busting priorities also arising from the consultation.

Petition: Multideck Carpark – Elsternwick

A petition containing 17 signatures opposing the proposed carpark in Elsternwick was received by Council Officers and submitted for review and consideration at a Council meeting held on 23 November 2021.

Probity Report – Baron Consulting

Council engaged a probity consultant, Baron Consulting, to produce a document setting out protocols and principles-based guidance to assist staff to construct a probity firewall between the Council and the Department to insulate processes and decision making from external risks and issues from a probity perspective.

Refer to attachment 9 for the Baron Consulting Probity Report of the Community Engagement process.

TIMELINES

Timelines and next steps are outlined below should Council proceed beyond this hold point:

Council Hold point	December 2021
Site Investigation / Due Diligence	January – February 2022
Concept and Scoping Development	January – February 2022
Community Engagement Phase 2	March 2022
Hold Point for Federal Government	March 2022
Concept design adopted	April 2022
PM Consultant engaged	April 2022
Principal Design Consultant engaged	May – June 2022
Schematic design	August 2022
Tender and award head contractor	September 2022
Detailed Design	November 2022
Community Engagement Phase 3	November - December 2022
Council adopt final design	December 2022
Construction Commence	January 2023
New Car parks open	March 2024

5. CLIMATE EMERGENCY RESPONSE STRATEGY IMPLICATIONS

The analysis into the congestion busting measure does align with the adopted Our Climate Emergency Response Strategy 2021-25 (Strategy).

Specifically, it will enhance opportunities for Council to work with the community through the following Goals, Principles and Actions within the Strategy:

Goal 1 - climate change action is embedded in everything that we do

Goal 3 - **infrastructure is resilient and safe for our community**

Principle 1 – that we work together with the community

Principle 5 - proactive in meeting challenges and innovate using evidence-based methods

6. FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

To date, Council has received funding totalling \$500k per site (\$1M total) to progress feasibility and development options of the sites identified by Council at locations in both Elsternwick and Bentleigh.

Following the proposed feasibility and concept stage, if an acceptable proposal can be agreed to between Council and the Federal government these projects would be fully funded by the committed grant funding of \$20.6M (total project costs).

It is important that Council detail within the proposal to the Federal Government the provision of land which would form part of its 'contribution' to the project in order to retain the existing at grade car parking for non-commuter parking as part of the proposed developments.

There is no current provision in the Long-Term Financial Plan (LTFP) to construct new multi-deck carparks for commuters or shoppers in any activity centre in the municipality.

Council's LTFP has been significantly impacted by COVID-19 and substantial borrowings are required to fund Council's strategic capital works program in the LTFP. Furthermore, Council's working capital position has been severely affected by COVID-19 and has been assessed as a medium risk for a majority of the 10-year period of the LTFP.

7. POLICY AND LEGISLATIVE IMPLICATIONS

The two sites identified are not impacted by planning overlays or zoning issues and, as such would have minimal implications and unlikely to trigger the need for any planning applications.

8. COMMUNICATION AND ENGAGEMENT

Refer to above.

9. LINK TO COUNCIL PLAN

Strategic Direction 1: Well informed, transparent decisions and highly valued services
We build trust through engaging with our community, delivering quality services and making evidence-based decisions

10. OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material interest in this matter.

11. CONCLUSION

Community support for the proposed multideck carparks shows an overall majority, with over 65% in support of accepting the funding and proceeding to the concept design and feasibility phase for the proposed multi-deck car parks in Bentleigh and Elsternwick. It is also important to note, that there is support for the multideck carparks in Camden ward and Tucker ward, where the infrastructure would be constructed, with users coming from neighbouring suburbs ie. Bentleigh East and Caulfield North as examples, which are not currently serviced well by public transport and are not of easy walking distance to stations in Bentleigh and Elsternwick, respectively.

The fund provides a rare opportunity to deliver sustainable, purposeful community infrastructure at no expense to Council. This would be the largest grant ever received by Council for capital infrastructure.

Currently there is no current provision in Council's own Long-Term Financial Plan (LTFP) to construct new multi-deck carparks for commuters or shoppers in activity centres.

Project Report

09 October 2010 - 22 November 2021

Have your say Glen Eira Glen Eira Multideck Car Parks



Visitors Summary



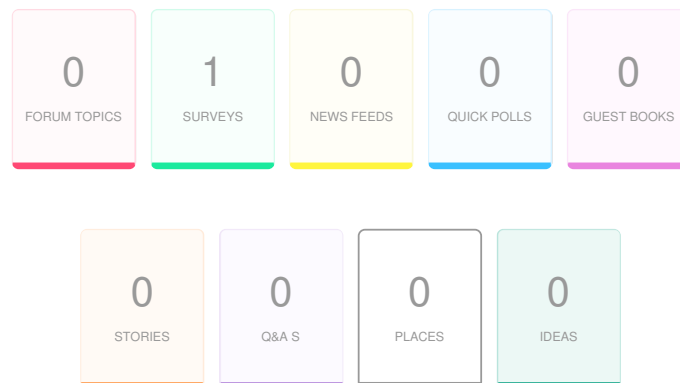
Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
1.4 k	124	
NEW REGISTRATIONS		
224		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
313	729	1.3 k

Aware Participants	1,260	Engaged Participants	313		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,260				
Informed Participants	729	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	313	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	212	Participated in Quick Polls	0	0	0
Downloaded a document	94	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	80	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	394	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	313				

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

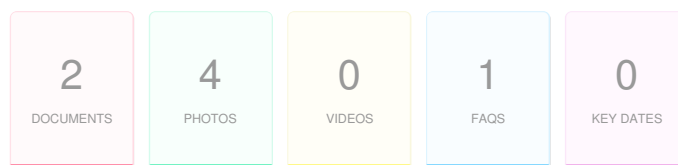
ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Multideck car parks survey	Draft	602	313	0	0

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Photo	Proposed Multideck Car Park - Bentleigh	127	131
Photo	Proposed Multideck Car Park - Elsternwick	100	103
Photo	Multideck Car Park Map - Bentleigh	96	100
Photo	Multideck Car Park Map - Elsternwick	86	89
Faqs	faqs	80	84
Document	Glen Eira Park and Ride - Final Report 30 September 2021	70	80
Document	Baron Consulting Probity Report 1 Aug 2021	46	54

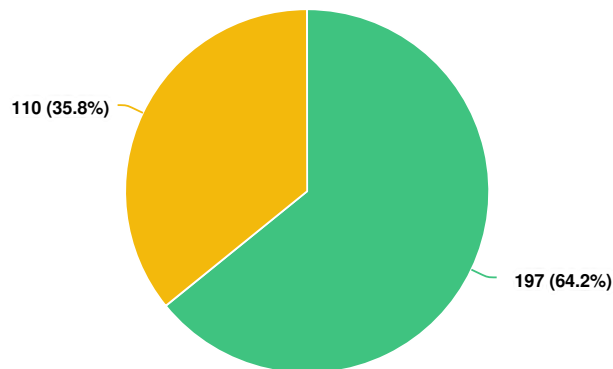
Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

ENGAGEMENT TOOL: SURVEY TOOL

Multideck car parks survey

Visitors	602	Contributors	313	CONTRIBUTIONS	313
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Based on the information provided, should Council proceed with developing commuter car parks in the municipality?



Question options

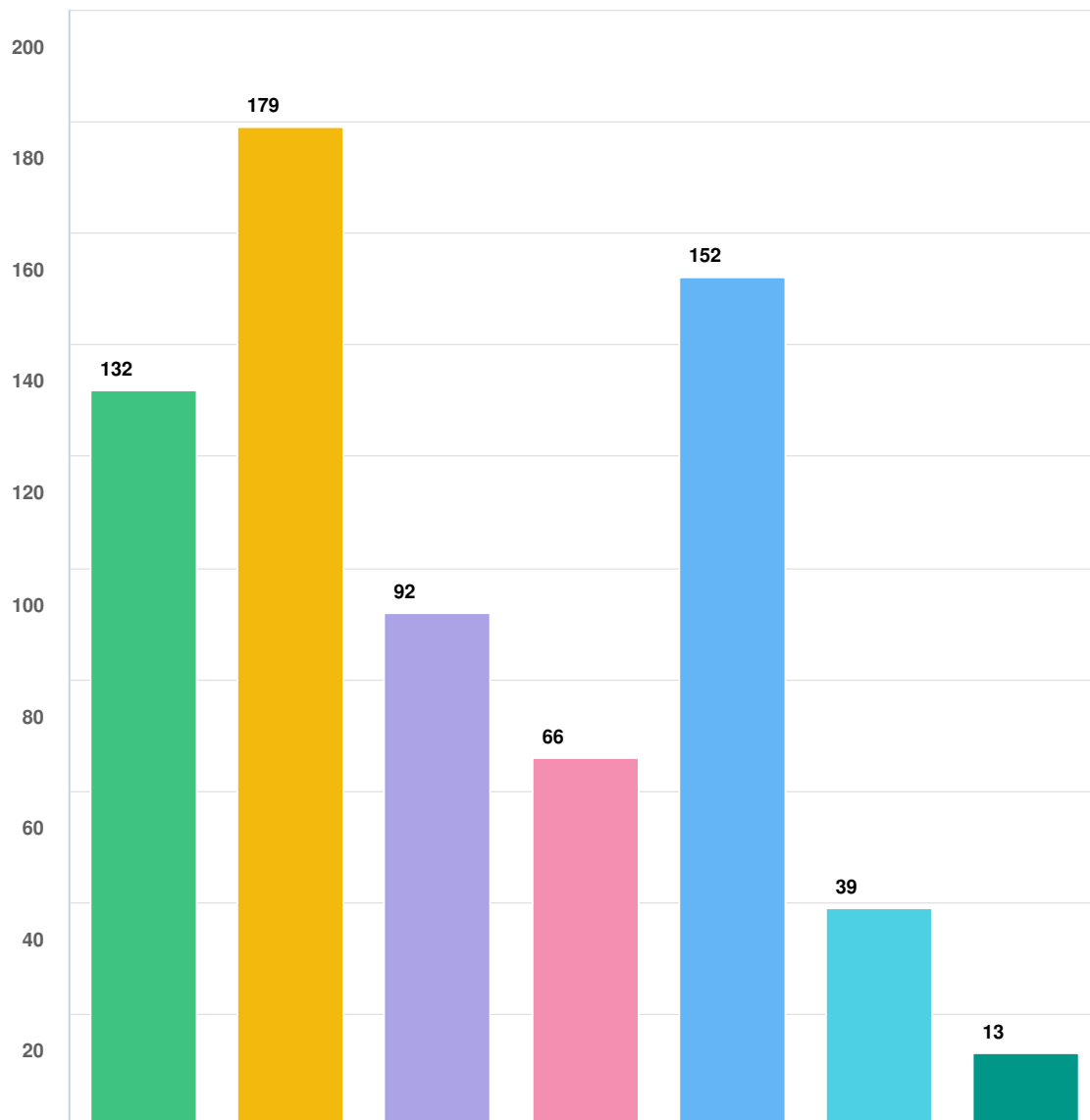
Yes No

Optional question (307 response(s), 6 skipped)

Question type: Radio Button Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

Why should Glen Eira City Council proceed with the projects? Select all that apply.



Question options

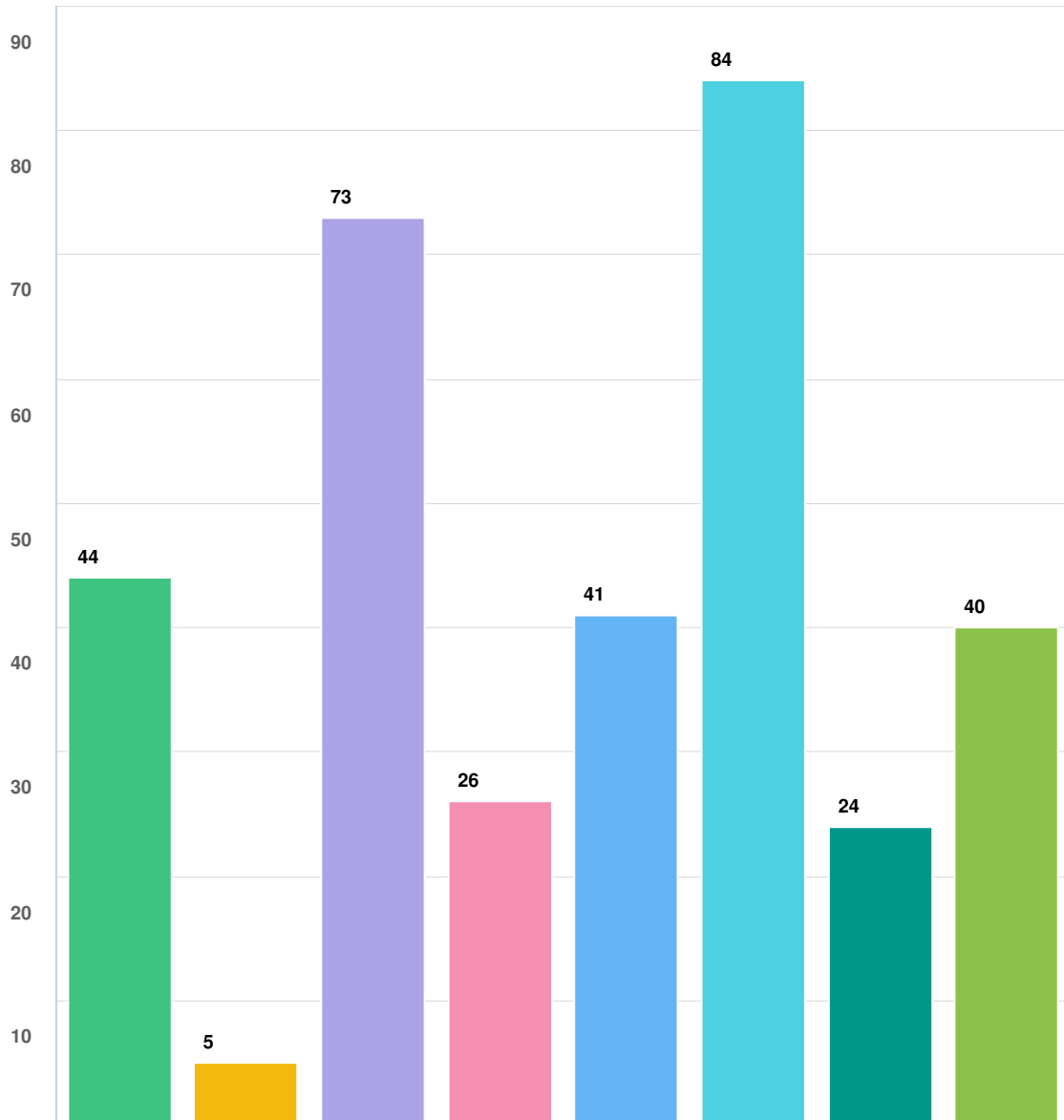
- The funding will improve local infrastructure for the community
- Glen Eira needs more car parking near transport and shopping areas
- Provide more access to a diverse range of transport options in the municipality
- The probity and audit reports confirm it is legitimate funding to accept
- It will reduce pressure on the local parking network
- To maintain a working relationship with the federal government
- Other (please specify)

Optional question (196 response(s), 117 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

Why shouldn't Glen Eira City Council proceed with these projects? Select all that apply.



Question options

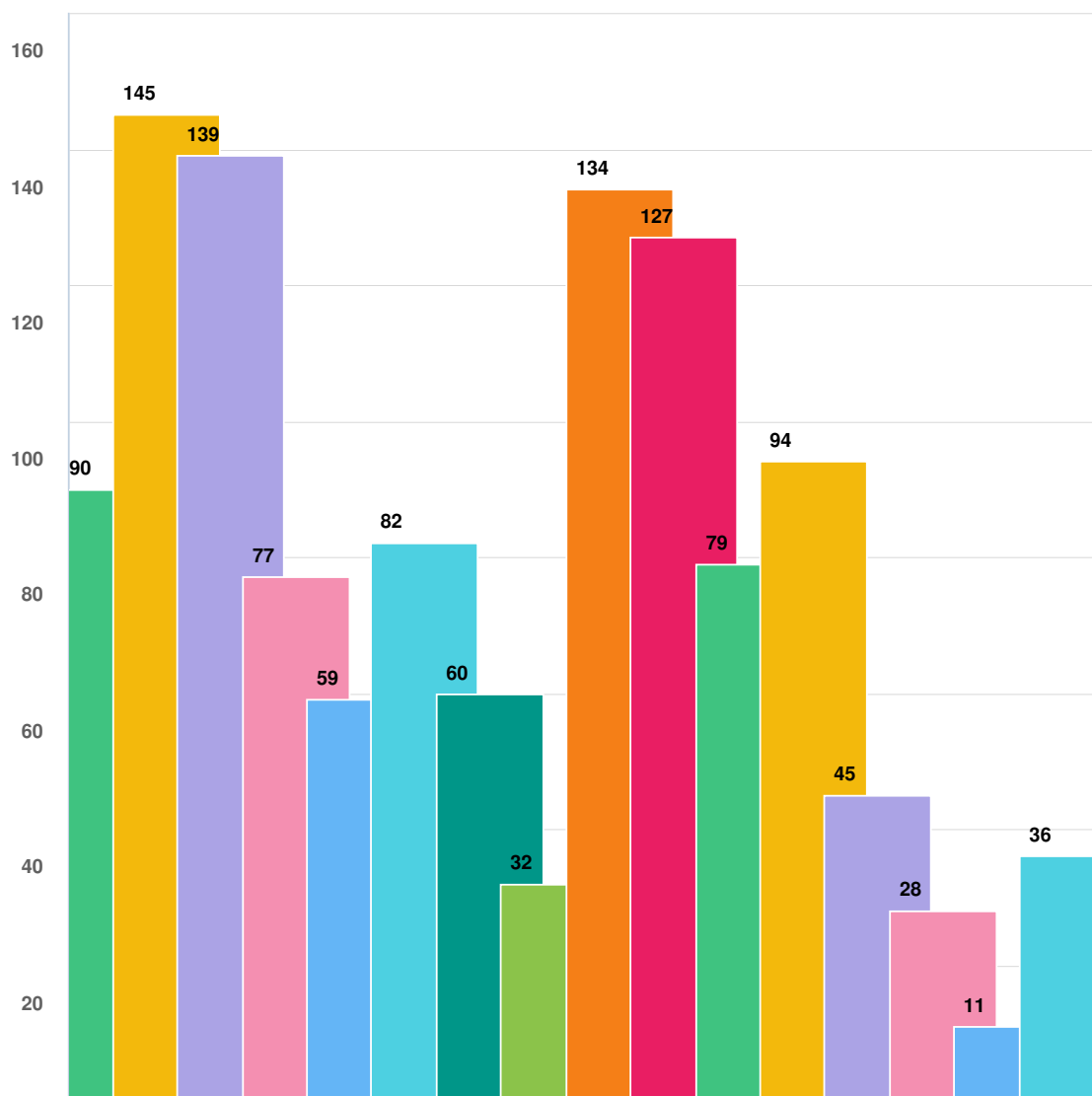
- I don't support the utilisation of the funding ● I only support the development of one of the proposed site locations
- Council should prioritise other congestion reducing initiatives ● Car parking isn't needed near transport and shopping areas
- The project doesn't support the integrated transport strategy's goal of 50:50 mode share ● The project won't reduce congestion
- Commuter car parks would be better in other locations ● Other (please specify)

Optional question (109 response(s), 204 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

What other types of congestion reducing initiatives should Council seek further federal government funding for under the Urban Congestion Fund? Select all that apply.



Question options

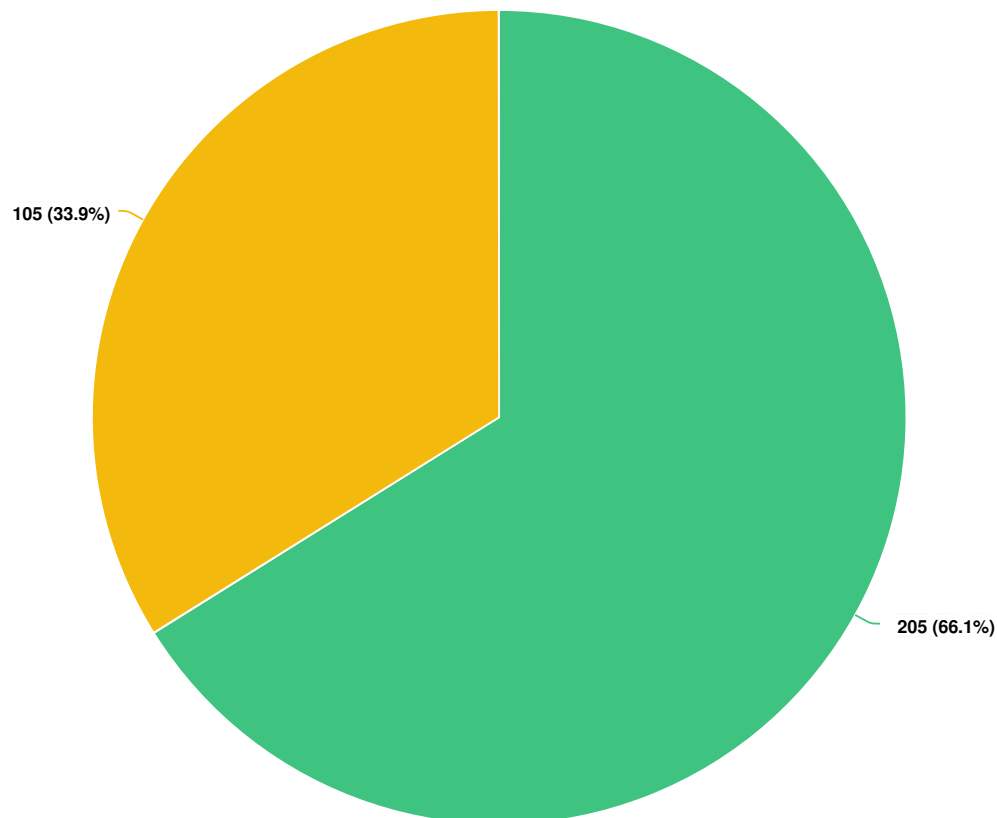
- On-call shuttle buses to take commuters to train stations
 ● Repair of footpaths
 ● Optimise traffic-light management
- Use CCTV to monitor road conditions
 ● Enforcement of existing road traffic laws
 ● Improve perceptions of buses
- Extend residents' parking zones
 ● Charge for workplace parking
- Improve cycling infrastructure (e.g. protected cycleways, safe cycling zones around schools, etc.)
 ● Improve bus services
- Develop and refine park-and-ride
 ● Existing rail network
 ● Light rail
 ● Strategic Road Network resilience
- None of the above
 ● Other (please specify)

Optional question (309 response(s), 4 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

Based on the information provided, should we proceed with providing commuter car parking on this Elsternwick site?



Question options

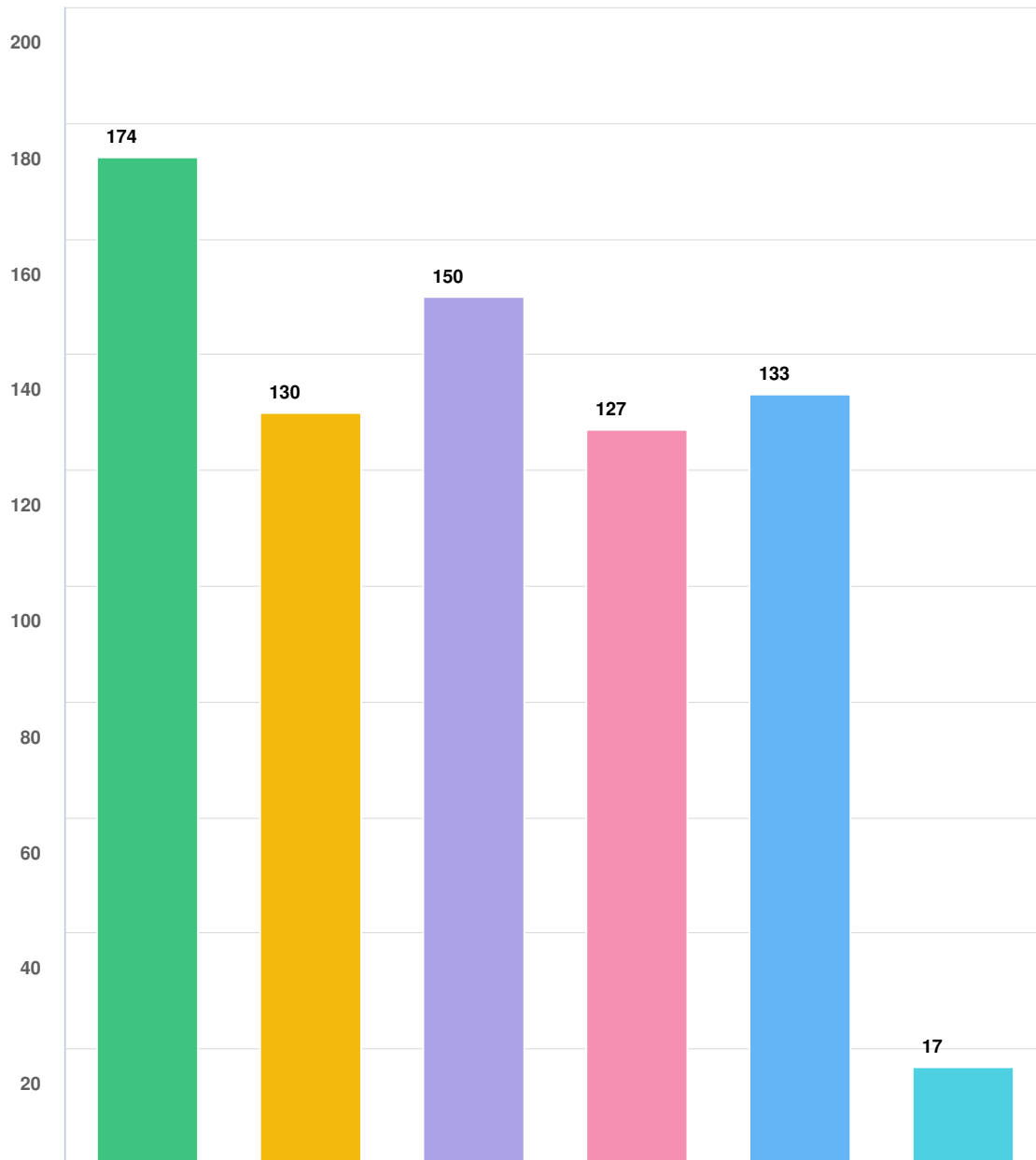
● Yes ● No

Optional question (310 response(s), 3 skipped)

Question type: Radio Button Question

Have your say Glen Eira : Summary Report for 09 October 2010 to 22 November 2021

**Why do you think this site in Elsternwick is appropriate for commuter car parking?
Select all that apply.**



Question options

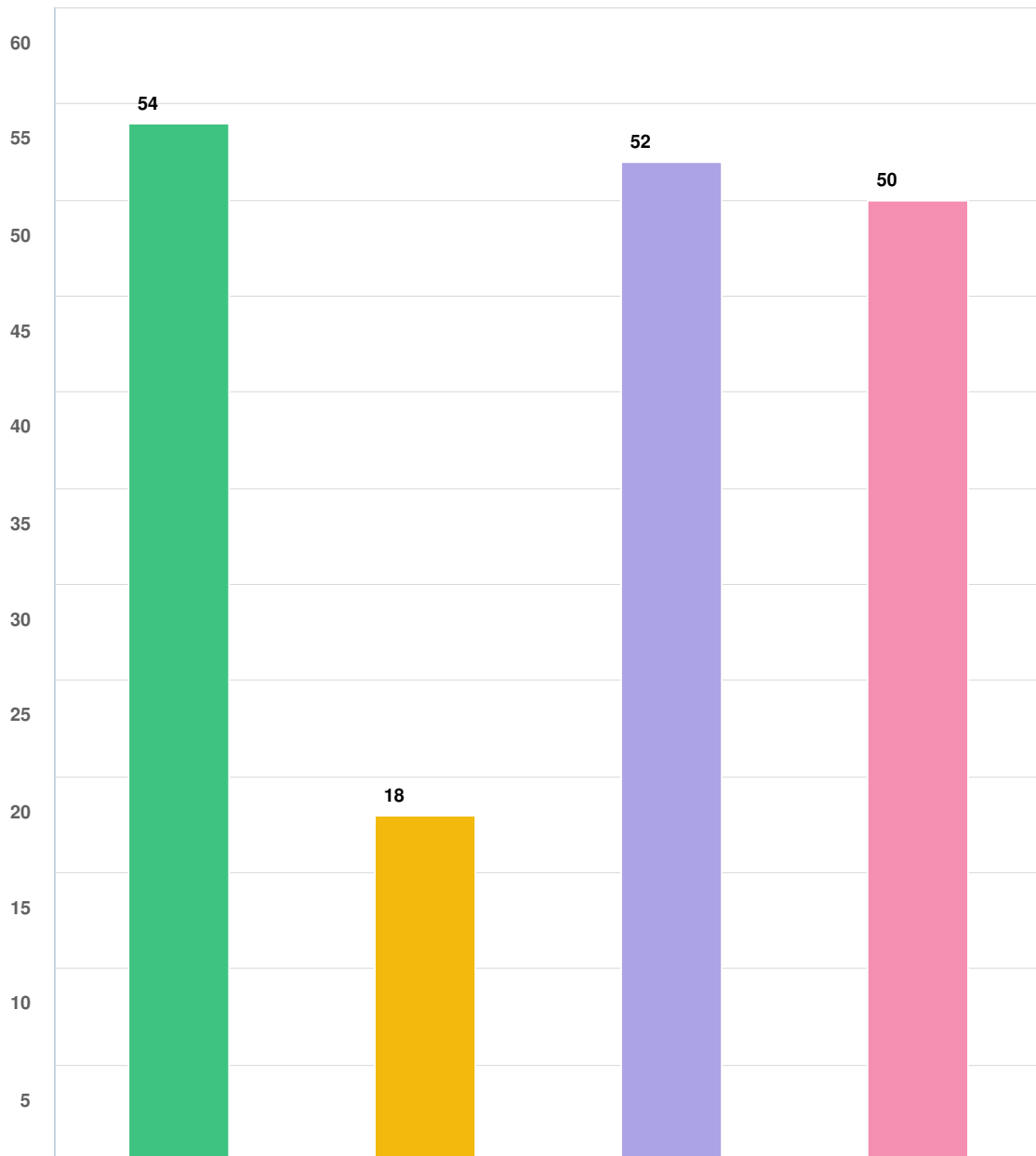
- Proximity to public transport network
- Minimised impact on residential street
- Proximity to local businesses
- Minimises impact on on-street parking
- Reduces impact on on-street parking
- Other (please specify)

Optional question (205 response(s), 108 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

**Why do you think this site in Elsternwick is inappropriate for commuter car parking?
Select all that apply.**



Question options

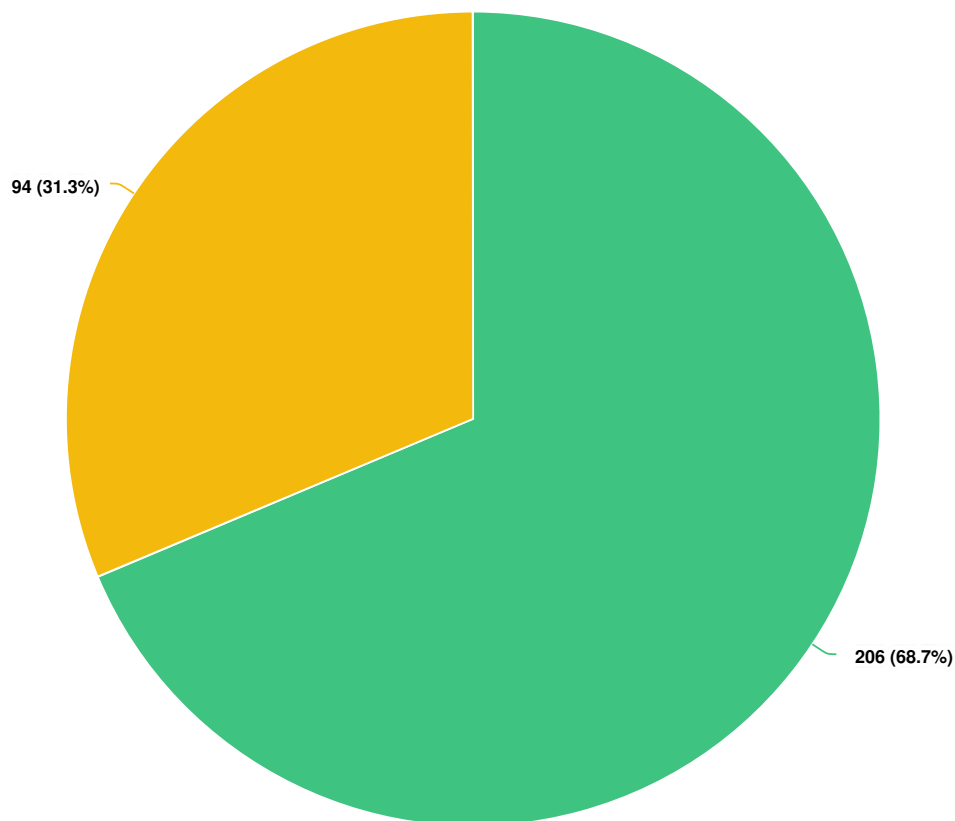
- ☒ Interface with a residential street ☒ Site allows for a smaller scale development ☒ I don't support the utilisation of the funding
☒ Other (please specify)

Optional question (104 response(s), 209 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

Based on the information provided, should we proceed with providing commuter car parking on this Bentleigh site?



Question options

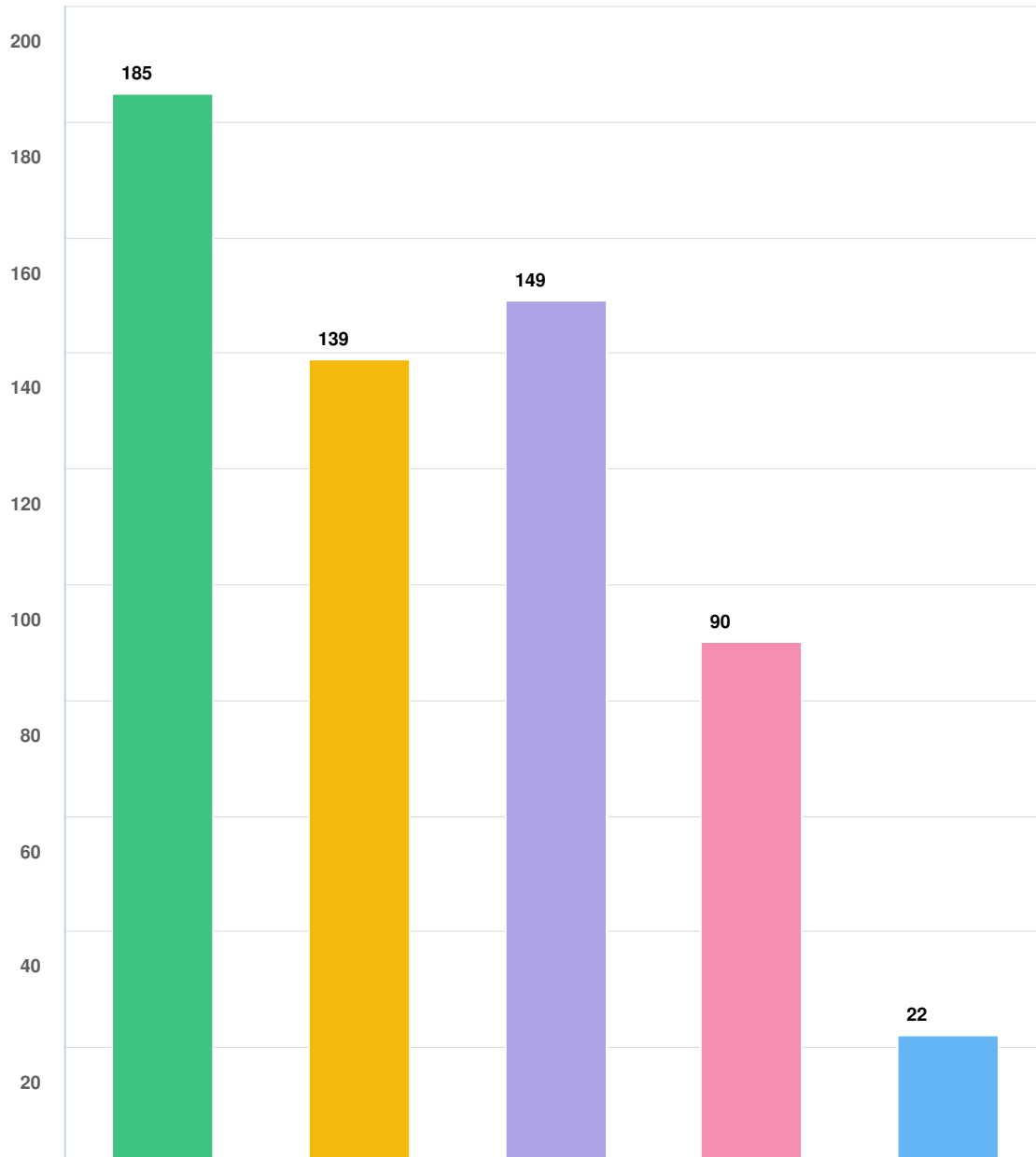
● Yes ● No

Optional question (300 response(s), 13 skipped)

Question type: Radio Button Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

**Why do you think this site in Bentleigh is appropriate for commuter car parking?
Select all that apply.**



Question options

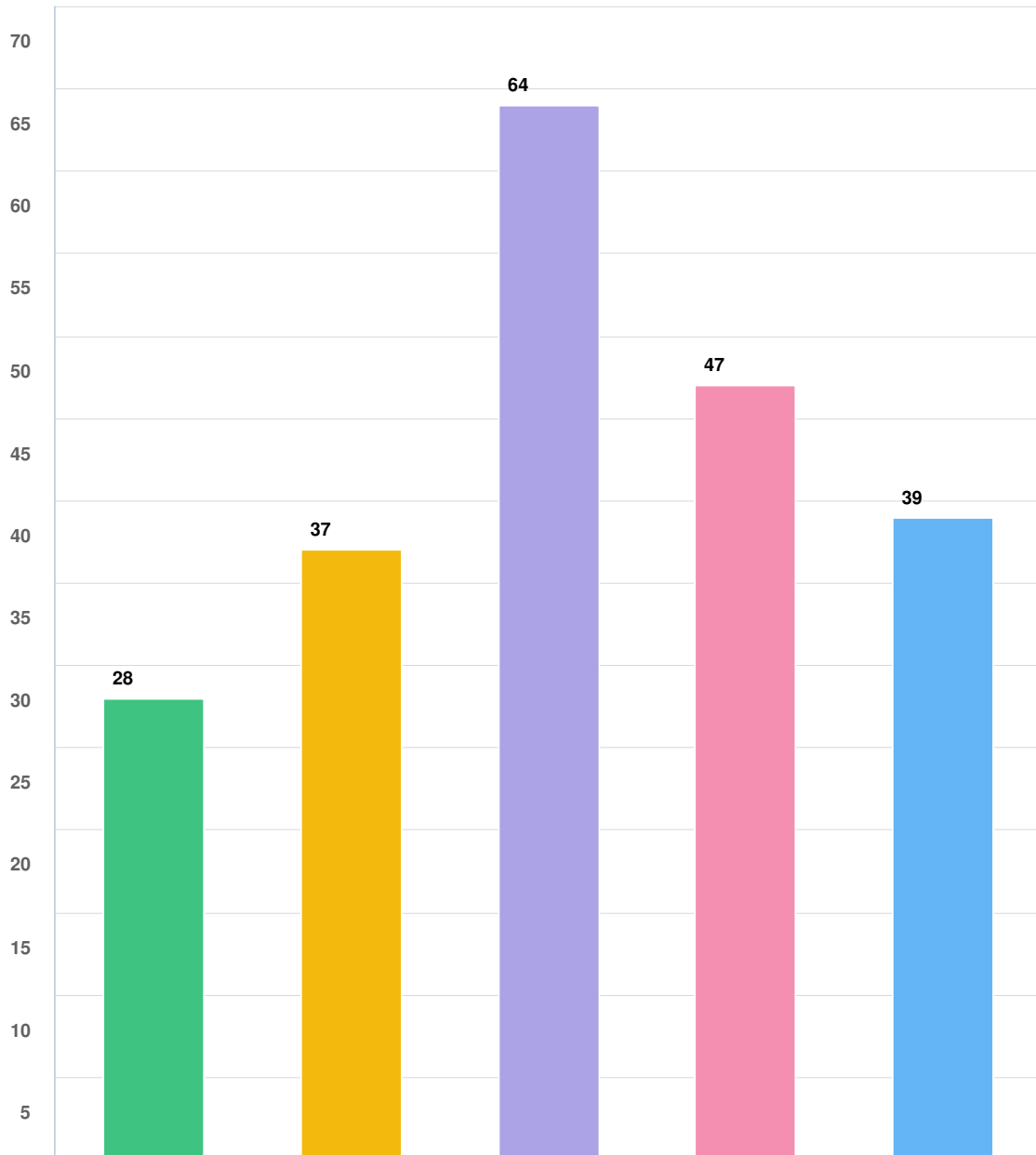
- Proximity to Bentleigh Railway Station ● Already established car park ● Reduces impact on on-street parking
● Will enable the creation of an open space ● Other (please specify)

Optional question (205 response(s), 108 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

Why do you think this site in Bentleigh is inappropriate for commuter car parking?



Question options

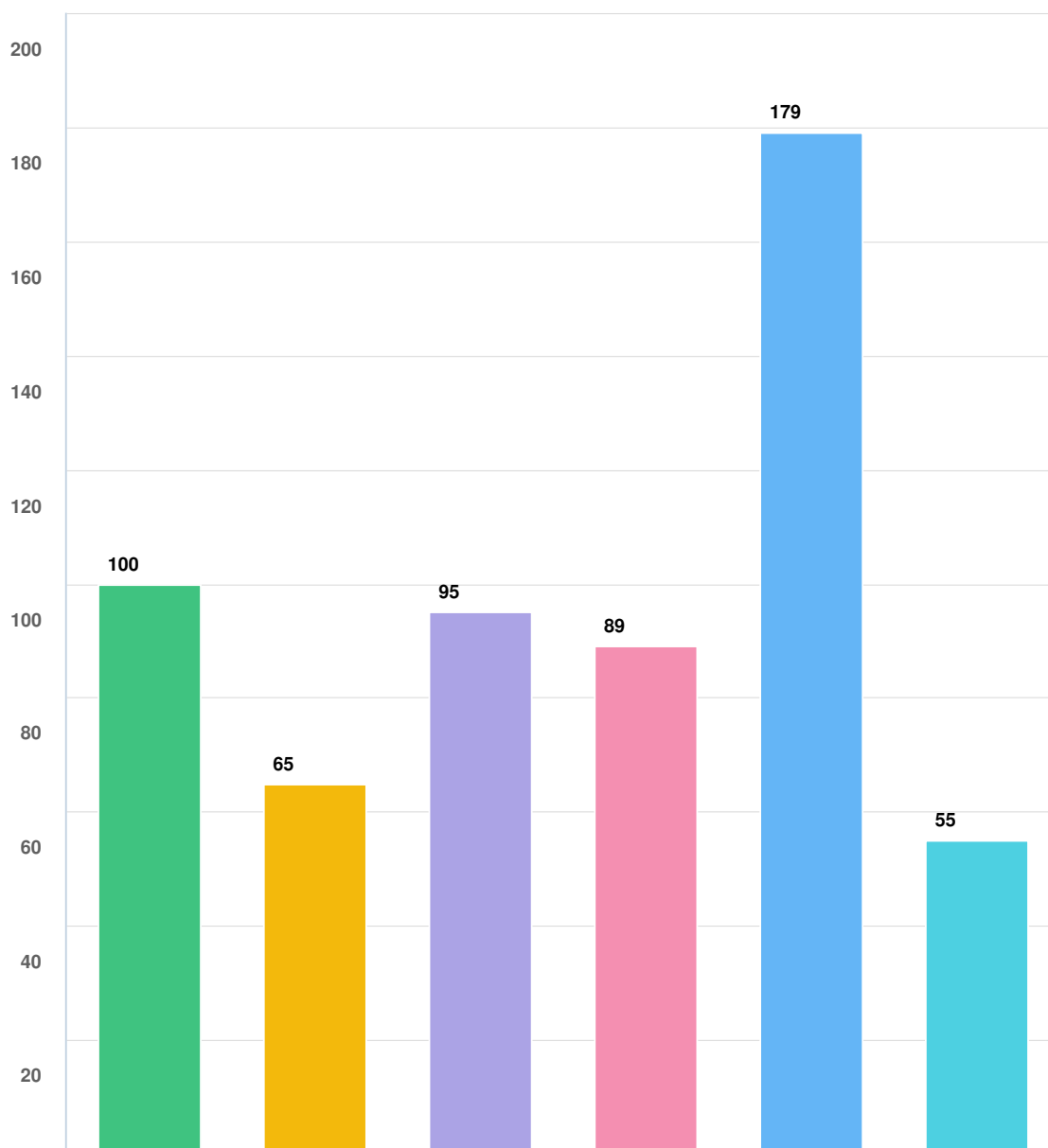
- Difficulty of access ● Disruption to key community groups (i.e. Rotary Club) ● Will increase congestion on Bent Street
● I don't support the utilisation of the funding ● Other (please specify)

Optional question (94 response(s), 219 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2010 to 22 November 2021

How will you be impacted by the proposed commuter car parks? Select all that apply.



Question options

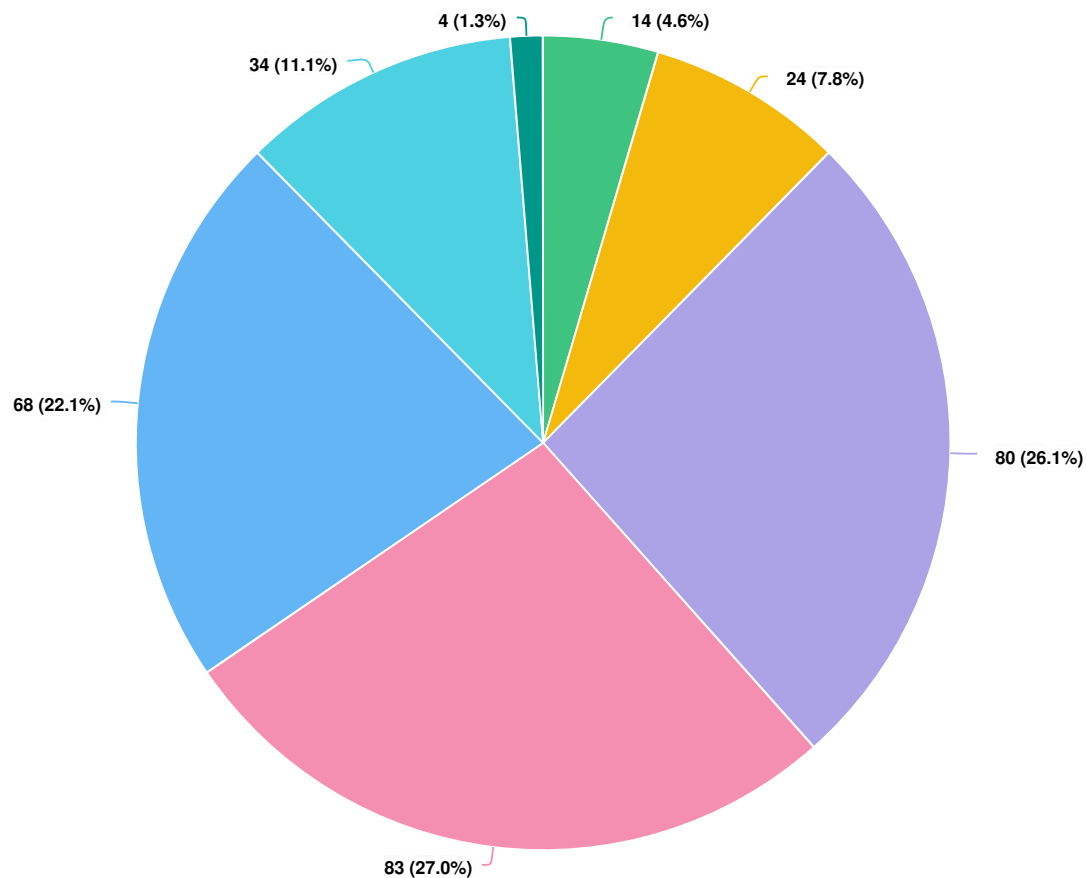
- Live in the immediate area of the proposed Elsternwick site
- Live in the immediate area of the proposed Bentleigh site
- Will use it as a commuter
- Will use it outside of peak commuting hours
- I'm interested in reducing the impact of congestion
- Other (please specify)

Optional question (304 response(s), 9 skipped)

Question type: Checkbox Question

Have your say Glen Eira : Summary Report for 09 October 2020 to 22 November 2021

Age group



Question options

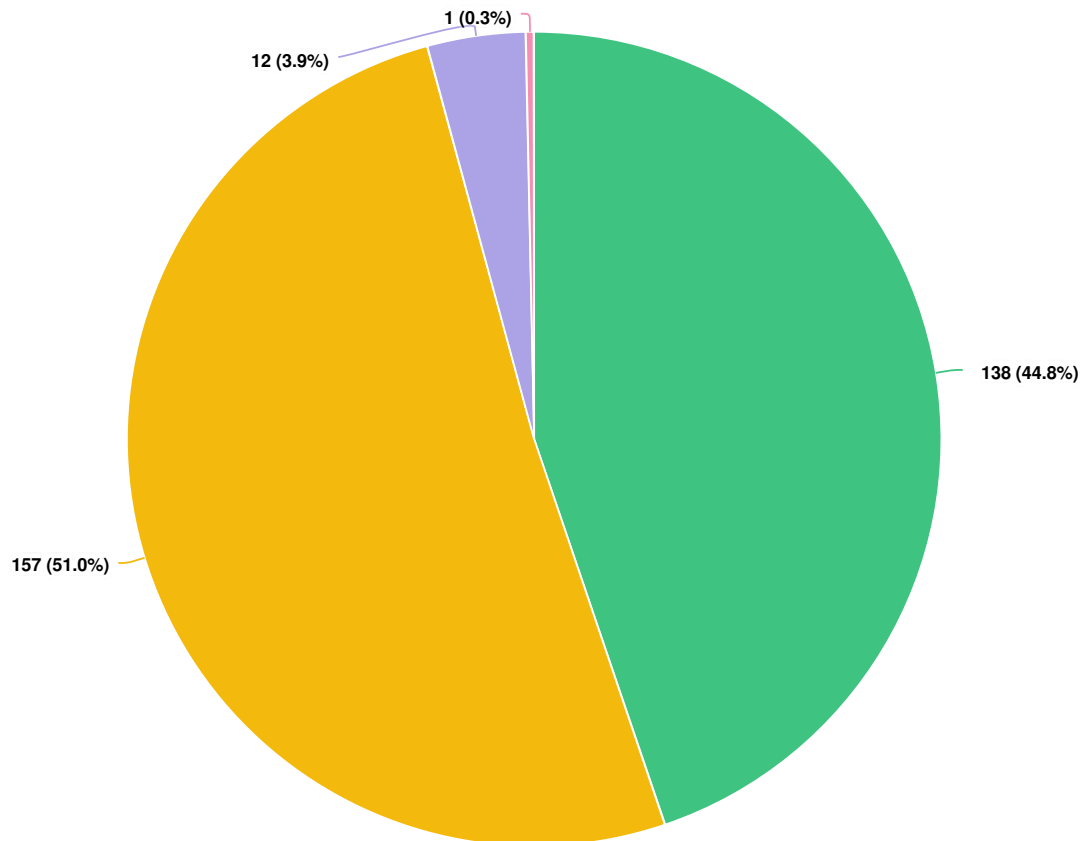
18-24 25-34 35-49 50-59 60-69 70-79 80+

Optional question (307 response(s), 6 skipped)

Question type: Radio Button Question

Have your say Glen Eira : Summary Report for 09 October 2010 to 22 November 2021

I identify as...



Question options

☒ Female ☒ Male ☐ Prefer not to say ☐ Prefer to self identify. I identify as:

Optional question (308 response(s), 5 skipped)

Question type: Radio Button Question



Community Voice Survey October 2021 Summary Report Multideck Car Parks

CONTENTS

<u>GLEN EIRA MULTIDECK CAR PARKS</u>	<u>3</u>
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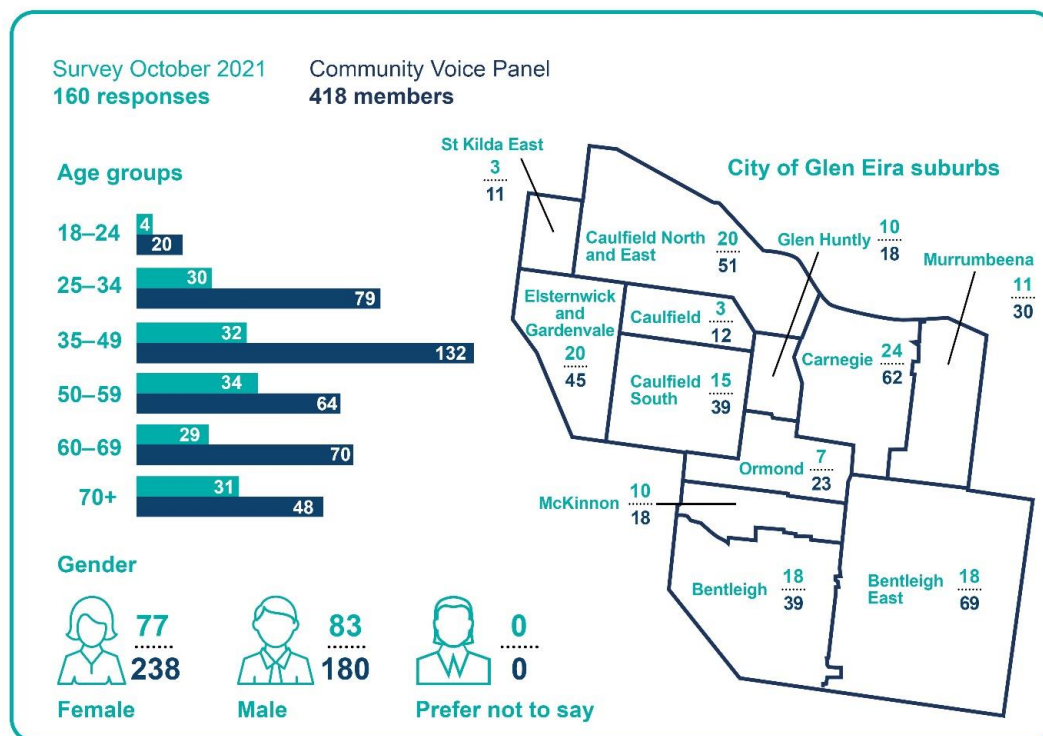
COMMUNITY VOICE SURVEY OCTOBER 2021

This report presents findings from a Community Voice survey that was open from 26 October to 10 November 2021.

In the survey, we asked questions about the following topics:

- **Glen Eira Multideck Car Parks** to help determine whether there is community support for this project and sense-check results from Community Voice against results from broader engagement.

Community Voice is an online panel currently made up of 418 Glen Eira residents who broadly represent the municipality in terms of age, gender and suburb. 160 Community Voice members responded to this survey, a response rate of 38 per cent.



GLEN EIRA MULTIDECK CAR PARKS

In 2019, Glen Eira City Council received part federal funding to develop two commuter car parks located in Elsternwick and Bentleigh as part of the Urban Congestion Fund.

Since initial engagement, Council has negotiated for the carparks to be fully funded by the federal government (\$20 million) and has engaged with the community on its acceptance of the funding, alternative congestion reducing initiatives and proposed carpark locations.

Feedback gained through the Community Voice survey will complement findings received through other channels from the engagement process.

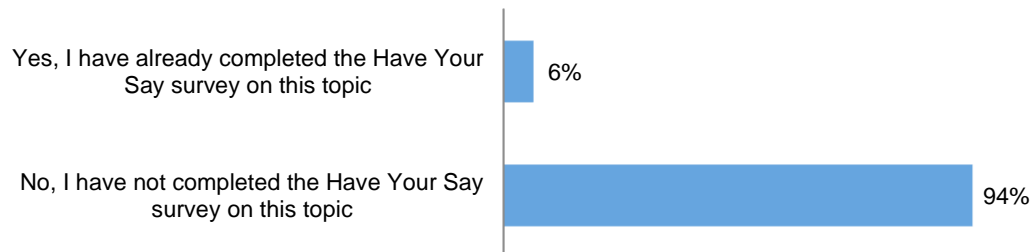
Council will now determine the appropriate use for funding, including the community's perception of its use and priorities for congestion reduction in Bentleigh and Elsternwick. A review of the findings from all engagement efforts will be completed, and the proceeding report presented to Council at a special Council Meeting on 14 December 2021. The outcomes of this meeting will inform next steps for Council.

KEY FINDINGS

- 68 per cent of total participants (100 participants) indicated that Council **should proceed** with developing commuter car parks in the municipality.
- 86 per cent of participants (84 participants) who thought Council **should proceed** with the project indicated Council should proceed because Glen Eira needed more car parking near transportation and shopping areas.
- 69 per cent of participants (31 participants) who thought Council **shouldn't proceed** with the project indicated Council should prioritise other congestion reducing initiatives.
- 60 per cent of total participants (90 participants) indicated they wanted to see improved cycling infrastructure as an alternative congestion reducing initiative.
- Of participants that indicated the Elsternwick site was appropriate for commuter car parking:
 - 94 per cent (103 participants) indicated this was because of its proximity to public transport.
 - 78 per cent (90 participants) indicated this was because it would reduce impacts of on-street parking.
- 78 per cent of total participants (115 participants) agreed that Council **should proceed** with providing commuter car parking at the Bentleigh site.
 - Of those, 92 per cent (104 participants) indicated the proximity to Bentleigh Railway Station made it an appropriate site followed by the fact that it was already an established car park
- 78 per cent of total participants (115 participants) indicated that the main way they would be impacted by the proposed commuter car parks would be by a reduction in traffic congestion.

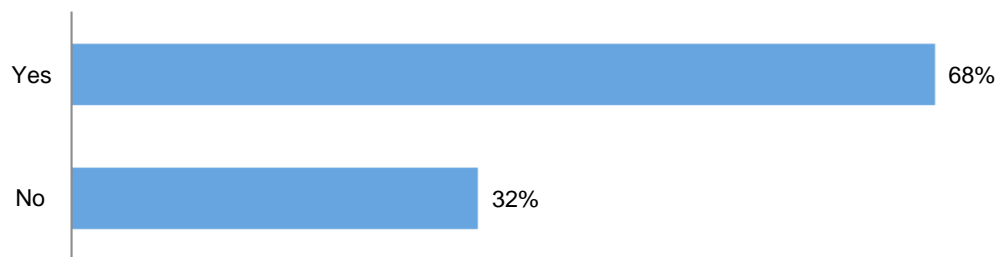
To ensure you are not responding to these questions again, please indicate whether you have already completed them, and you will be taken to the next topic in this survey.

160 responses to this question.



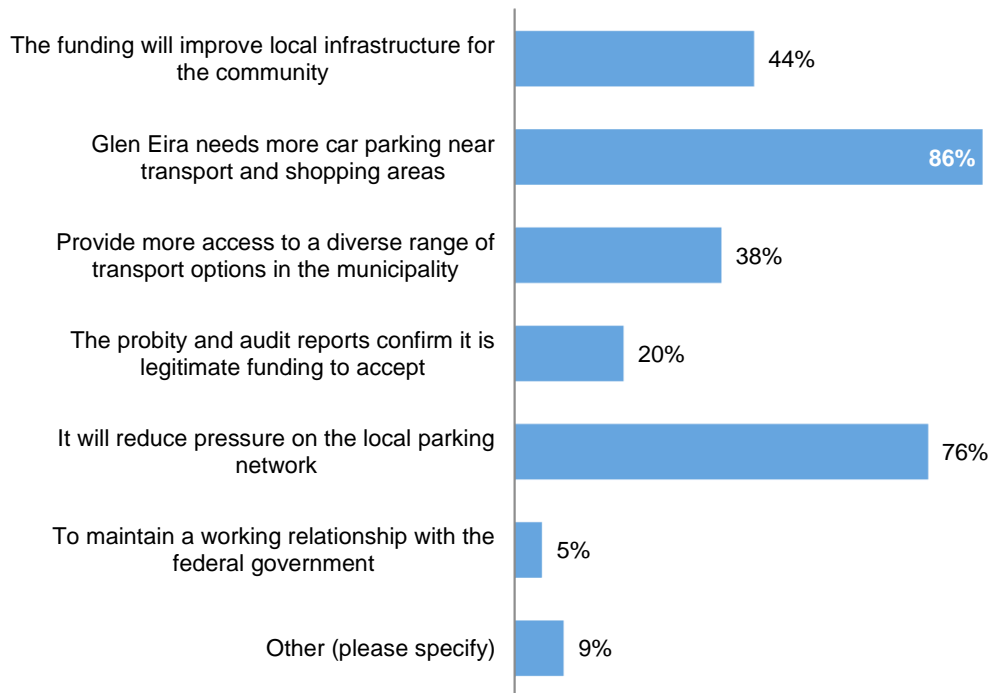
Based on the information provided, should Council proceed with developing commuter car parks in the municipality?

147 responses to this question.



Why should Glen Eira City Council proceed with the projects? Please select from the following reasons or add in another.

98 responses to this question. Percentages indicate the number of participants who selected options against all who responded to this question.

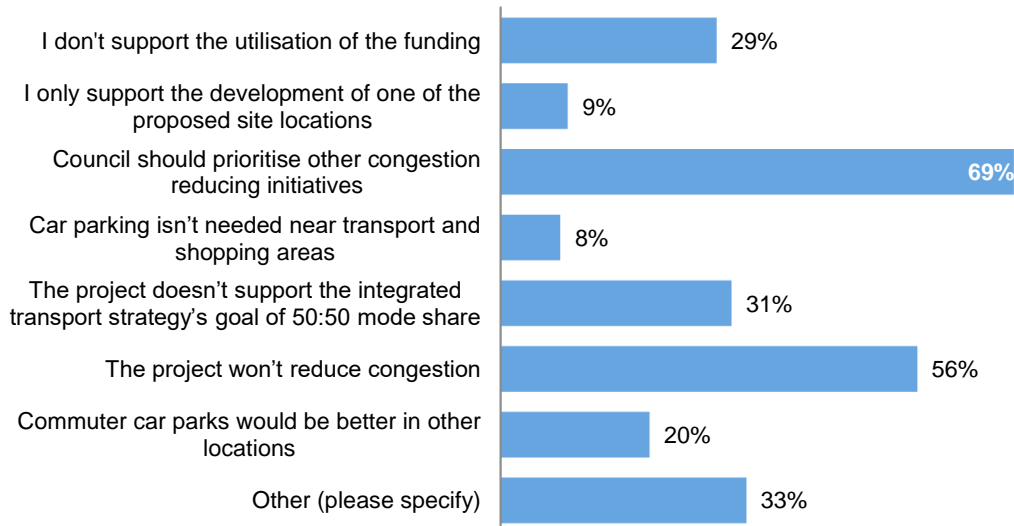


‘Other’ responses included:

- To reduce pressure on on-street parking;
- increase open-space available for cafes and restaurants;
- reduce pollution from vehicle use; utilise the availability of funding for infrastructure;
- provide opportunities to charge electric vehicles
- provide parking to compensate for increased apartment developments.

Why shouldn't Glen Eira City Council proceed with these projects? Select all that apply.

45 responses to this question. Percentages indicate the number of respondents who selected options against all who responded to this question.

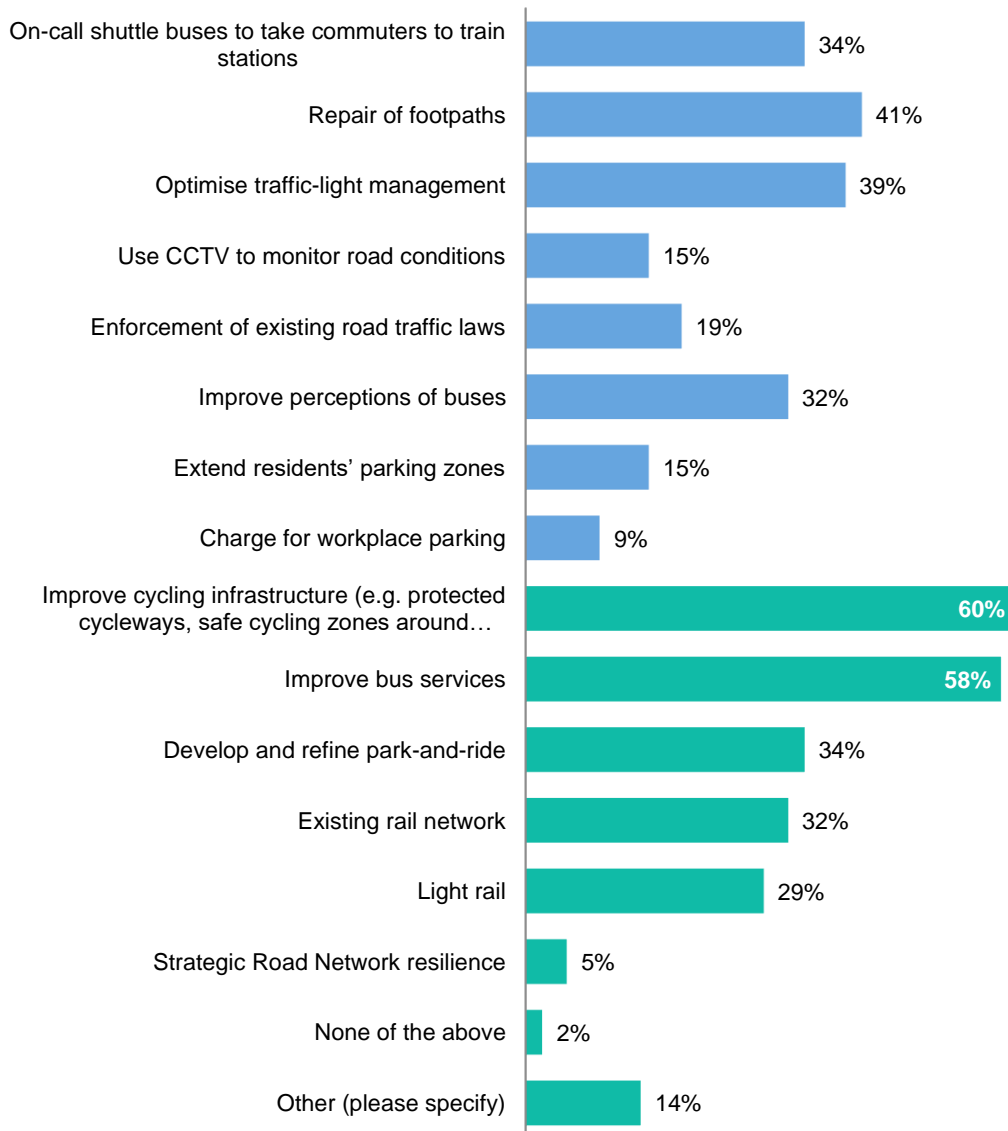


'Other' responses included:

- Sufficient parking already exists;
- focus should be on improved infrastructure for more sustainable methods of transport;
- public transport, walking and cycling; prime locations should be utilised for other means;
- more parking will only encourage more people and therefore increased congestion;
- lack of trust in Council to protect existing residents with regard to infrastructure projects
- funding appears to be a form of pork-barelling.

What other types of congestion reducing initiatives should Council seek further federal government funding for under the Urban Congestion Fund? Please select from the following initiatives or add another.

150 responses to this question. Percentages indicate the number of respondents who selected options against all who responded to this question.



'Other' responses included:

- Improved bicycle storage at train stations;
- establish 'bike only' lanes on streets;
- improve public transport and walking paths;
- improve traffic management in school zones and promote active transport;
- real-time traffic-light software; increase parking allocation with new infrastructure proposals;

- improve disability access to public transport; install measures and barriers to slow traffic and reduce reckless driving.

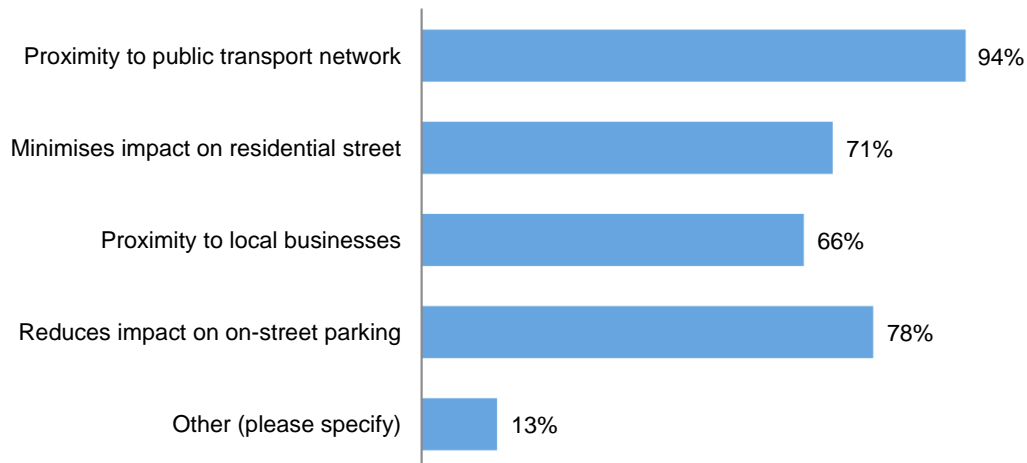
Based on the information provided, should we proceed with providing commuter car parking on this Elsternwick site?

149 responses to this question.



Why do you think this site in Elsternwick is appropriate for commuter car parking? Please select from the following reasons or add another.

115 responses to this question. Percentages indicate the number of respondents who selected options against all who responded to this question.

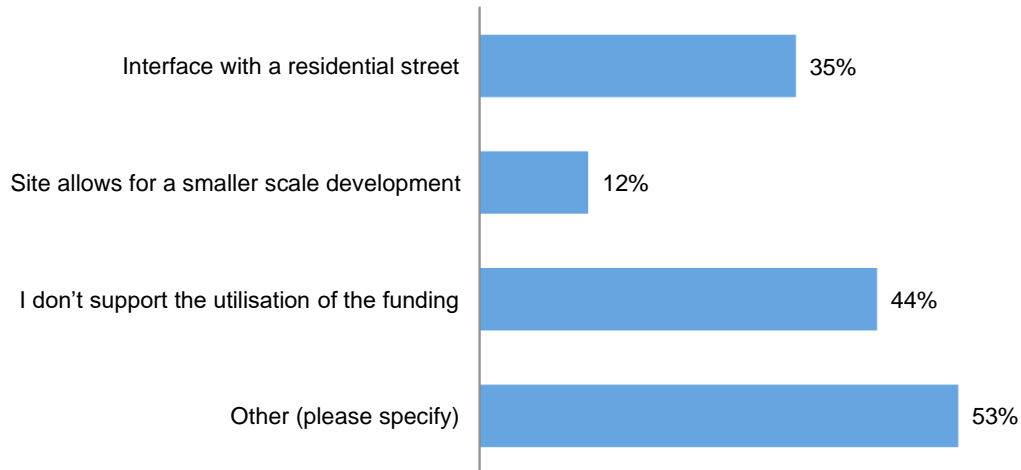


'Other' responses included:

- Promotes public transport use;
- improved capacity of a pre-existing car park;
- located in business zone;
- increased capacity to charge Electric Vehicles;
- will coincide with proposed changes to Glenhuntly Road which is moving from residential to local business hub.

Why do you think this site in Elsternwick is inappropriate for commuter car parking? Please select from the following reasons or add another.

34 responses to this question. Percentages indicate the number of respondents who selected options against all who responded to this question.

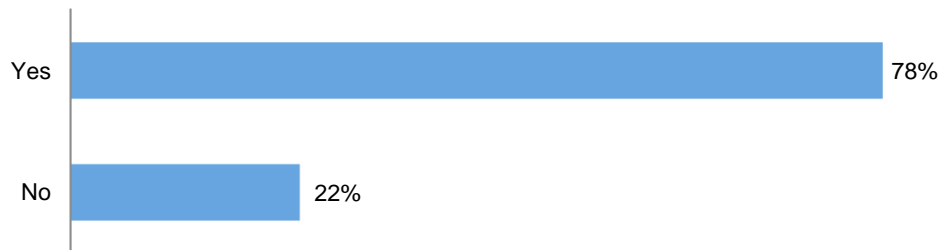


'Other' responses included:

- The benefit of the additional 100 parking spaces doesn't justify the cost;
- money would be better spent on improving public transport routes;
- this method doesn't discourage driving;
- parking should be provided for local shoppers, not commuters;
- pollution will increase due to increased congestion.

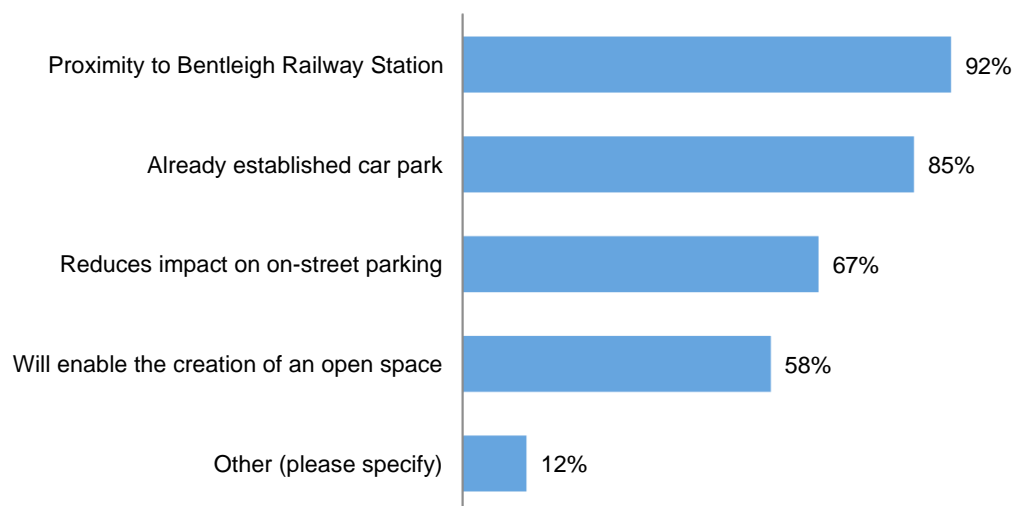
Based on the information provided, should we proceed with providing commuter car parking on this Bentleigh site?

147 responses to question.



Why do you think this site in Bentleigh is appropriate for commuter car parking? Please select from the following reasons or add another.

113 responses to question. Percentages indicate the number of respondents who selected options against all who responded to this question.

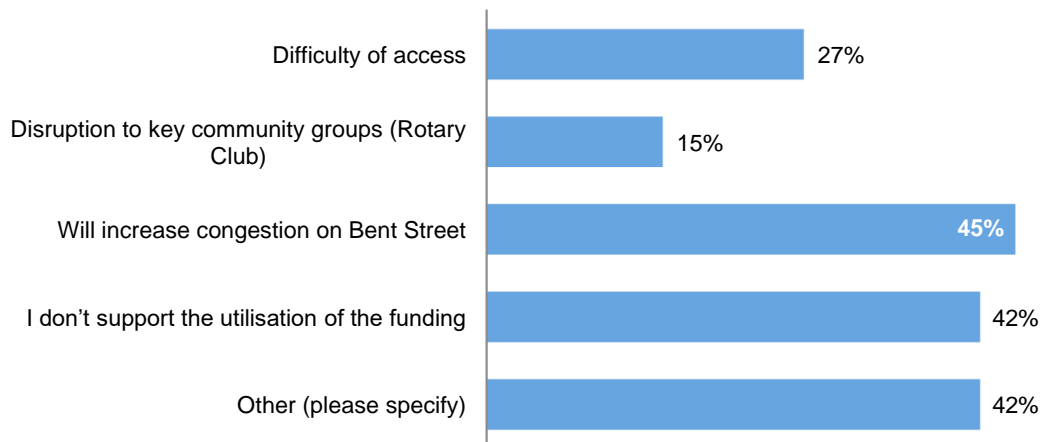


'Other' responses included:

- Concern about whether local Farmers Markets will continue if the project goes ahead;
- potential support for markets in this space;
- increased Electric Vehicle charging stations;
- improvements on existing car park preferred over new car parks, which may reduce open space.

Why do you think this site in Bentleigh is inappropriate for commuter car parking? Please select from the following reasons or add another.

33 responses to question. Percentages indicate the number of respondents who selected options against all who responded to this question.

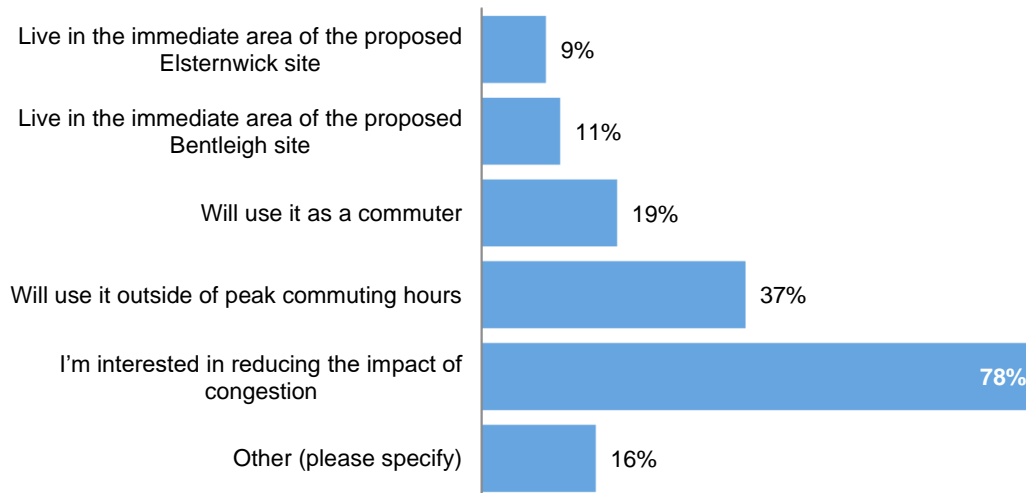


'Other' responses included:

- Overall gain from this project is not significant enough;
- congestion will only increase with more parking spaces;
- inefficient use of space;
- prioritise local users over commuters;
- lack of trust in Council protecting nearby residents' amenity;
- adequate parking already exists;
- priority should be given to improving public transport instead of car parks.

How will you be impacted by the proposed commuter car parks? Select all that apply.

148 responses to question. Percentages indicate the number of respondents who selected options against all who responded to this question.

**'Other' responses included:**

- Impacted by the views;
- interested in increasing safety along walking and cycling paths;
- additional access for commuters, local businesses and residential properties;
- interested in climate impacts associated with public transport use;
- public market protection from new infrastructure;
- reduced traffic for children's safety;
- prioritise sustainable travel into the future;
- taxpayer with an interest in funding;
- interest in opportunities for sustainable collaborations.

No.	Age group	Suburb	Why should Glen Eira City Council proceed with the projects?	Why shouldn't Glen Eira City Council proceed with these projects?	What other types of congestion reducing initiatives should Council seek further federal government funding for under the Urban Congestion Fund?	Why do you think this site in Elsternwick is appropriate for commuter car parking?	Why do you think this site in Elsternwick is inappropriate for commuter car parking?	Why do you think this site in Bentleigh is appropriate for commuter car parking?	Why do you think this site in Bentleigh is inappropriate for commuter car parking?	How will you be impacted by the proposed commuter car parks? Select all that apply.
1	60-69	ST KILDA EAST, VIC	You must stop your war against the motorist. This will help.							
2	25-34	CAULFIELD NORTH, VIC				Because Council endorsed the Elsternwick Structure Plan, and the impact of no parking at Jewish Arts Quarter building		Bentleigh Structure Plan includes it.		
3	50-59	MCKINNON, VIC			Improve the station bus and tram stops so they are convenient and accessible from the station and provide good protection from		High cost for small number of additional train passengers, if any. Focus on improving access by		High costs but unlikely to result in any additional public transport use given limited capacity of site and existing	Live in general (rather than immediate) area of Bentleigh and regularly use Centre Road shops. Additional

					weather, traffic, etc.		walking, riding, bus and tram.		parking in general area not saturated. Focus instead on making walking and riding safe and attractive and ensuring bus stops provide convenient access to station and provide protection from weather and traffic.	parking will encourage more traffic and reduce amenity. Would prefer measures that reduce traffic in my area, but car parking would increase traffic. Access by commuters and shoppers can be provided without high levels of traffic if alternative transport is of good quality.
4	60-69	MCKINNON, VIC		It has already shown to be a rorted system and the council should have nothing to do with this money. Also these multi storey carparks will simply add to congestion, not reduce it. It is one of the worst ideas I have ever seen						

				proposed by Glen Eira Council.						
5	35-49	CAULFIELD, VIC						Don't go to bentleigh much so don't know		
6	50-59	PARKDALE, VIC		Funding was allocated before alternatives were considered. This is an ill-conceived method, and has failed to consider viable non-car alternatives such as the provision of improved service operating times, frequencies and coverage for existing bus routes.	Enforcement of the use of railway station carparks for railway station journeys. This would free-up misused car parks for legitimate rail travellers.		Car parking is an extremely low value use of such land. The land could return a far greater value to the community if used for almost any other purpose - public and social service facilities, healthcare, education, retail, commercial, residential. More detail: https://humantransit.org/2014/10/basics-the-		Car parking is an extremely low value use of such land. The land could return a far greater value to the community if used for almost any other purpose - public and social service facilities, healthcare, education, retail, commercial, residential. More detail: https://humantransit.org/2014/10/basics-the-	This is public money, and I do not support the misconstrued of public money. This survey and consultation feels like an exercise post-budget-allocation justification for something that is ill-considered. Glen Eira transport planners should be appalled at the proposition.

							math-of-park-and-ride.html		math-of-park-and-ride.html	
7	35-49	MOORABBIN, VIC					Elsternwick is adequately served by multiple public transport modes. Additional car parking encourages people to drive from further afield to utilise.		Public and active transport options should be prioritised. Just because the level crossing doesn't hold anyone up any more, doesn't mean more traffic should be encouraged.	
8	18-24	BENTLEIGH EAST, VIC				allows for a new park to be built elsewhere				
9	35-49						Site would be better used for other purposes.		Site would be better used for other higher-value purposes.	Have family who live in the immediate area of the proposed Bentleigh site.

10	35-49	ELSTERNWICK, VIC					<p>We desperately need green space in the area and playgrounds. The one on the corner of Stanley is overflowing with people and kids run into each other. IF you went ahead with a parking space in this location, it should be two levels underground with a green area on street level. It's completely short sighted of council to do otherwise. But then, residents have become used to our voices not being heard. GREEN SPACE NOT ANOTHER CONCRETE JUNGLE.</p>		<p>Please use the funding to build underground car spaces and a GREEN space at street level. No more concrete multi-levels please! Become a progressive council, PLEASE1</p>	<p>I live in Elsternwick and I have NEVER found car parking a problem on the gardenvale side of Glen Huntly road. If anything, the congestion is toxic on the other side of Glen Huntly road towards Caulfield grammar.</p>
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11	35-49	ELSTERNWICK, VIC		Been a neighbour on Stanley st, the street is starting to look like a concrete playground, I would like car parks which would be underground with a green area on top to provide the community with more green spaces for bbq, playgrounds etc.					Not enough green spaces in BENTLEIGH central	
12	35-49	BENTLEIGH, VIC				Close to Nepean Highway			Not convenient as a commuter hub. Would greatly increase traffic on Centre road	
13	35-49	ELSTERNWICK, VIC		This car park will be used to service the new 9-storey office development a stones throw away on Selwyn Street, and unlikely for resident or community benefit. Let's not kid ourselves that 9 floors of staff					No comment, not a bentleigh resident	

				are going green and using the train like the report had suggested - the timing of this car park is suspiciously aligned with the Selwyn St tower.						
14	25-34	ORMOND, VIC								
15	35-49	ST KILDA EAST, VIC			DO NOT CHARGE FOR PARKING INCREASE TIME LIMITS IN SHOPPING AREAS If you want residents or the public to socialise, eat and shop you need the time to complete all these ... 1 or 2 hours NOT ENOUGH ... 3 or more hrs is reasonable	As long as there is NO PAY STATION WHEN PARKING IN THIS NEW BUILD		more car spaces means more people shopping easily. BUT again MAKE SURE THERE IS NO PAY STATION ATTACHED to the car park facility. With more car spaces you wouldn't even need a parking limit.		Most times I want a quick shop at the bank or the chemist. It's so much easier knowing that I can quickly park complete my task and then go. With more car parking facilities it would make things much easier than parking far away and making my task longer to

										complete. BUT NO TICKET PAY SYSTEM ... SO UNFAIR TO PAY FOR PARKING WHEN YOU PAY RATES IN THE AREA AS WELL !!!!!
16	25-34	ORMOND, VIC		Removing community spaces						Will no longer get to engage with the community at the rotary club, just so more people can drive to a train station
17	35-49	CAULFIELD SOUTH, VIC						Also close to shops obviously. I often drive around the Coles carpark and can't find a parking spot then leave the area annoyed and frustrated.		I already park in both of these carparks in Elsternwick and Bentleigh. Many times over the years I have tried parking there to go to chemist warehouse or zap fitness or coles bentleigh, and so many times I have not been able to find any

										available parking spaces and it makes me very angry and upset from the frustration. Especially off-putting when I LOVE going to the gym in Elsternwick but want to drive there and then can't find somewhere to park..... it's not good at all for my mental health and has affected me greatly pre covid days. Also makes me incredibly upset mentally when I am driving through bentleigh and need food to not feel sick (diabetic) but can't find parking at the supermarket!! Then thinking about driving
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										far out of my way to get to another supermarket also again... pre covid I have had many emotional breakdowns in the car while driving around because of it!!!! So yes, PLEASE HELP by adding more parking!!!
18	50-59	ELSTERNWICK, VIC			Use the money to build separated bike lanes on major roads and a giant bike parking station, like in the Netherlands		I'd prefer separated bike lanes on major roads, a large underground bike parking station and a park or community facilities on top.		Money and space should be used for increasing non-car related transport, community services or more green open space.	
19	35-49	ELSTERNWICK, VIC		Most councils across VIC now reject multi-storey above ground carparks - refer to city of Melb. Council has changed the location of the			It is not required - car park is not always full day in day out. Road and traffic congestion in residential			Elsternwick site is opposite my house! It will significantly reduce amenity to residents on Stanley street south and north, reduce

				Elsternwick site from the Elsternwick structural plan without consultation. The new proposed site is not suitable. The money would be better spent developing the car park at the Elsternwick library site.			streets particular Riddell and Stanley. Proposed site is already over developed with high rises and will creat a concrete jungle. It will block northern light access to Stanley street south residential heritage homes. Also block west solar access to homes in that street abutting the car park. More open space is required in the area not more multi story developments. Council has changed location from what was proposed in the structural plan - the			solar access, increase noisy and congestion to the street and access points into Stanley street. Its overdevelopme nt in and area that is already over developed. There is bo need for a multi-storey car park - leave it as is which services perfectly well the local community.
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							Stanley st east site originally proposed offers more site coverage and access via a major road being orrong road and has less interface with residential home and better serves shoppers in Glen Huntly Rd.			
20	50-59	BENTLEIGH EAST, VIC					I don't believe multilevel carpark are safe.		I don't believe multilevel carpark are safe. Further what congestion is it supposed to resolve. If there is more parking then there will be more congestion on our side streets as people access the carpark.	

21	60-69	CAULFIELD NORTH, VIC	Why are you wasting time if already approved????							Used more for shopping
22	50-59	ELSTERNWICK, VIC		I live in the area of the proposed Elsternwick carpark, and think the idea of increasing traffic and "rat-running" on our residential streets, especially during peak times, is an exceptionally bad one! I find it hazardous to get out of my driveway most mornings as it is, with the amount of drivers who race down the street exceeding the speed limit, do we want to double, triple, quadruple that number?? NO!!!!						

23	50-59	BENTLEIGH EAST, VIC						Also close to local supermarket, makes parking more convenient		
24	35-49	ELSTERNWICK, VIC					It's not the best place to maximise park and ride. If you think of it as a development site, why not have the parking underground and residential above? Putting cars above ground seems to old-fashioned (and cheap). GE should hold itself to a higher standard.			I live in Elsternwick.
25	60-69	MCKINNON, VIC					Enough parking in district	Improve market with cover		

26	70-79	ELSTERNWICK, VIC		retain all 3 carpark or build basement with open decks	use area above rail lines for commuters		no more than two basements with open deck.....see example in Prahran			Any development will be in conflict with heritage properties in Stanley Street. Highrise is an absolute no
27	60-69	CAULFIELD SOUTH, VIC						Proximity to local shops.		
28	60-69						I don't support the utilisation of the dishonest funding, pork-barreling funding or voter buying funding by desperate politicians, call it what you like. Building more car parking and especially multi-deck car parking is unsustainable in a Glen Eira context. Our UFS say we		The same reasons I gave for not supporting the proposal for the Elsternwick multi-deck car parking	I live in Glen Eira and I think attracting more cars into these activity centres without any direct planning to say we need them is bad planning. COVID-19 has shown we should be lowering our dependency on cars and commuting to the CBD. We need sustainable living solutions to lower our

							need to preserve tree, even the ones in this proposed site, not fell them and replace them with concrete. This proposed building will be one big concrete heat sink.			carbon emissions, not concrete car parking solutions on the whim of crooked politicians
29	50-59	ST KILDA EAST, VIC								Although not in the immediate area to either, I shop at both Elsternwick and Bentleigh so I regularly park my car in these shopping areas. The increasing number of apartments around these shopping areas add to congestion and increased parking is necessary. These commuter car parks will take

										pressure off other car parks where I like to park including opposite The Classic cinema. Also, if I do want to commute to the city, I will have somewhere to park as I usually try to park near Balaclava station and the number of parking near the station is very limited.
30	25-34	ELSTERNWICK, VIC		4 hour + parking should not be free in areas like Elsternwick and Bentleigh. Until you start charging for it you can't really gauge the value people place on them. If those people driving less than 2km won't pay \$5 (example) a day then they don't			Council should prove the demand for paid 4 hour+ car parking before dedicating such a valuable resource (high value land holding in an activity centre). Even though the Federal Gov is			I'm interested in value-for-money and good outcomes for GE residents and businesses.

				really value the parking. Please do a trial of paid all-day parking near train stations (e.g. Gordon St, Elsternwick) before providing even more free all-day parking			proposing to pay for the infrastructure here, GE residents are still subsidising non-GE residents and those GE resident unwilling to travel less than 2km by non-car modes of transport by giving up a valuable land holding. How is this fair? This car park actually takes GE residents away from GE businesses, by allowing them to access areas beyond GE on the rail network. Who benefits here? On balance it doesn't sound like the City of Glen Eira. Not even close.			
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31	25-34	BENTLEIGH, VIC			Improve the attraction of 'staying local' for work and play - many of Glen Eira's residents don't need to commute to the CBD everyday for work.			The purpose of the project is wrong. If the main objective of this project was to reduce the footprint of the existing carpark area to create more green spaces, then I support this initiative. This could be aligned to Glen Eira's urban forest and water/drainage strategies as it will reduce impervious area and increase tree cover. The project would be even more beneficial if the roof of the multi-level carpark was a green roof with community gardens. However, I don't believe this project will	I will use the green spaces and be proud to live in a local area that reduces the footprint of existing car spaces to reduce stormwater runoff, increase tree coverage and reduce/offset carbon emissions.
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								reduce traffic congestion and shouldn't be built to achieve that objective. The aim should be to have no negative impact on traffic congestion AND reduce/offset carbon emissions from commuters.		
32	50-59	CAULFIELD SOUTH, VIC			Install bicycle parking racks at all train stations.		This car park will attract more traffic congestion to Glen Huntley Road. It is not close enough to the train station to attract commuters, so it seems primarily designed to attract shoppers to the Glen Huntley Road businesses. Additional cars		I don't understand your statement that it is not worth enhancing walkability, particularly in the Southeast where walkability is low. If it's low, isn't that where it MOST makes sense to enhance walkability? Building car parks is simply going to entice	It will attract more cars to Glen Huntley Road, increasing congestion on a road I use regularly. It will become more dangerous for me since there are no bike lanes, and there will be more cars on the road.

							going to this car park will further slow trams on Glen Huntley Road, further discouraging use of end-to-end public transport. Bike parking at the station would encourage more people to leave their cars at home.		more people to drive cars, and if this is an initiative to reduce congestion, it doesn't make sense. The result will be an increase in congestion, at least in Glen Eira.	
33	60-69	ELSTERNWICK, VIC		Multi stores car parks have an aura about them. They feel unsafe even in daylight hours as well as providing a Mecca for opportunistic car break-ins and for the disenfranchised people to gather.	Promotion of existing tram services to connect to Elsternwick and Glenhuntly railway stations		Multi storey car parks solve one issues for commuters who are not locals and create many negative issues for those living nearby, safety and security being a huge one!		Same reasons as my comments re Elsternwick	
34	35-49	ORMOND, VIC	Design allows for increased green space in Bentleigh. Reduced pressure on street parking increases viability of improved bicycle		Linked bicycle network, especially to and from train stations		No increase in green space from the project, no reduction in street parking to allow for			

			paths and widened footpaths/outdoor dining options on Centre Rd and Glen Huntly Rd.				bicycle lanes or widened footpaths			
35	60-69	BENTLEIGH EAST, VIC		Car parking encourages more vehicles to come to the area, thereby increasing (rather than reducing) congestion			Utilise for open space given Glen Eira ranks poorly in this regard		Additional car parking will increase traffic congestion	
36	70-79	ELSTERNWICK, VIC	Please enter into a similar deal with the state government to build a multi level car park over the railway line on Gordon St. Elsternwick		A multi deck car park funded by the state government over the railway line along Gordon St. With all the proposed development in Selwyn St. and lack of parking for cinema patrons such a car park would make surrounding businesses viable into the future.					

37	35-49	CAULFIELD, VIC		This is just encouraging more people to drive cars, creating more carbon emissions, and decreasing people's opportunities to use sustainable transport methods.						
38	60-69	ST KILDA EAST, VIC		We pay our council rates to better the City of Glen Eira for its residents. These car parks are for the benefit of people who don't live in Glen Eira who wish to reduce their transport time into the city by driving into Glen Eira, parking in Glen Eira and training or tramming into the city. Please stop making decisions for the benefit of residents of other council areas, and concentrate on	All these suggestions are just a waste of money and constant tinkering with these leads to great frustration. None of this should be council business. As for "improving the perception of buses", what nonsense. The role of the council is to provide services and amenities to its rate payers, none of the above are					My rates will be wasted again on nonsense. Thank you for seeking the opinions of the ratepayers. I hope the council will give more consideration as to what amenities and services they can provide to the people of Glen Eira, rather than looking for ways to maximise revenue and spending.

				improving the quality of life for Glen Eira residents. Also, decisions should be made after considering the wishes of those immediately impacted by them, for example greater weighting should be given to the views of those living near the proposed car parks over those living further afield.	relevant to this. We are sick and tired of the roads and the speed limits constantly being tinkered with for no actual benefit. Just stop it! Leave the roads alone.					Perhaps funding could be re directed to creating more open spaces which are sadly lacking in Glen Eira.
39	60-69	CAULFIELD NORTH, VIC			Local community bus around the municipality, as Port Phillip has, for libraries and various local shopping areas	Proximity to the new Jewish precinct in Selwyn St where parking will be removed and not provided for in a multi-storey building				
40	60-69	BENTLEIGH, VIC		The Report EVIDENCE OF THE RELATIVE EFFECTIVENESS FOR URBAN "CONGESTION BUSTING"					Also - if it is factual, then a massive build for 200 cars (if parking for train travel) is one train of	Bent Street - is central to the recently proposed Bentleigh Structure Plan, and that plan

				<p>MEASURES IN GLEN EIRA notes: While LBS data can be used to determine origins and destinations of users of the two commuter car parks, it cannot be used to determine mode of access to the stations. However, where the destinations of car park users are along a train line, we can infer that these travellers travelled by train after parking their cars. This is incorrect for Bentleigh as the car spaces - where marked - spacers are currently used on a 50:50 basis for local strip shopping centre employees, Coles employees and shoppers. The Reports</p>					<p>passengers. That is a lot of money and effort - and it really does not achieve very much.</p>	<p>has not been considered when suggesting the location. Bent Street is a carriageway of traffic between McKinnon and Bentleigh for local traffic - and at most times is one one traffic due to car parking on both sides of Bent Street. With Vuckery Street closing for the Eat Street project access to Centre Road, the Vickery Street traffic will change to Bent Street.</p>
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				assumption is incorrect.						
41	60-69	GLEN HUNTLY, VIC		Council did not request the funding						
42	25-34	BENTLEIGH EAST, VIC								For a council that has previously reduced net spend in systems proven to increase operational efficiency, reduce risk and also create a governance framework, for the incumbent council members to be against this would be a slap in the face. The government is offering money, from a legitimate source, and rejection of

										said money could lead to future instances where money is no longer provided. Glen eira council needs to drastically improve. Incompetence and arrogance is running high, and further arrogance would be shown by not adopting this scheme.
43	50-59	BENTLEIGH, VIC		high rise car parking is not an appropriate solution					high rise not appropriate	
44	50-59	BENTLEIGH EAST, VIC			1) Widen road access by reducing nature's trip to provide car parking 2) making it illegal for caravan, boats and trailers to be stored on					

					residential streets - need to go into storage and need a permit displayed if to be outside on street for longer than 48 hours. These are taking up too many car parks in residential streets and increasing congestion.					
45	60-69	ELSTERNWICK, VIC			Improved nighttime lighting (sensor lights so they dont have to be on all night). There is no way I would walk into or home from Elsternwick commercial zone from/to my my home at night, 600m. I don't like walking past the graffiti people and the(very) dark areas. I use	ONLY proceed if the design incorporates a border (or other) of deep rooted trees. There are 72 mature or slender trees on this site - in the documentation provided there is no discussion or mitigation on the loss of significant (for Elsternwick) tree canopy - you can see the canopy in your images - go and walk around this				

					my car - if there are no carspots (usually there are none on my way home from work), then no takeaway or I don't go out.	site - have a look - it will surprise you. Then work out a design to save/replant a SIGNIFICANT number of trees. Given Glen Eira's tree canopy loss I am astonished that there is no discussion on this. I would prefer a taller build WITH A SMALLER footprint to allow trees to grow in deep soil - please make this a priority, otherwise your green walls are a poor substitute in hot weather and given the concrete bulk = more heat island effect , regardless of whether the concrete is recycled				
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46	35-49	CAULFIELD NORTH, VIC			Car parking near train stations	Better car parking will also encourage locals to eat out and move around the area and support local business		Glen eira needs more open space. Additional parking will bring more people to that area		
47	35-49						It is not the most effective use of funding to increase car parking at a Station that only has 1 line (Sandringham) run through it. Caulfield is a much larger hub and access to free parking here is much more problematic. Any infrastructure investment at Elsternwick would need to include appropriate security upgrades - the current carpark often feels unsafe with			

							evidence of public urination in the parking area/stairwell			
48	70-79	ST KILDA EAST, VIC								Property owner and shopper in Glenhuntly Road.. Frequenter of Glenhuntly Road for shopping & recreation. Need more car parking spaces in the area, especially in the next few years. It's a brilliant opportunity!!!
49	25-34	ELSTERNWICK, VIC		Encouraging more car use contributes to climate change which does not comply with council policy or state government legislation			Encouraging more cars contributes to climate change and makes an area that already has too many cars even worse. Spend the time and money on things that will actually get more people		Encouraging more cars contributes to climate change. This site could be better used for other things such as public housing. Money could be better spent on improving the cycling lanes to get to	Glen Eira ratepayer and will be impacted by climate change in the future as well as my children

							onto public transport such as upgrading the tram stops to platforms and making the buses more frequent		the station or increasing the bus frequency	
50	70-79	CAULFIELD, VIC								reduce through traffic and take car commuters off road
51	35-49	MCKINNON, VIC						Reduce impact on Bent and surrounding streets by commuters parking on residential streets in Bentleigh and McKinnon		
52	50-59	BENTLEIGH, VIC			Address the nonsense of weekend parking restrictions running 8-12 on Saturdays which no longer reflects current shopping patterns. Eg Nicholson st near centre rd	Sorry, no opinion or knowledge of elsternwick				

53	35-49	BENTLEIGH EAST, VIC								
54	35-49	BENTLEIGH, VIC								
55	60-69	ELSTERNWICK, VIC								Reduction of tree canopy. Increasing heat in area. GlenEira already 1.5 degrees above average.
56	50-59	BENTLEIGH EAST, VIC		It will be an ugly eyesore in Bentleigh, and will increase the level of crime (break-ins and car theft because the cars will be out of view.						Female members of my family will no longer be able to park at the station car park, as multi-story car parks are a lot less safe for female users.
57	35-49	MCKINNON, VIC		Multi-storey car parks would negatively impact the amenity of the activity centres.			Increasing capacity will increase congestion and reduce sustainable		Increasing capacity will increase vehicle traffic congestion on Centre Rd and	

							mode share split.		other surrounding roads.	
58	35-49	GLEN HUNTLY, VIC			<p>Make walking, cycling and public transport the easy modes to use to access the train station.</p> <p>Advocate to the State government to improve PT services.</p>		<p>There is no shortage of parking in the area.</p> <p>There are high quality and regular tram and bus services people can use to access the train station.</p> <p>There are high quality walking and cycling connections to the train station.</p>		<p>Inappropriate to construct a multi storey car park in the transition are from commercial use to residential use.</p> <p>Sensitive interface to consider.</p> <p>Good quality public and active transport connections already exist.</p> <p>The car park design will be poor with the focus on maximising numbers. It will not be a space that is friendly for markets.</p>	<p>Impacted by increased traffic on our streets from well outside of GECC trying to access the car parks.</p>

59	35-49	BENTLEIGH, VIC						As long as it is an underground car park with green space on top, similar to what has been achieved in Prahran (Cato Street)		
60	50-59	BENTLEIGH EAST, VIC		Not enough information on how environmental concerns in relation to development and green space can be incorporated. Personal safety issues with these type of structures, especially at night time. It will increase congestion and traffic in the surrounding small streets. Increase in pedestrian safety issues. Creating more structures that contribute to				Not enough information on how environmental concerns in relation to development and green space can be incorporated. Personal safety issues with these type of structures, especially at night time. It will increase congestion and traffic in the surrounding small streets. Increase in pedestrian safety issues. Creating more structures that	Development in the local area has the capacity to create and increase the urban heat island effect which has a flow on affect. Continuing approval of multi level development allows for further creep of such development into the surrounding areas.	

				urban heat islands.					contribute to urban heat islands of which is becoming a bigger issue in Bentleigh and East Bentleigh.	
61	60-69	ELSTERNWICK, VIC	It is an improvement to Glen Eira that does not come out of council's budget, freeing up funds for other services.		More pedestrianised streets. One issue with providing car parks for people living outside the municipality to park and drive is that it will increase congestion in Elsternwick as more cars are driven to the car park. It should not be free for non residents.	When commuters are not using it, those residents that can't find a car park near their home will have somewhere legal to park rather than risk getting a fine in permit only spots. There are currently not enough spaces for residents to park legally. There are people that rent buildings that are 130 years old in Glen Huntly Rd Elsternwick that have no parking spots and are not provided with a permit by council. And				Less evening traffic as locals will not need to drive the streets looking for a park for the night. Theatre goers and shoppers will not be cruising our streets. I say this under the assumption that residents will have overnight free parking and only about a third of those using this type of commuter carpark will be commuting. Will be negatively impacted by the effect on

						Council are still approving developments with reduced parking allowances. If they didn't do that, they wouldn't need the Federal Government to bail them out. Developers should be paying for this car park rather than it coming from Government funding.				climate change. There are currently about 70 trees in the site; the concrete, whether it is made with recycled material or not will act as a heat bank. To rectify this, it should be built underground with a park and tree canopy on top.
62	70-79								If a multi storey carpark is needed it should be located over the existing carpark in Nicholson Street.	
63	25-34	ELSTERNWICK, VIC		Multi-storey carparks are something that you see in the city that are poorly maintained and are an eye sore. this does not give			Eye sore to the neighbouring houses. Disrupts the vibe and atmosphere of the		Disrupts the neighbourhood vibe	it will obstruct the view from my house

				the neighbourhood good vibe			neighbourhood .			
64	50-59	ELSTERNWICK, VIC		I'm not against car parking, however, i'm against an antiquated approach of a multideck above ground car parking facility. We are in 2021 and we need to be progressive with our construction. The multi deck above ground car parking facility is very 1980's. We have the opportunity to be able to not only create more car parking via an underground basement multi level parking (paid by commuters or otherwise) but more importantly to create open						

				green space above ground especially on the Stanley st site. We the residents are crying for bigger and larger open spaces, especially with the escalating amounts of apartments being constructed. Two of which are abutting the site of Stanley st on Riddell Pde. We do not have to look far but at our neighbours in Pahran, and they did not waste an opportunity to be modern with their car parking construction. The above ground could be an extension of the park on Riddell Pde plus house bike cages to encourage bike riding to Elsternwick to reduce						
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				congestion. Plus the park could also could be used for community events such as a ' Artisan Market ' to help promote the local artist. Or retro food trucks on special occasions. Please be progressive and not waste precious real estate on an ugly eyesore. Let's give our children precious open space with the funcionailtiy of car parking underground.						
65	60-69	CAULFIELD NORTH, VIC	Older members of the community (eg my disabled mother) will have greater access to parking.					With out sufficient car parking the shopping centres will die.		
66	50-59	CAULFIELD SOUTH, VIC	New car parks can house new Electric Vehicle chargers			Supports parking for restaurants, Classic Cinema		Helps commuters who have to catch bus from Bentleigh		

67	60-69	CAULFIELD NORTH, VIC	we have an aging population in Glen Eira. More parking will allow easier access to those with mobility problems. Prioritising transport options to busses and bicycles discriminates against the elderly with mobility problems and the disabled.			Local businesses are struggling. By improving parking it will enable easier access to those businesses. I am concerned that with continued parking problems, especially in the Elsternwick area many of those businesses will be forced to shut down as people decide to shop elsewhere.		By increasing parking we make access to local businesses easier and hence support local small business owners. This is particularly important in these times where local shopping centres are struggling.		
68	25-34	ELSTERNWICK, VIC					The impact of traffic on Riddell parade especially near a park and with residential access is already congested. More parking will compound this issue dramatically.			

69	70-79	CAULFIELD SOUTH, VIC	Improve retail & small business services. Parking is an opportunity to support small business		Maintain tram & rail services plus maintain roads & footpaths.... Keep bike lanes behind shops!	Well placed parking should support retailers, services, & businesses. Small sites can be a good option, to increasing parking. Amalgamating sites is good especially in the long term, when opportunities come along Stop cycling lanes... they could use laneways, but not tramways ... cycling.lanes should not be at expense of Tram, parking, access to commercial businesses.		Parking in Centre Rd area gives Council amalgamation of small sites. Cycle lanes should be laneways, park surrounds please look for multi storey carpark opportunities		Parking for work & pleasure is important. Railways should provide every opportunity for Parking. Cycling lanes have intruded into parking etc Cycling lanes around parks is safer & encourages children & adults to utilise these areas
70	35-49	CAULFIELD SOUTH, VIC			More local milk bars				It will turn Bentleigh Market into Cheltenham market, which is cold and unpleasant under a multistorey	I don't want Bentleigh market to change. I like it the way that it is.

									concrete carpark.	
71	60-69	ELSTERNWICK, VIC					Its too small. The other end of Stanley street is far better with less impact on residents, much bigger and more central to shopping and only 5 minutes further for commuters to walk. this site at 26 Stanley st will provide very limited benefits, will interfere with residents in 26 Riddell Parade who face the car park and is only recommended because the council approved the large new			

							building in Selwyn street without ANY parking.			
72	50-59	CAULFIELD NORTH, VIC		I would be supportive of a multi-deck car park if it coincided with removing car parking on shopping streets for outdoor dining, more trees and bike lanes.	I would be supportive of a multi-deck car park if it coincided with removing car parking on shopping streets for outdoor dining, more trees and bike lanes.					
73	35-49	ELSTERNWICK, VIC					Should be basement parking with public greenspace above. Multi level high rise parking is an ABSOLUTE NO. The area needs more green space above assisting commuters from outside GE council areas to park closer to			

							Elsternwick station. Funds should be directed to fixing the unsightly existing footpaths and streets scapes around Glenhuntly Rd. These are in appalling condition!			
74	70-79		Council should state clearly that the process used by the Federal Government in allocating funds was without integrity.							
75	35-49						Increasing parking capacity will only increase the volume of cars in the local residential streets trying to get parking spots (currently already a dire situation) and create rat runs in local streets bypassing			

							major thoroughfares (eg Glen Huntly and Kooyong Roads, Gardenvale Road/Nepean Highway). Need to see solutions that will reduce volumes of cars not increase them!			
76		BENTLEIGH, VIC	People who live and/or work in Bentleigh already face competition from people outside of Bentleigh for adequate parking space near the railway station and retail area, particularly in non-pandemic times.					Would allow Sunday Market to continue, although there must be a review of its operation re costs/benefits including negative impacts that often go unrecognised.		I live approx ten minute walk from the station, and would not need to have car parking during the day. However, it is essential for me or many others who are leaving or returning to the station outside of daylight hours, especially re personal safety issues. Also, it is very important that

										users who are confirmed as Bentleigh 3204 residents or holders of Glen Eira disability parking permits get first priority for use of the parking. In addition, this Commonwealth funded project should provide free parking, and never be outsourced to obtain revenue - this would raise concerns around potentially corrupt behaviour. Re Sunday Market, it would improve access for stall holders, visitors and local retail shoppers.
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77	60-69	BENTLEIGH, VIC		Multi storey carparks are somewhat unsightly and add nothing to the streetscape. There are also security/safety issues, particularly at night, as they can attract undesirable characters, incl opportunistic car break-ins, unless they are adequately policed		There should be a third option in Question 4. Yes No or Other ie not sure or maybe or ...			See my earlier answer	
78	70-79	ELSTERNWICK, VIC		A multideck above ground car park in Stanley Street would be a terrible eyesore. If additional parking is needed, and I don't know if it is, then a far better solution would be for underground parking with green space above						An above ground multi deck car park will be an eyesore. Glen Eira needs more green space. If additional car parking is required, and I don't know that it is, then build a below ground facility with green space above.

79	50-59	ELSTERNWICK, VIC					It's been proven that the majority of workers will not return to inner-city/CBD workplaces in a full-time capacity post-COVID. A multi-story commuter carpark is an entirely redundant project and an outrageous waste of taxpayer money. What's more, there's already an underused multi-story car park at the train station and could be improved instead. Even the proposed Stanley street is rarely ever full. It's in a better location than the previous			
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							suggestion (further down Stanely street), but still seems unnecessary.			
80	35-49	ELSTERNWICK, VIC					Council.should consider underground parking with a green space on top. Glen Eira is already quite scarce in green spaces. Utilize this area for an underground carpark and a beautiful green space for all to use. Beautify the suburb, stop building these horrible towering apartments and in this case, an ugly above ground carpark.			
81	60-69	ELSTERNWICK, VIC					Multi storey parking is unpleasant to look at and also unpleasant to use. GECC should pursue			

							ground level site - or perhaps at most an 'open' first floor only developments at both Stanley St sites			
82	60-69	ELSTERNWICK, VIC			Glenhuntly Rd is single lane traffic and cars making right turns can hold up traffic, trams and times. Parking near these turns should be removed so traffic can go around turning vehicles.					
83	50-59	CAULFIELD SOUTH, VIC				Will there still be a level in the proposed commuter park that will remain for local shoppers?		How does a multi storey carpark create open space?		I'm a local shopper - don't use Elsterwick/Bentleigh Stations - use other stations closer to my home. I see that it will reduce my parking options at both shopping precincts.

84	50-59	MCKINNON, VIC		Wherever these large concrete towers are built they physically break up the community by creating an inhospitable landscape for pedestrians. The roadway access to these car park towers become dangerous for pedestrians and people like myself end up avoiding these alienating zones	On the improvement of perception of buses- a rapid transition to electric buses is required. They are currently noisy and emit offensive hazardous fumes which are off-putting. This should then be followed up with expanding the network and frequency of these cleaner quieter buses		As per other comments on car park towers- I object to this location for the reason that these concrete towers are destructive of local amenity and community - and pedestrian access becomes more difficult and unpleasant		As per my previous comments these concrete car park towers are destructive of local amenity and make pedestrian access more difficult, unpleasant and cause pedestrians to shy away from the area around the car park which become inhospitable	I have no doubt that this proposed car park with create a “dead zone” around it for pedestrians- as is the case with all other such structures. We should be encouraging active transport, yet these towers make pedestrian and cycling access to the immediate area around the car park much less safe, more inhospitable and alienating. I object strongly to the introduction of these car parks to my community
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85	60-69	MCKINNON, VIC			work to overcome the enormous traffic flow in Bent and Nicholson sts you have built 300 apts in bent st and havent thought of traffic flow or parking requirements believing residents only have 1 car which is totally ridiculous				the traffic will increase incredibly along Bent street and traffic jams will be created near the shops	
86	50-59	CAULFIELD SOUTH, VIC	To support our strip shopping areas			This has been a carpark for as long as I can remember and if parking can be increased, will service commuters, customers of local traders and other vibrant Elsternwick offerings (park adjacent to Bang Bang and Goat House), Classic Cinema,		It is a no brainer if it is fully funded by the Federal Government.		I am a regular shopper in Elsternwick and in Bentleigh and also regularly eat at the cafe's & restaurants in both locations

						Ripponlea Gardens etc				
87	50-59	MCKINNON, VIC		The development will remove an important community space that houses the Bentleigh Market - this will impact on the cultural connections residents experience from this shared space. Investment in car parking is short sighted given the negative environmental impact of motor vehicles. Public transport and sustainable transport improvements should be the focus.			Council should invest in more sustainable transport options.		The open air market provides public amenity that an undercover site would lack. A great deal of the experience if the market is that it operates in all weather, outdoors. Not in a horrible concrete carpark.	
88	50-59	BENTLEIGH, VIC			Customer car parking limits should be 1 hour so the parking keeps moving. Longer					

					parking on boundaries. All car parking along centre road should be one hour. 2 min/ and 15 minute limits removed. Confusing and irrelevant to strip shopping. All parking limits should be consistent so NOT to confuse patrons.					
89	50-59	ELSTERNWICK, VIC		Elsternwick already has a multi-deck commuter car park. Residents don't want another. Council has failed to explain why the proposed site has changed. Council's assertion that this new proposal will have "minimal impact on the surrounding residential area" is false.			It is dishonest and wrong to assert that here will be minimal impact on the surrounding residential area", when a residential impact study has not been undertaken. The new site is bordered by two apartment towers and heritage houses directly			As a long-term resident and ratepayer living in Elsternwick, I do not wish to see my local neighbourhood swamped by another ugly concrete structure which will attract more cars, noise, fumes and congestion into already congested local streets. Besides the well-

				<p>Council has failed to undertake a residential impact study for the new site.</p> <p>Where is the consideration of the impact of more cars, more noise, more congestion, more pollution, loss of amenity, loss of privacy, loss of trees, overshadowing, traffic hazards etc?</p> <p>This proposal will be hugely detrimental to residents in the two apartment buildings directly adjacent to the car park, and to residents in Stanley St, including the heritage properties directly opposite the site.</p> <p>The proposal is totally incongruent with</p>		<p>opposite, and it is totally incongruent with the neighbourhood character overlays. The Stanley St East car park would have a much lower residential impact, and has the benefit of proximity to the much larger Orrong Rd, rather than funnelling more traffic into already congested, smaller local streets.</p> <p>The proposal represents a net increase of between 82-122 car spaces, at a cost of between \$82,000 and \$122,000 per parking space, assuming a total outlay of</p>		<p>documented problems of air pollution, congestion and accidents caused every year, the largest effect cars have on suburbs is the tremendous damage they do to social spaces. The local community deserves better.</p> <p>Living locally, my family, neighbours and I will suffer with more cars, more noise, more congestion, more pollution, loss of amenity, loss of privacy, loss of trees, overshadowing, increased traffic hazards etc.</p> <p>Multi deck car parks are</p>
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				<p>Council's neighbourhood character overlays. Doubling the number of car spaces at a cost of \$10 million, or in excess of \$100,000 per car parking space is ridiculously expensive, inefficient and wasteful, given the standard cost of multi-deck car park spaces is around \$50k. Council has declared a "climate emergency". Building a concrete multi-deck car park to attract more cars to congested local streets directly contradicts the stated policy of reducing carbon emissions and promoting environmental sustainability.</p>			<p>\$10 million. Given that the standard cost of multi-deck car park spaces is around \$50k, the proposal is horrendously expensive, inefficient and wasteful. The VLC Report states that "the increase in capacity park and ride at Bentleigh and Elsternwick can be expected to reduce the rate of car trips towards the CBD by about one third of all new users of the car parks, or in other words, every three new car parks will mean one less longer distance car trip towards the CBD." Unfortunately the VLC report</p>			<p>bulky, ugly and depressing. Living in a heritage property in Stanley St, the established trees in the car park are visually pleasing and cool the surrounding area. The proposal is totally incongruent with Council's neighbourhood character overlays, which aim to protect the characteristics which contribute to the local character, and ensure that the character, appearance, location, form, height and bulk of new development is compatible</p>
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				<p>Why hasn't consideration been given to an underground option like Prahran Square in Prahran?</p> <p>The VLC 'analysis' fails to investigate costs as well as benefits, which renders it, and its 'findings' meaningless.</p> <p>Glen Eira has the lowest amount of open space within any Victorian municipality, and a tree canopy which is gradually being eroded. Using valuable open space to build a multi-deck car park, and removing the mature trees at the site would only worsen these problems.</p> <p>In the wake of the pandemic, we have the opportunity to</p>			<p>does not contain any rigorous analysis, uses 15 year old data, and these assertions cannot be verified.</p> <p>One of the biggest problems with the idea of driving to public transport is psychological. Once you've started your journey in a car, you've got little reason not to drive it all the way to your destination; i.e. it undermines public transport use. One of the best ways to encourage people to drive is to provide car parking and make it free.</p>			<p>with those aspects of existing premises on the site, or in the local streetscape. A multi-deck carpark fails to meet all of these residential development standards, and would be an ugly blight on the streetscape. Council has declared a "climate emergency". Building a concrete multi-deck car park to attract more cars to congested local streets directly contradicts the stated policy of reducing carbon emissions and promoting environmental</p>
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				reimagine better options for how our suburb functions, - with more space for people and less for cars. It is time for long-term vision and planning to replace knee-jerk policymaking and political expediency.			Like building roads to relieve congestion, the provision of parking creates its own demand, and so increases the problem instead of reducing it. There's never going to be enough parking. One solution is to use local feeder buses. For a fraction of the \$10 million outlay, it would be possible to purchase and operate a fleet of buses which would deliver local passengers to trains all day, not just in peak hour when parking spaces might be available. There needs to			sustainability. One of the best ways to encourage people to drive is to provide car parking and make it free. Glen Eira has the lowest amount of open space within any Victorian municipality, and a tree canopy which is gradually being eroded. Using valuable open space to build a multi-deck car park, and removing the mature trees at the site would only worsen these problems. Ironically, in assessing "congestion-busting" initiatives the VLC report concludes: "it is
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							<p>be a shift in mindset to implement sustainable solutions. Building more and more car parks is a non-solution. The rationale for the funding is flawed. The areas where car parks are under the most needed is in Melbourne's outer-fringe suburbs, in the west and the south-east of Melbourne. Inexplicably, it was Liberal-held eastern Melbourne electorates like Goldstein and Kooyong, where the annual population growth is less than 1 per cent, that</p>			<p>likely that the risk of local congestion at the Elsternwick activity centre is greater than that at Bentleigh"..."congestion-busting" indeed?! Another multi deck car park would be too expensive to build and maintain, is space-intensive, locks up valuable real estate, and requires public transport users to own just as many cars as if public transport didn't exist. Elsternwick ratepayers are looking to Council for smarter, more sustainable solutions. This proposal is a</p>
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							received funding for multiple car parks. Suburbs like Werribee and Melton, in Melbourne's west, where population is growing at a rate four times faster, and which are considered safe Labor seats, did not get car parks and representatives were not given a chance to propose any. A concrete multi-deck car park would create an urban heat island. Replacing natural land cover with a dense concentration of concrete that that absorbs and			disaster. In the wake of the pandemic, we have the opportunity to reimagine better options for how our suburb functions, - with more space for people and less for cars. It is time for long-term vision and planning to replace knee-jerk policymaking and political expediency.
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							<p>retain heat, would result in heat trapped by the hard concrete surfaces, increasing urban temperatures, and resulting in a less liveable and less attractive neighbourhood .</p> <p>Council needs to investigate how we can cool down our suburbs. Building more artificial surfaces which hold more heat and make our urban environments hotter, with heat radiating from roads and footpaths is not a solution. Despite the Urban Congestion Fund's stated</p>			
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							purpose to manage congestion, there's certainly not an obvious correlation between congested roads and where the commuter car parks are proposed. Expecting people to drive to railway stations puts an artificial limit on the number of passengers the train system can support. Car parks are expensive to build and maintain, are space-intensive, lock up valuable real estate near stations, and require public transport users to own just as			
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							many cars as if public transport didn't exist. Multi deck car parks pose anti-social threats as well: poor lighting and lack of surveillance can turn them into hangouts for vandals, and a hub for antisocial behaviour including theft, assaults, graffiti, vandalism etc. Another multi-deck car park is inappropriate in Elsternwick. It would be too expensive to build and maintain, extremely space-intensive, locks up valuable real estate, and would require public			
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							transport users to own just as many cars as if public transport didn't exist.			
90	35-49	CAULFIELD, VIC		This is a big concern: while it may potentially reduce some congestion between this area and the city, it will horrifically increase the congestion in our local area, where we live and play and will make it very difficult for residents. As the representatives for the residents in Glen Eira, council should be pushing back on this project. Glen Eira is already subject to massive population density increase, and already we have traffic concerns, with this additional	There NEEDS to be a safe cycle lane for commuters to cycle into the city! THIS IS SUCH AN OBVIOUS SOLUTION and would immediately drop congestion. IF YOU BUILD IT, PEOPLE WILL USE IT! It will benefit our health and wellbeing along with the environmental benefits.		It's inappropriate for the area. This is a residential area, and along with the current ongoing increases in residential dwellings, the additional cars will only serve to increase traffic congestion and further pollute our area.		Again, while this may benefit others outside our area, this will significantly negatively impact Glen Eira residents. Please ask the Government to instead think GREEN and CLIMATE CHANGE and FUTURE PROOFING and HEALTH AND WELLBEING, and advise them to instead use this funding to BUILD A SAFE BIKE LANE INTO THE CITY. This would achieve the goal of	I live in Glen Eira and will be impacted by the shift in traffic congestion, which already has its issues, and the increased pollution, which is not being balanced by adequate green space / tree canopy.

				plan, traffic will literally be backed up and impact on the entire area - not to mention the significant environmental impact that all the additional cars pollution will have on an area with the least amount of green space in Victoria.					reducing congestion.	
91	50-59	CAULFIELD NORTH, VIC			More turn right arrows at intersections to clear the traffic eg Glen huntly and Hawthorn Rd.	It won't stand out visually. It is an under utilised piece of land.				I will use the car parks to park safely when shopping or dining in those areas.
92	50-59	ORMOND, VIC							The existing carpark is never full anyway, so more spaces not required. Waste of money. Security - multi level car parks not safe at night. Inappropriate development of the area.	

93	70-79	CAULFIELD EAST, VIC			Secure bicycle parking at stations such as Elsternwick		A multi-level car park will add to congestion in this area.			I object strongly to the manner in which funding for these commuter car parks has been allocated and consider that there are more pressing needs elsewhere in australia.
94	18-24	ORMOND, VIC			I just wanna really double down on cycling infrastructure There are some verry buissy roads in glen ira with terrible to no bike lanes where your just brushing up against fast traffic I really think we should be working to a Glen ira where everyone feels safe riding on the roads					

95	60-69	MCKINNON, VIC					<p>A commuter carpark would be better placed at Ormond where it is accessible to a major arterial road and there is significant space above an around the station to build a multideck carpark. Building carparks in a congested shopping centre like Elsternwick will just add to congestion in the surrounding narrow streets.</p>		<p>A commuter carpark would be better placed at Ormond where it is accessible to a major arterial road and there is significant space above an around the station to build a multideck carpark. Building carparks in a congested shopping centre like Bentleigh will just add to congestion in the surrounding narrow streets. There are many new apartment developments in this area which have paid lip service to adequate carparking. Many residents from</p>	<p>A vertical carpark would be unsightly and access to the Bentleigh shopping precinct would become further congested, and remove the current space which is used by the Sunday market. Neighbouring streets will be more difficult to use as both pedestrians, cyclists and drivers. Ormond has none of these issues.</p>
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									neighbouring precincts like East Bentleigh and further out already drive over to access the Frankston Railway line and park their cars in the surrounding streets all day. Local residents in Bentleigh and McKinnon can walk to their stations and could be encouraged to do so by charging fees for parking. Commuter parking should be accessible to those living further away and a small fee would be worthwhile for them.	
96	35-49	CARNEGIE, VIC			Removal of the Neerim rd and Glenhuntly Rd level crossings.					

97	50-59	BENTLEIGH, VIC					commuters should utilise existing bus connections to elsternwick station.			Centre rd is too congested as is . Construction of a carpark will bring more commuters into the area that cause more congestion and crime . just look at what happens at Huntingdale station
98	60-69	PARKDALE, VIC						Provision for expanded Rotary Market		Member of Bentleigh Rotary Club
99	25-34	ELSTERNWICK, VIC					Likely to cause traffic back ups in nearby streets due to limited ability to handle traffic, encouraging and facilitating car use will increase not decrease congestion			

100	50-59	MCKINNON, VIC		Bentleigh has already been damaged by inappropriate development. It doesn't need the additional ugliness of a multi-story car-park, particularly since COVID when fewer people are commuting.					Bentleigh has already suffered from over-development in recent years, and seems to get getting uglier by the day. In particular it doesn't need the added ugliness of a multi-story carpark when there is already plenty of parking, and particularly so since COVID when fewer people are commuting. The Sunday Rotary Market is a local favourite - why would you destroy such a community success story?	
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101	50-59	BENTLEIGH EAST, VIC								Not required or needed. Will impact area by developing another hideous carpark.
102	60-69	BENTLEIGH, VIC							traffic flow in Bent street will not cope, difficult as it is now since pandemic commuter numbers to city are greatly reduced on street car parking presently meets the needs of community more high rise in the congested area will diminish the appeal of the area rather see green spaces in shopping centres for community to meet and chat	congestion of traffic in the shopping area will be worse, this will make it more difficult to get back into centre road from bent st. would prefer to see this carpark on the Nicholson side of the Bentleigh railway as this is the vic track land which is commuter parking space

103				I suggest that the Council liaise with the Victorian Railways with a view of building over the railway cutting to provide many more spaces adjacent to all modes of transport and the shopping centre.			I am concerned that by doubling the capacity of the existing carpark the safety and traffic problems will be badly exacerbated.			It is suggested that the Council liaise with Victorian railways and build over the railway cutting adjacent to the Elsternwick station and shopping
104	70-79			Council being locked in to a 'solution' which is contra its strategies on IT and Climate Emergency						Less likely that alternatives such as flexible bus services and improved cycling will occur in favour of this focus on carparks. Flexible bus services should cater not just for commuters but everyone. Impacts on me as I get older and want alternatives to car and long walks to Bentleigh

105	50-59	ELSTERNWICK, VIC								The car park next to Elsternwick station attracts graffiti artists, druggies and youths. There is no need to provide a like space to attract similar problems in Stanley street
106	35-49	ELSTERNWICK, VIC			More localised bike share programs where the bicycles can get people to and from the station.		Safety. There is frequently 'unsocial' behaviour occurring in this car park in its present form. The creation of a larger parking complex would possibly encourage more of this type of behaviour in less visible spaces.			
107	70-79	CAULFIELD NORTH, VIC					Wrong location. Why not cover over the railway cutting opposite the			

							cinema on Gordon St?			
108	80+	CAULFIELD SOUTH, VIC					I do not believe more parking in this area will reduce congestion. Elsternwick is already a busy, high traffic area with several carparks and more carparks - especially ones designed for rail commuters - will only encourage more people to drive to Elsternwick. People taking the train should be encouraged to find other ways to get to the station including bus and tram (which are well serviced in the			

							area but frequency could always improve), cycling or walking. A new carpark would only encourage more people to drive to the station including from outside Elsternwick. Furthermore it is inappropriate for Council to build carparks that were not planned or there is no utility for simply because the Federal Government is trying to pork-barrel the area. Council should ask for this funding to go towards genuinely needed local congestion			
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							priority projects.			
109	50-59	CAULFIELD NORTH, VIC		In particular to Elsternwick, would reduce ambience of the village, existing areas of parking exist and is not required at all in consideration of high transport links currently aligned to the railway station.			Site as it presents now offers sufficient, preferential, low-level local parking as well as greenery surrounds and across that add to local ambience. Further, the addition of multi-parking closely adjacent to schools and library, both of which experience high junior walking traffic, is to be discouraged.	Additional guaranteed provision of future stakeholder usage (Rotary) and open space plaza		
110	35-49			Car parking needs to be dispersed across shopping precincts and not consolidated. Numerous at	Please provide good safe link to other linear corridors such as Gardiner's		Congestion in surrounding streets will increase and wait times to move will	Creates more open space		

				grade parking disperses congestion and improves access to different parts of an activity centre. At grade is safer and enables canopy trees throughout the car park. Multi level parking makes me feel unsafe and is not innovative when 50 years from now, cars mode and use will be different.	Creek form Elsternwick		increase in peak periods. Leave as is.			
111	35-49	CAULFIELD SOUTH, VIC					I don't think the increase in parking is worth it			
112	35-49	CAULFIELD NORTH, VIC	Support local traders			Create space for Elsternwick community activities like markets		Space for communal activities and green areas		Will use to shop and use trains to the city/ work
113	50-59	BENTLEIGH, VIC			Reduced road speeds on local roads to encourage walking and cycling		Distance from station is unlikely to encourage train commuters to		Cost per space is poor value for money for taxpayer funds. Multi-storey structure will	As a regular pedestrian in this area, I will be impacted by increased

					Ensure traffic lights are more responsive to pedestrians		use it. Even if they do, the cost per space is poor value for money for taxpayer funds.		overshadow the station platforms, reducing natural light, particularly in the mornings when passengers are waiting. Also likely to add to congestion on Centre Road at peak times.	traffic congestion.
114	25-34	PRAHRAN, VIC								I cycle through Elsternwick and Bentleigh, this will increase car usage, congestion, and make rides worse. This will also be worse for local air pollution and carbon emissions.
115	35-49	BENTLEIGH, VIC			Destroys the openness of the current sites				Build the car parking over the train line.	

116	35-49	CAULFIELD NORTH, VIC		Bentleigh MIGHT be arguable based on lack of PT but: a. a proper, evidence based assessment is needed for both traffic movement and parking demand, b. proper investigation of alternatives in the form of a genuine, good faith, exploration of more frequent and thus convenient public transport services.			Perhaps a little more attention needs to be paid to the adopted Elsternwick Structure Plan as well as the Integrated Transport Strategy, Parking Policy, Our Climate Emergency Response Strategy and the Glen Eira Planning Scheme particularly Clause 52.06.		See response to the Elsternwick site. Insofar as the Rotary Club is concerned the existing market has utilised the decades and according to its own website has existed since 1977. I am sure the Market will continue to operate well into the future under current conditions.	I'm interested in increasing the liveability of the municipality through trying to both reduce the impact of climate change in an appropriate timeframe and encourage Council to give effect to it's own policies around all of these issues as well as the 20 minute neighbourhood .
117	50-59			It's a corrupt use of Federal government funds, and direct funding of local government projects by the Federal government is almost certainly unconstitutional.	Congestion cannot be solved - it's a sign of living in a vibrant busy community. Any improvement in traffic flow will simply be occupied by more cars. Conversely, measures to remove traffic				\$10 million to gain at most 208 car spaces is an outrageous use of money. I have *never* seen this car park full, indicating that there is no problem with car parking at the Bentleigh	I already use the existing car park at the site when I need to shop at Coles. If the existing car park for shoppers is largely repurposed for commuters that would make parking

					capacity (& use the space for other liveability uses - e.g. improved pedestrian permeability) will simply reduce car usage.				shops. In fact, at most times it is far less than 50% full. Vehicle access would be mostly via Centre Rd - which is already at capacity for most of the day.	*more* difficult.
118	50-59			Encourage active transport is walking, cycling. Or Small and regular electric buses to deliver patrons to railway stations.					Encourage active transport ie. walking, cycling. Or small and regular electric buses to deliver patrons to railway stations.	
119	50-59	CAULFIELD SOUTH, VIC					I don't believe commuter car parking is a priority for Elsternwick. I believe it will only increase congestion, not reduce it. Encouraging more people to drive to the			I am a regular shopper, diner and visitor in Elsternwick and use the station as my local train station

							train station will only create more traffic and more congestion and spill out into other parking areas that shoppers, diners and residents need to use. People who want to take the train to the city or elsewhere should make arrangements to get to the station without their cars. Local residents, shops and restaurants should be prioritised in what is already a crowded area. This Federal Government funding which was evidently thrust onto the community without any			
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							consultation or regard for local priorities should be redirected to priorities that will actually reduce congestion and improve amenity in Elsternwick - whether that be improving bus and tram services, cycling or even CCTV and lighting for safety. If it cannot be used for a better purpose it should be rejected. It is not Council's role to force projects on the community just because the Federal Government has made a political promise.			
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120	60-69	CAULFIELD NORTH, VIC								Enable walking to Holocaust Centre and Classic Cinemas
121	35-49	CAULFIELD, VIC			This whole survey seems to be geared towards Glen Eira wanting 50% bicycles on the road by 2031. I disagree with this.					
122	60-69	CARNEGIE, VIC		Council policies and practices are internally inconsistent: we don't have a coherent strategy. Spending public money to compensate for failed planning decisions needs to be called out. We need comprehensive parking precinct plans rather than ad-hoc piecemeal spending.	Council needs to be clearer about what its ultimate goals are. At present it is not to reduce congestion but to assist developers. We don't have a decent sustainability strategy either. Before investing heavily in proposed "solutions", outline what the goals are, AND report on how successful		Previous question didn't ask if I thought the site was inappropriate. There is insufficient information to know. Any planning proposal of this size needs to provide detailed information so it can be properly assessed. I do criticize Council for granting a permit for Selwyn St in		Council's plans are incoherent. It doesn't know what the public's transport needs are, when they need to travel, where they need to travel to. Before investing heavily on a proposed solution, we need to be clearer on what the goals are, what the alternatives are, the	Standard Council practice is to use salami tactics--make a decision in say Elsternwick, then use it and its feedback to justify doing something similar elsewhere. You're not proposing stopping people from parking across my driveway. You're not lobbying State Government

					past measures have been. The Planning Scheme alleges Council's policies have reduced congestion. Well, have they?		the same precinct that provides zero parking. The politics involved here across all 3 tiers of government stinks.		likelihood of success, and how well past investments and predictions have performed.	about deficiencies in their own policies. Council's own policies are contributing to traffic congestion and you're not planning to improve them.
123	18-24	BENTLEIGH, VIC		A Multi-storey Carpark would be a massive eyesore in the Bentleigh Shopping Strip area. It would be an ugly juxtaposition to the village-like atmosphere and only add to the congestion along Center Road.			A mistake in Urban planning does not need to be continually repeated.			
124	70-79	BENTLEIGH, VIC					There is already adequate parking at Elsternwick and adding more will increase congestion due to commuters attracted from further away		The project will increase congestion on Centre Rd as well by attracting commuters from outside walking or bus commute distance	

*Where no comments were provided, the row was removed.

No.	Age	Suburb	Why should Glen Eira City Council proceed with the projects? Please select from the following reasons or add another.	Why shouldn't Glen Eira City Council proceed with these projects?	What other types of congestion reducing initiatives should Council seek further federal government funding for under the Urban Congestion Fund? Please select from the following initiatives or add another.	Why do you think this site in Elsternwick is appropriate for commuter car parking? Please select from the following reasons or add another.	Why do you think this site in Elsternwick is inappropriate for commuter car parking? Please select from the following reasons or add another.	Why do you think this site in Bentleigh is appropriate for commuter car parking? Please select from the following reasons or add another.	Why do you think this site in Bentleigh is inappropriate for commuter car parking? Please select from the following reasons or add another.	How will you be impacted by the proposed commuter car parks? Select all that apply.	Is there anything else you would like to tell us about this topic?	Do you have any comments about your experience to date and your expectations for Community Voice?
1	50-59	ELSTERN WICK, VIC				Acknowledgement that that end of Glenhuntly Rd is changing from residential - schools, cinema, upcoming Jewish Arts Quarter, Woolworths Supermarket.						
2	25-34	MURRUM BEENA, VIC				Environmentally friendly		Environmentally friendly				
3	70-84	BENTLEIGH EAST, VIC									How about spending some money on updating parking in residential streets, eg,	

											hockey sticks, making allowance for the varying size of cars SUV's Tradie Trucks when creating parking spaces. Putting speed humps in suburban streets, to prevent traffic speeding and cutting through local streets to evade traffic lights. Policing set hours of parking. Reducing parking times in busy streets, eg Centre Rd Bentleigh, thus creating CLEARWAYS at appropriate peak traffic times.	
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4	60-69	ELSTERN WICK, VIC									This is a very difficult survey to fill in as we need significant information to really be able to present a considered view. Really not appropriate for this format. Would be better focus group(s)	Topic is really inappropriate for such a survey as presented
5	35-49	BENTLEIGH EAST, VIC			Prioritise pedestrians more around key hubs like Caulfield station						I'd love to see council thinking more deeply about opportunity cost and prioritizing projects and getting better value for money from its projects. I don't know details about costs but the removal of the rotunda in Centre Road Bentleigh	

										seems to be a bloated project that doesn't deliver commensurate benefits. I'd love to see that money going in to Libraries instead. I'd like to see more investment and care put into Bentleigh East.	
6	50-59	BENTLEIGH, VIC		There is a multi story carpark next to Elsternwick station already. Also sufficient parking in Bentleigh.			All this cost and development for 100 extra car spots is not necessary		It is not a huge increase in car spots. A massive disruption to Bentleigh, without sufficient gain. How will disabled people walk up and down the stairs at the carpark? The streets in Bentleigh are too narrow for this overly	It will be a concrete eye sore for Bentleigh. Too many cars will congest a small and narrow street. There is sufficient parking in Bentleigh next to the station already.	In question 10, it is very hard to pick the highest priority for Council as all are very important.

									large development.			
7	50-59	CAULFIELD SOUTH, VIC					improved bus services to train station or new bus routes would result in people accessing public transport from home to work.		Green space is what is needed to improve liveability not more car parking congestion.	i cycle to the station to catch the train, only because of improved cycling paths from Ormond station. this is what i want so i feel safe for myself and family cycling. I catch bus to Elsternwick station.	Please buy houses next to parks to increase size of parks. Not enough green space.	The studies are not always accurate. At a Townhall meeting many years ago when GESAC was being planned we were told that our area could not support GESAC AND Carnegie pool. We need open space and more swimming lanes.
8	70-84	CAULFIELD NORTH, VIC									It is hard to make a judgment without considering options and needs within each category.	

9	35-49	BENTLEIGH, VIC			more work is needed to ensure PT is Covid safe.		Please invest in other congestion busting options instead. Encouraging people to drive relatively short distances to train stations is not the answer in my opinion.		As per response for Elsternwick. Please invest in something more appropriate. Also, it's already impossible to drive down center road near the station, I can't see how adding more cars will help.			
10	50-59	CARNEGIE, VIC									Chart is meaningless for colorblind users	Budget section tedious and annoyingly difficult due to the way information was presented
11	35-49	CARNEGIE, VIC			A lot of congestion seems to come from families needing the convenience and ease of dropping young's kids off at childcare and school, I feel this needs to be better	It is already a car park and there is nothing that attractive about the back of the Elsternwick strip shops				Although I won't use it as much now given I can walk to a train station, I used to use the Elsternwick car park regularly on		

					understood to work out what the solutions might be. E.g. could be having more childcare near the transport hubs or park and ride					my train commute to the city when I lived in East Brighton. It was so beneficial but really stressful on the days I couldn't get a park. Expanding it would be critical for so many people.		
12	70-84	CARNEGIE , VIC						Will improve conditions for local community events / activities, i.e. Rotray Club markets		I'm a Glen Eira resident and what happens in one part of Glen Eira is relevant to life in other parts of Glen Eira in an overall sense.		
13	70-84	ST KILDA EAST, VIC									Rates are too high & rising too quickly during the pandemic & lockdowns	Community voices need to be heard! Keep up the consultations and heed the responses.

14	50-59	ELSTERN WICK, VIC	Development is continued to be permitted without acceptable parking requirements. For eg The Jewish Museum Precinct which without acceptable contingency for parking will create massive parking issues. Also repeated high rise development granted permission to occur without the required parking enforced.			Because it will be free parking?						Never enough information to make an informed response. Questions are always very general and do not allow council receive informed answers.
15	70-84	MCKINNO N, VIC			Several of the above choices are outside the realm of council responsibility, so why are they listed?							

16	70-84	CAULFIELD NORTH, VIC			install barriers and traffic slowing devices in local streets used to bypass main road intersections.	located in business zone/area				improves vehicle parking/ access to businesses and nearby residential premises by reducing pressure on street parking'	There is insufficient open space in many neighborhoods. Footpath maintenance is very poor. With increasing traffic flows, local streets should be reconfigured to reduce rat runs.	As a retired municipal engineer/ CEO, I appreciate Council seeking input.
17	25-34	CARNEGIE, VIC	It provides an opportunity to reduce on-street parking and give greater open space to cafes & restaurants!									
18	50-59	CAULFIELD NORTH, VIC			The worst traffic I have encountered is around the schools (Shelford, Caulfield Grammar, Grimwade). Children are discouraged from riding to school because its so dangerous in that					I'm interested in the climate impact of public transport use		

					area. A partnership with schools to increase safe walking and riding or 'active transport' options would be good.							
19	60-69	CARNEGIE , VIC								Like the fact the market will be undercover as use this market		
20	70-84	CAULFIELD NORTH, VIC		High quality, secure bicycle parking as used by the Dutch makes real sense. To support this provide separated bicycle path network across the whole community. Far cheaper, better for the environment and better for citizens help; they actually get a bit of exercise while commuting			To support this provide separated bicycle path network across the whole community. Far cheaper, better for the environment and better for citizens help; they actually get a bit of exercise while commuting		To support this provide separated bicycle path network across the whole community. Far cheaper, better for the environment and better for citizens help; they actually get a bit of exercise while commuting	To support this provide separated bicycle path network across the whole community. Far cheaper, better for the environment and better for citizens help; they actually get a bit of exercise while commuting		

21				the project dosnt address bicycles pedestrians or improve the the train services that are associated with it. building a carpark without considering these factors seems like a oversight. i also think the carparks dont need to be in prime locations. they could just as easily be a few blocks away. this would get people walking and leave the prime locations for more important things.	i feel like having some work places closer to where people live would reduce the need for these things. maybe there could be a grant for hiring local staff?	the environmental aspects are appealing. this could be furthered with solar panels for the EV charging. i think having lots of spots for EVs only would be a great way to encourage people to support the growing innovations. id also like to add that adding more carparking here could mean places could be taken away in other spots and replaced with bicycle parking. its a really space efficient way of getting customers to local business, elsternwic is lacking for bike parking.			its in a bad location. space in prime spots near the train station should be for better things. like shops or community buildings, maybe even a men's shed	i want safer roads/ streets for pedestrians and cyclists. these places if designed and positioned badly will become really dangerous to other road users and to people walking past.	i would like to see better use of funds for the bike plan. the new parth behing EE gun rotunda is poorly designed and Unnecessary. we need separated bike lanes so we dont get hit not a weird path thats got a very small one way section and more signs then anyone an understand.	i feel like many of these options do not allow me to acurately reflect my opinion on these topics.
22	70-84	ELSTERN WICK, VIC			Mandate all new building proposals exceed car park ratios. If they do not exceed parking ratios they should be rejected immediately, no							I don't feel I have the expertise to comment on budget preparation

					negotiating, just a flat rejection.							
23	60-69	MCKINNON, VIC	To reduce commuter trips to the city of Melbourne which will reduce traffic contesting but also lung congestion. Pollution of Melbourne's air will be reduced.		Traffic flow is connected to traffic light management. This may be helped with real time traffic information software.						Can a parallel futures budget that focuses on the impact of climate change be workshopped so that all ideas related to sustainable actions can be listed and considered alongside the existing budget ideas?	Thankyou for listening
24	60-69	BENTLEIGH EAST, VIC	The design will hopefully be forward-looking & allow for parked electric-vehicle charging to increase EV range & motivate reduced petrol car usage.							In favour of weather-protected Rotary Club Sunday market.	The funding allocation to Council from State & Federal Govts needs to align better with the service provision responsibilities imposed on Council.	

25	25-34	CAULFIEL D NORTH, VIC		adding an extra X parking spaces in central Elsternwick will attract X extra cars per day plus another several hundred trying to get those spots even after they are filled up.			parking spaces should be created for shopping locally. These spaces can generate money for the local economy instead of for commuters. 2- 3h parking would be more productive for the cinema, restaurants, etc.		provide parking for local access to shops, not for storage of vehicle all day long. Inefficient use of space compared to 2h parking which generates higher return on investment.	my kids play in the park in Elsternwick Plaza and I'd prefer fewer rather than more cars.	A lot of upgrades to safe walking and cycling can probably be done with existing maintenance and capital works budgets. It is a matter of prioritisation. Narrow the streets, widen footpaths.	i hope you ge a broad response from reasonable people in these that can speak louder to councillors and urban planning than the loud voices of crazy NIMBYs	
26	50-59	CAULFIEL D NORTH					This would squeeze out parking for shoppers in the Elsternwick village. It can be hard enough to park now as it is.					Please have more consideration for the urban environment in your planning decisions. There is a huge amount of congestion resulting from multi-storey flats, both in traffic and availability of on-street parking. It is almost impossible for us to have	We feel that you are turning your deaf ear to the responses that we make

											visitors as our street is full of cars and the parking restrictions are not enforced. Also, please do not increase your budget and keep passing this on through rates to residents.	
27	60-69	CAULFIELD NORTH, VIC			look at mobility, transport and train/bus access. develop and publish access and timetables on public transport for this municipality and CBD			as long as the markets can still function			where is community safety? It surely must be a priority for the council	
28	70-84	BENTLEIGH, VIC									Council should supervise the spending of funds more closely	
29	50-59	CAULFIELD NORTH, VIC								I'm interested in reducing car use		

30	50-59	ORMOND, VIC						Offering electric car charging stations is vital and a good incentive for the take up of green transport			In some cases how that funding is used is more important than how much	Appreciate the reminders, sometimes too busy to do the surveys first time around
31	50-59	ORMOND, VIC		I do not trust council capacity to protect existing residents quality of life in the area of the car parks - council has not demonstrated proper risk mitigation to protect resident or remedy where their development negatively impact residents					don't trust council to protect adjoining residents		A budgetary focus on disadvantage d residents is really needed - cannot believe council spends so much more on parks and recreation than it does on culture, family, aged services or sustainability - clearly our councilors do not have a balanced perspective	More accountability and transparency of feedback
32	60-69	ELSTERN WICK, VIC					Significantly increased traffic volumes, movements in what is effectively a		As per the reasons I put for the Elsternwick proposal. Significant			Still very little evidence that comments are taken into account in Council's

							residential area. Will cause significant traffic movements in surrounding streets, traffic conflict point at Riddell Pde and Glenhuntly Rd, local traffic congestion, increased pollution.		increases of traffic movements in mainly residential streets, increasing congestion of already very busy Centre Rd, traffic movement conflict with the Coles Supermarket.			decision making. Actual evidence as part of feedback would be very useful and would increase validity of surveys
33	25-34	MURRUM BEENA, VIC		Whether commuter parking reduces congestion or not, it is still a short term view of the need to encourage different transport choices for a sustainable future.						I support a sustainable future that encourages alternative transport choices to car use. These projects are not in the interest of that future.	As new assets are added, and existing open spaces, parks and recreation facilities become more complex, adequate continuous funding should be provided to maintain these places for community use.	I love being a part of Community Voice. I often mean to fill out surveys on Have Your Say but lack the impetus. Community Voice is the prompt I need. I get updated on what Council is currently considering and I feel heard. Thank you.

34	50-59	ELSTERN WICK, VIC					This site could be better used than as a magnet to attract another 100 locals to park here while they are at work.	Supports the market				
35	35-49	CAULFIELD NORTH, VIC	Encourage commuters to use public transport instead of driving into city.							ElsternWick site is near to my kids school. So would be convenient.		
36	25-34	CAULFIELD NORTH, VIC			Better bicycle storage		See the previous list Not an efficient use of tax payer money. Only a small amount of car parks for 100 car parks in a residential street. Not appropriate	Makes more sense		Tax payer, interested in elsternwick and surrounds		
37	25-34	CAULFIELD NORTH, VIC			Better bicycle storage at stations		This is not an efficient use of taxpayer funds for the purpose of reducing congestion. Arguably this			Opportunity cost: funds could be spent on more effective measures which would		

							would increase congestion as an additional 100 cars try to get to the carpark each morning			better utilise available funds		
38	50-59	MCKINNON, VIC							I think there is probably adequate parking at Bentleigh already, particularly in the context of more people being likely to continue working from home (at least part of the time)			
39	35-49	CAULFIELD SOUTH, VIC					Covid-19 has changed our economy, train commuting is no longer important as it was. Council should seek to increase green space(s)					

40	50-59	CAULFIELD SOUTH, VIC	The money is there spend it				What is the cost per parking space		Improve public transport to railway			
41	70-84	ELSTERNWICK, VIC					The Elsternwick station is well served by other public transport means. Encouraging car parking translates into one person per car . The cost per person is therefore prohibitive					
42	25-34	GLEN HUNTLY, VIC				Future proofing for electric vehicles		Great it is being future proofed with EV charging stations but also to be able to utilise the space for other means by the community.			Glen Huntly road needs bike lanes, they had one of the highest number of accidents reported yet was excluded from your transport plan.	

43	60-69	MCKINNO N, VIC		The federal funding is totally corrupt pork barreling and should not be used by council.			Totally unnecessary and a complete waste of money.		This is one of the worst ideas I have ever seen from council. Please reject this immediately.			
44	70-84	ELSTERN WICK, VIC									more cycling tracks, and local bus shuttle	more council efforts to reduce plastic packaging
45	60-69	BENTLEIG H EAST, VIC				It utilises an area already used for public parking						No
46	70-84	BENTLEIG H, VIC									Concentrate on the core basic services. Ensure the physical environment is first rate then on the softer services.	
47	50-59	BENTLEIG H, VIC		Rather than create concrete parking towers council should NOT allow reduced parking	Invest in improving train and bus network, increase and extend timetable and encourage public	This site is more 'tucked away' and is located more toward the end of the shopping strip and close to the			This site would be served best by turning it into a bus hub that is, where	Am constantly being held up on Centre Road with traffic at a standstill and	In reference to question 11 I do query what the specific "assets" might	Frankly, I see it as yet another tick box. Council can say they 'consulted' or

				<p>at multilevel apartments such that streets are congested with occupiers' cars. Further, there should instead be an increase of buses in the suburbs that take people to the stations and shopping centres to reduce the number of cars on the roads and congesting the shopping centres. The stations and shopping centres should be people hubs not traffic or carpark hubs. Encouraging parking only attracts more cars rather than alleviating the problem or solving parking and vehicle congestion.</p>	<p>transport to train and shopping hubs. Definitely improve the cycling paths and cycleways - this so far is a disgraceful attempt at making the streets look like they have cycling lanes. The existing streets are too narrow already and painting a line down streets e.g. Brewer Road to tick a box to say there is a cycling lane is ridiculous. it is unsafe and unusable. Cars park in the cycling lanes and cyclists cannot ride safely along these streets. This approach is a waste of money. Get serious about establishing bike lanes, safe cycling and encouraging people to ride bikes. This tick box approach does the opposite in fact the only thing it encourages is</p>	<p>intersection of the highway intersection. I believe it will still cause congestion when cars are exiting at peak hours but Elsternwick is a high traffic area for commuters and shoppers alike. Having used the Elsternwick tram and train service for many years to go to work in the city, I witnessed increasing numbers attending the glenhuntly road shops and businesses, increased numbers on trams and trains. Parking on Glenhuntly Road causes roadblocks and side streets are often clogged with cars. We have stopped going to restaurants and shopping there as parking has become too difficult or one has to walk 1km before they get</p>			<p>buses service the local residents to be dropped off and picked up on buses right next to the train station. The area should be well sheltered for awaiting people, with seating and well let for safety and security. The shelters should be like those at Melbourne Airport where people are protected from the elements whilst they wait and there is good service coverage of the streets in the suburbs to get people to and from their home to the shops</p>	<p>have to endure so many turning in and out of the side streets. With the increased number of apartments and side by side properties being allowed to be built with reduced car parking spaces building a multi storey car park is NOT going to solve the problem. I think Council needs to have a good look at how much density they are permitting in the area.</p>	<p>be so whilst I answered the question I am also concerned as to what assets may be in question. My thinking is to upgrade assets like unsafe playground equipment, unsafe trees (an issue which would have been highlighted from recent weather events), improved/upgraded walking paths and cycling related assets e.g. bike racks, bike sheds for commuters, and energy efficient lighting, upgraded storm drains, pipes. We also have an</p>	<p>asked for opinions but so many people don't even know about this survey. I still see Council spending money without planning and thought just to tick boxes and we continue to pay for jobs to be re-done rather than take a little more and spend a little more to 'di it right the first time'.</p>
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					accidents and perhaps fatalities.	back to their car if eating out for dinner.			and/or station. This will result in less vehicle congestion, less vehicle pollution and improved and increased access to public transport.		aging population and we need to focus on getting facilities improved for the elderly especially as so many more are choosing to stay home longer and avoid going into an aged care facility.	
48	35-49	CAULFIELD SOUTH, VIC				It is an old carpark that needs updating already as is. It is often full or near full and the spaces available can be tight for larger vehicle's. My old car which I had for 15 years was lowered and getting in and out of the driveway to the carpark I had to go on a large angle to not scrap the car against the concrete road. My next vehicle was a large van which I couldn't fit into some spaces when						

						busy. I parked there today to go to the chemist and there were only a handful of available parking spots around midday on a Thursday. When I want to go to the zap fitness gym there on a Friday or Saturday night I can't park anywhere near there because of people going to the restaurants or cinema etc and it ruins my mood so I can't then exercise because I get angry and frustrated...						
49	25-34	CAULFIELD NORTH, VIC	if Glen Eira can secure funding for any infrastructure then it should absolutely do it									
50	60-69	MURRUMBEE, VIC								Use it probably when shopping at local shops. Want to support local small	Do not want more growth in dwellings such as apartments. Infrastructure not coping as it is. I've lived	Appreciate reading the results. Read summary of results in our local GlenEira News. The important

										businesses but parking always a problem at both of these localities. Both have really good shopping strips.	here for 40 years and it is getting increasingly difficult to move around. Cars parked in side streets are a constant hazard.	point will be how much is to be actioned. It's one thing to seek community views, another to implement what the majority really want.
51	25-34	MURRUM BEENA, VIC									Feels like some of the road/footpath renewal projects around our area are a waste of money that could be spent on things like improving walkability and safety of pedestrian crossings, or on improving park facilities.	

52	60-69	CAULFIELD NORTH, VIC	It should reduce green house gas emissions from car use.		Create Principal Predestrian Network Plans for each activity centre and upgrade footpaths to at least 1.8m wide, 2.4m wherever possible, to make walking more comfortable, safer and attractive. Integrate with urban forestry plan.			The design can include Crime Prevention Through Environmental Design [CPTED]			Capital Works budget should focus on upgrades	Please continue the Community Voice engagement.
53	50-59	ORMOND, VIC		I find this kind of pork-barrelling extremely corrupt. No matter that the Liberal Party seems to take it for granted as its "normal" way of doing business. I'm sorry if we really need the car parks in our area (which we may well do), but I just can't condone the way the funds were allocated.				Electric vehicle charging station! Very forward-thinking. And may I just add that I LOVE the plan for more open/green space in Glen Eira.			I'm sorry I don't know more than I do about budgeting, which would allow me to offer more useful feedback. For example, I don't know what the Council does as far as "Cultural Services" nor what those are. Nor do I have an understanding of what is needed for "Planning for	

											growth and the future." So I had to mark a few too many things "unsure." But I hope the rest of my input helps.	
54	50-59	CAULFIELD SOUTH, VIC	Just because more apartments are been built around the public transport, does not mean that these residents will not come with a car also. More residents always equals more cars. Impacting parking accessible to Elsternwick station and the shops.			It takes me 20-25minutes to walk to the Elsternwick station, when going into town or visiting friends for dinner, if I can get parking near the station I get the train, if I cannot find a park, I continue driving.						
55	85 and over	BENTLEIGH, VIC								More car parking spaces are desperately needed in Bentleigh for	I have not found any way to reduce expenditure so I hope that rates would	Happy to contribute from personal expectations of Council's work and

										rail passengers and local shoppers.	not have to increase to fund any extra expenses.	effectiveness. Could we please have a space at the end of each survey to add some further ideas which are not covered by the questions asked.
56	70-84	CARNEGIE , VIC		need to offer more bike spaces at the stations and allow more uber like car spots around Glen Eira			It will be another ugly multi storey building and create more traffic blocking the flow of Glen Huntly Rd onto Nepean Highway					
57	50-59	GLEN HUNTLY, VIC			Fast track level crossing removal, in coordination with state government and other affected councils.						During lockdown I walked many of the streets around Caulfield, Carnegie and Glen Huntly. It became apparent to me that nearly all of our open spaces are	

											sports fields ("green deserts"). We need a drawcard space like the St Kilda botanic gardens. The centre of the racecourse, if it is ever redeveloped, is a prime spot.	
58	25-34	GLEN HUNTLY, VIC										
59	50-59	CARNEGIE, VIC						incentives for small cars with smaller carbon footprints might be something to consider, also facility to park bicycles along with consideration for safe cycle route to transport links will encourage people to engage in		Good and safe links to cycleways and footpaths also important consideration, encouraging use of green energy and reducing impact of congestion in the city. Discounted or free electric vehicle		

								healthy behaviours, good for individuals, the environment and each other I.		recharging might help, also EV charging for bicycles, scooters or other modes of transport, including bike maintenance station/ sales shopfront. Also, Could be co-located with recycle /or repair shop. Could also be part of a work creation project or vocational education program or social enterprise/ impact project promoting sustainability in a range of ways, sustainability hub- for resources, ideas, collaboration,		
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										info and advice????		
60	25-34	CAULFIELD SOUTH, VIC		There is already too much parking for "free". I contacted professor Donald Shoup to ask him if his ideas which were written in an american urban and suburban context would apply to Glen Eira, and he said our demographics and car usage would be ideal for his ideas.	Have all parking in Glen Eira be paid by the users of the parking and reduce council rates with the money gained.	It is already a parking lot, might as well be multi-story						
61	25-34	GLEN HUNTLY, VIC										
62	60-69	ST KILDA EAST, VIC				Because site already used as a car park						

63	70-84	CARNEGIE , VIC									Funding for shelter for homeless people in Glen Eira should be a priority	
64	50-59	BENTLEIGH EAST, VIC										
65	50-59	ELSTERNWICK, VIC										
66	35-49	GLEN HUNTLY, VIC		(1) As noted in the Effectiveness Report, there would be an adverse effect locally, particularly during rush hour. With so many cars going to one point, congestion would be much worse than it is already (at those times at least). This would have a negative effect on the character of	Another question this all raises is: What is the end game? As we know, as our suburbs get more dense, there will be more and more cars. Do we continually build bigger and bigger carparks? We should have a vision for the future - excellent public transport infrastructure combined with excellent walking &		100 car spaces extra? That is insignificant for congestion. How much does that cost per car space? As laid out in the Effectiveness Report, they expect a reduction of one car for every three car spots. So, in terms of congestion, it takes only		As with the Elsternwick one, the increase in parking spaces in terms of reducing congestion is negligible, since, as the Effectiveness Report states, only 1 car will be removed from traffic for every carspace.	My family and I regularly dine and shop in Elsternwick (we live a few km away). The small amount of extra parking would probably be useful (although we always find a spot at the moment) - but see my other	Climate change is our biggest problem, should be more focus on that. Also planning for a future with less car reliance, so spending on PT, walkability and cycling.	It would be good to have an explicit deadline date to complete these. Otherwise all good - thanks!

				<p>the areas.</p> <p>(2) Imagine if this sort of money were put into improving walking, cycling, and public transport options. These are clearly things our community would prefer to focus on, and they have a strong effect in terms of health and livability. A renewed focus on cars is not the way forward for these principles.</p> <p>(3) If we want to take cars off roads (reduce congestion), making it easier for people to use their cars to get to a station is not the way, at least for a suburb. Clearly we need to make the public transport network much more attractive (short walks to stops, good walking facilities,</p>	<p>cycling facilities. If we start this path now, Glen Eira will be a very attractive place to live in the future.</p>		<p>about 30 cars of the road. A very expensive exercise if that is the aim. It is so small that it will be mainly used by local shoppers/diners I think. So much for "Congestion Busting". This funding (which the survey notes is the subject of multiple investigations) was clearly not well thought out.</p>		<p>How much is that per car? And what are the other costs (to livability, increased local congestion, community groups)? Really doesn't sound worth it. The money is better spent elsewhere, even ignoring the fact that it appears to be 'tainted', with many investigations into its distribution.</p>	<p>comments - it's expensive for what it is and we should be moving away from cars, so should be putting money into PT, walking, cycling, and livability, instead. A very large carpark would increase local congestion, which would change the character of the area, which is the main reason we like to go there.</p>		
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				safe cycling paths, cycling cages - I can't believe Elsternwick station doesn't have a bike cage!)								
67	18-24	ORMOND, VIC								Visit both places regularly and often need to drive as public transport is not convenient between my house and each town		
68	50-59	CARNEGIE , VIC					Too congested in this area. We don't need more cars there				After living near Packer Park for 14 years, it's the first time I've ever heard frogs croaking in the pond...did the council reintroduce these frogs?? Need to do what we can to preserve this wildlife in the suburbs	

69	60-69	ST KILDA EAST, VIC						Does not affect me so can't comment				With regards to some of the questions eg. Bentleigh car parking, which does not affect me) a 'N/A' option would have been useful
70	25-34	CAULFIEL D, VIC		It encourages car use - congestion itself encourages public transport use.			In principle opposition to building of car parks - public transport upgrades is what is needed		In principle opposition to use of car parks to reduce congestion - car parks encourage car use.			
71	35-49	MCKINNO N, VIC		High density commuter parking will attract PT users from surrounding areas. Better to increase parking at all stations and increase frequency and operating times if buses.	Better connection between bus and train - e.g. app which tells bus approaching railway station there are train passengers wanting to transfer to that bus							

72	50-59	ST KILDA EAST, VIC			<p>Congestion, noise and reckless speeding drivers on Hotham Street is like a freeway and racetrack, as the council border is on the east side of the road, sadly I doubt city of glen eira will do anything about the problem and pass the buck stating it is a city of port phillip problem, joint initiative with the 2 councils to sort out the problem of the heavy traffic and speeding/reckless drivers on this street. these days traffic is often banked up from Glen Eira road almost back to Carlisle street and same in the other direction from Carlisle street back to glen eira rd. I live on the corner of Denman AVE and Hotham St on the east side of Hotham, the Glen Eira side but I guess</p>	<p>A car park already exists so minimises impact on local residents and the environment as no park/native bushland has to be sacrificed.</p>		<p>The car park already exists so less impact on residents and no environmental impact with the latter no park or native bushland, wildlife being removed/impacted and no impact on residents.</p>			<p>It's a significant aging population, so more money towards preventative health services for the aged (over 50s), eg subsidised fitness/lifestyle programs with classes offered not only during weekdays during the day but on weekday evenings and weekends making it accessible for all. And there is a housing crisis, providing subsidies, means tested, for housing costs such as ongoing fees in a retirement village, the purchase of a</p>	<p>From community feedback and consultation implementation of requirements aiming for positive constructive results/outcomes and seeking feedback from community when something has been implemented after the initial implementation and again at certain periods of time later.</p>
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					<p>I can't complain to the city of port phillip as I don't live in that area and am not a rate payer in that area. Also trying to exit my street either turning right or left is very difficult and dangerous at times to enter Hotham St due to heavy congestion the traffic banked back blocking my exit and also speeding traffic. Others exiting other streets into Hotham st have the same problem, I suggest for traffic calming and allowing some of the side streets to have better easier access into Hotham by putting in some roundabouts. With roundabouts some drivers who are not local residents would find it a pain and would use an alternative route which would be Brighton</p>						<p>property in a village is generally not the problem financially it is the exorbitant ongoing fees; means tested provision of subsidised rents for people living in private rental accommodation etc, more social and public housing. Homelessness if rising, and the greatest increase in homelessness is in the category of women over 50. With more financially desperate people can come more pressure on relevant services and a possible increase in crime etc, the</p>	
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					<div>Rd/Neapean Hwy and would reduce traffic congestion, also the queuing on Hotham street at school drop off and pick up times is terrible and dangerous the drivers will block Hotham Street between Inkerman and Carlisle Streets and also Balaclava rd east of Hotham Street vehicles sit in the middle of the road, [REDACTED]</div>						<div>division widening between the haves and have nots.</div>	
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[illegible]

												not based on the facts (you believe they are).
74	70-84	ELSTERN WICK, VIC		Based on the modelling of the attached documentation, it does not appear that these car parks will deliver value for money.	Improve wheelchair access at Elsternwick and Gardenvale stations for example, where the ramps are perilous for wheelchair users. The 67 tram line is not accessible to people with disabilities. I for example must use a car when I might otherwise prefer to use public transport					I support increased use of public transport for environmental reasons, and hope these facilities might enable that. I am more strongly in favour of the Bentleigh car park than the Elsternwick one		

*Where no comments were provided, the row was removed.

**This comment was redacted due to culturally sensitive matters.



Multideck Commuter Carparks Summary

Glen Eira City Council

Date	16 November 2021, 5.30pm – 6.30pm
Attendees	36
Facilitator	Camilla Hamilton, Senior Associate, WSP
Purpose	To understand community reactions/reception of the car parking funding amongst community members and elicit further information that will enhance the feedback received through other engagement channels (e.g. the survey)

Summary

The one-hour online webinar was well attended by residents from Bentleigh and Elsternwick. It was also observed by several Glen Eira City Councillors and a Probity Advisor.

The session began with some residents voicing concerns on the lack of detail provided by Council at this point in the project, impacting their ability to give informed feedback during this session.

Several questions were raised and directed to the project team about the identification, selection and feasibility studies undertaken on the proposed sites. Many of the answers sought were unavailable at this time as Council decides on whether to proceed with accepting the funding before undertaking further assessment on the sites.

The Mentimeter online polling tool allowed us to steer the conversation back to the purpose of the session and ensure attendees provided feedback on whether Council should accept the funding and the proposed sites.

The project team were able to record comments and concerns from several community members, specifically those who seem to be directly impacted by the proposed facilities.

Most of the concern from residents was around the site selection and potential structural design of the proposed Elsternwick site. A suggestion was raised for Council to ask the Federal Government for additional funding that would enable the carpark to be created underground and provide a green space from the community at ground level. Another suggestion was that a site that was smaller and to the west of the train station would be more suitable for this purpose.

The conversation moved to discussing other congestion busting initiatives. Specifically, conversation focused on the need for investment cycling infrastructure, bus services and an integrated approach from Council.

It will be important to close the loop with attendees and the wider community with answers (where possible) to their questions and concerns.

Comments from participants – *paraphrased at times*

- “It doesn’t stack up in what’s indicated in terms of the number of car parks. Would be nice to get accurate information at this stage of the funding”
- “Seem like you’re putting the horse before the cart”
- “I support the concept of additional parking “
- “Has Council actually had a think about how this links with Integrated Transport Strategy and the climate change emergency?” [REDACTED]

- “I think we should be taking away parking, not adding more”
- “Cycling is important not just around Elsternwick but how it connects to other cycling infrastructure. It also needs to be safe and there is not really a fantastic network particularly around the Elsternwick area.”
- “Residents in Bentleigh who don’t drive are frequently relying on bus services and flexibility and reliability of the service has been an ongoing issue. Not only having a bus service but having integration with train services.”
- “Increasingly important for connectivity.”
- “Have Council looked at feeder buses or similar?”

17:36:08 From [REDACTED] : repeat the code please

17:36:12 From [REDACTED] to everyone: Can you post the details here

17:36:23 From [REDACTED] : how do you do this again

17:36:25 From [REDACTED] : The code is on the screen

17:36:31 From [REDACTED] : Good evening everyone.

17:36:33 From [REDACTED] : where is the poll booth

17:36:50 From [REDACTED] : where do you log on?

17:37:01 From [REDACTED] - WSP to everyone : www.menti.com

Code is: 55451887

17:37:17 From [REDACTED] S : Evening all

17:37:46 From [REDACTED] : terrible process should just use poll in zoom

17:38:15 From [REDACTED] : My suburb is not listed

17:39:27 From [REDACTED] - WSP to everyone : Hi Valerian, please let us know your suburb here in the chat so we can make sure it's captured. Thanks Nicola

17:39:34 From [REDACTED] : Caulfield North

17:39:42 From [REDACTED] - WSP to everyone: Thank you

17:39:59 From [REDACTED] to everyone : I missed saying I'm in Mckinnon

17:40:11 From [REDACTED] to everyone : Can't see the code

17:40:36 From [REDACTED] - WSP to everyone: Hi Lily, www.menti.com

Code is: 55451887

17:41:11 From [REDACTED] : What was the initial phase of engagement?

17:41:13 From [REDACTED] : Don't know what or where it is please just put it here

17:42:46 From [REDACTED] : my phone wont connect on that code

17:43:18 From [REDACTED] - WSP to everyone : Hi Lily, the Menti details are here: www.menti.com

Code is: 55451887

17:43:21 From [REDACTED] to everyone : Wsp ????

17:43:42 From [REDACTED] to everyone: Why can't you just give us the code ?

17:43:59 From [REDACTED] - WSP to everyone : Hi Lily, the code is: 55451887

17:44:15 From [REDACTED] to everyone : Why weren't we told we needed to also use a computer ?

17:44:16 From [REDACTED] : Where was the other proposed site mentioned?

17:44:21 From [REDACTED] to everyone : What will happen to the Bentleigh markets?

17:44:53 From [REDACTED] to everyone: Still waiting to get code so I can participate

17:45:25 From [REDACTED] to everyone : What were the options raised by council to federal govt originally?
Were the related to the Transport Plan?

- 17:45:25 From [REDACTED] [REDACTED] : How are the ipaqcts been determined for the new Elsternwick site
- 17:45:33 From [REDACTED] [REDACTED] : Helen, might be Vickery St. or Godfrey St/
- 17:45:41 From [REDACTED] [REDACTED] : Where is the residential impact studie for the new Elsternwick site?
- 17:45:43 From [REDACTED] [REDACTED] : Thank you
- 17:45:44 From [REDACTED] [REDACTED] to everyone : Open markets are a special experience that will not be replicated in an enclosed space
- 17:45:49 From [REDACTED] : As a major (only) tenant of the proposed Bentleigh site I am unaware of any consultation with our organization recent communication came as a surprise. No discussion about inside or outside new carpark.
- 17:46:10 From [REDACTED] [REDACTED] to everyone : What is the code ? Is no one monitoring this chat ?
- 17:46:47 From [REDACTED] [REDACTED] : Looking for the rationale for the Federal Government funding for this project, I have read the Australian National Audit Office (ANAO) report, and note the ANAO's statement that "The Department of Infrastructure's approach to identifying and selecting commuter car park projects for funding commitment was not appropriate" The federal government picked 47 car parks to fund by canvassing the opinions of 23 Coalition MPs and candidates in five Labor seats the government wanted to win at the 2019 election. This approach is clearly not a logical rationale for town planning. The National Audit Office investigation also stated that the planned locations for car parks don't line up with Melbourne's traffic patterns, population growth or even the conventional wisdom on which train stations were best suited for commuter car parks.
- 17:46:55 From [REDACTED] [REDACTED] : I never received the email to attend, I had a ticket. .A last minute call to a Councillor, who kindly sent the link. So what going on with consultation process when people are ignored, How many others where sidelined, I wonder.
- 17:47:07 From [REDACTED] [REDACTED] : Pork Barrelling
- 17:47:07 From [REDACTED] : What will the cost be to using the parking? I don't assume that it will be free.
- 17:47:23 From [REDACTED] [REDACTED] : So ratepayers have already spent our own money on this for the Probity Report?
- 17:47:33 From [REDACTED] [REDACTED] to everyone: I believe it will be free - but cost will be paid in loss of amenity
- 17:47:44 From [REDACTED] [REDACTED] : If fed gov funding this project why are you charging parking fees - is this a revenue raising exercise for GE?
- 17:48:37 From [REDACTED] [REDACTED] to everyone: Are you aware of the works currently underway at Chadstone SC. With that in mind why isn't consideration given to building up on the existing multideck rail car park?
- 17:48:44 From [REDACTED] [REDACTED] : The VLC report is so high level, and contains so little rigorous analysis, it is of little value. Importantly it neglects to include updated information on initiatives currently underway in Auckland and Wellington.

For instance, Auckland City Council has removed approximately 800 car parks since 2007, -reducing from around 4,200 carparks to around 3,400 carparks. Downtown streets are being converted and upgraded, and car parks across Auckland are being removed to pave the way for bus lanes and cycleways.

Auckland City Council hopes this will be a trend to encourage Aucklanders to use more public transport.

Auckland Council's planning committee is designing Auckland Transport's new strategy, which could remove parking spots on main arterial routes and in some parts of the city, as a way of curbing diesel and petrol car use.

Although the city as agreed to cut emissions by 50 per cent by 2030 - emissions are currently forecast to increase with car trips playing a part.

17:49:02 From [REDACTED] : If adopted, the strategy would be rolled out most vigorously in the city centre and metro areas close to rapid transport networks and main arterial routes, including the CBD, Newmarket, Takapuna, Albany, New Lynn, Henderson, Sylvia Park, and Manukau. Aucklanders could no longer count on being able to store their car using on-street parking either.

The strategy is an attempt to cut the Auckland's greenhouse gas emissions by reducing the distance travelled by petrol and diesel cars and shifting towards more climate-friendly forms of transport.

Wellington has invested in cycling infrastructure and the uptake of Onzo bikes shows people will be using it. More people are getting out of their vehicles and choosing the healthy option of cycling and walking.

Recent Wellington Council documents state:

"In order to reduce vehicular traffic through the city and start improving the streets a parking strategy identifying parking needs and goals for reducing parking in the city centre is needed. Copenhagen has developed a

17:49:22 From [REDACTED] : Copenhagen has developed an effective parking policy where 2-3% of inner city parking has been removed each year during the last ten years. Alongside the positive side effect of less traffic the road space has been used for cycle lanes and widened footpaths. At present the excess width of the Wellington streets is used for car parking. A better use is possible."

The "Let's Get Wellington Moving" project is planning initiatives to overhaul transport in the city. These include light rail to Island Bay and a priority bus system to the airport and eastern suburbs. A second Mount Victoria Tunnel is also on the cards to separate traffic from walkers and cyclists.

The VLC report references dated case studies, and fails to consider the respective costs. Such 'analysis' which fails to investigate costs as well as benefits renders it, and its 'findings' meaningless.

17:49:53 From [REDACTED] : it will increase congestion in Stanley St, Riddle Pde and Glen Huntly Rd into a tiny heritage precinct

17:50:24 From [REDACTED] : As what will be a mainly commuter car park has any thought been given to building the car park on the Vic track owned site on the other side of the railway line in Nicholson Street. What benefits to local traders and residents?

17:50:24 From [REDACTED] : There is support from firms to move to working flexible from home since COVID and the likelihood is that there will be less people commuting to the city for work.

17:51:00 From [REDACTED] : Would be better if it is underground

17:52:46 From [REDACTED] to everyone: How much green space could there be squeezed in to that space?

17:52:59 From [REDACTED] to everyone : Referring to Bentleigh

17:53:55 From [REDACTED] to everyone : How many people are participating please - are there only 18 residents?

17:54:02 From [REDACTED] to everyone : Why is the code not being shared so I can participate ?

17:55:00 From [REDACTED] : current car park in Elsternwick is free

17:55:16 From [REDACTED] : we sent questions a week ago and not had them answered.

17:55:52 From [REDACTED] to everyone : Great questions and comments Warren

17:55:59 From [REDACTED] : Current use of Stanley street has vacant spaces at all times

17:56:30 From [REDACTED] : So for around 180 commuter cars it's proposed to spend \$20mil, seems excessive for such limited value and when around a third of new users from local area according to the report

17:57:08 From [REDACTED] to everyone : Not very well done or organized from a participant point of view.

17:57:16 From [REDACTED] - WSP to everyone : Hi Cr David Syngier, we have 32 attendees online currently. Thanks, Nicola

17:57:26 From [REDACTED] to everyone : In Elsternwick there should be at least one underground

17:57:26 From [REDACTED] : That's right, where will we park if we are going shopping to Bentleigh shops and Coles? These spots won't be available if this carpark is for commuter parking.

17:57:48 From [REDACTED] to everyone: Agree Rose

17:58:30 From [REDACTED] : 2 levels at stanly strest is better than stanlet street west

17:58:52 From [REDACTED] : oops Stanley steet

17:59:18 From [REDACTED] In Bentleigh, Bent street is already highly congested. It will be worse if there will be a high rise carpark.

17:59:25 From [REDACTED] to everyone: Why not build over the railway line at Elsternwick station

18:00:38 From [REDACTED] : Glen Eira has declared a climate change emergency, we should be reducing parking not increasing it.

18:00:58 From [REDACTED] to everyone : Agree Paul

18:02:30 From [REDACTED] to everyone : Yes, Elsternwick station carpark is free

18:03:29 From [REDACTED] : What consideration made for post pandemic commuting and the likelihood of a Melbourne Congestion tax at some stage in the future?

18:03:50 From [REDACTED] : No answers provided - will you follow up? You clearly do not know if the site will be a fee for use or not. Coucils project officer clearly in writing state it would be a user pays car park. Please clarify. Current site is free times carparking.

18:04:09 From [REDACTED] - WSP to everyone : Yes we will follow up Giselle. Thanks for your feedback

18:04:13 From [REDACTED] : excellent question Ron.

18:04:39 From [REDACTED] : has the council considered underground parks as seen in prahran

18:05:19 From [REDACTED] [REDACTED] : I think underground would be great, what would be the cost for underground?

18:05:34 From [REDACTED] [REDACTED] : Or I should say the difference in cost.

18:06:53 From [REDACTED] [REDACTED] : I was of the understanding Staniland Gove carpark would be underground

18:07:24 From [REDACTED] [REDACTED] : And what is now proposed for the Stanley St East site if no long marked as per structural plan for the new carpark?

18:07:36 From [REDACTED] [REDACTED] to everyone : This projects aims to reduce congestion - but congestion where? City congestion? I fear it will increase congestion around Glen Huntly Rd, Elsternwick, as a free carpark will attract commuters from outside the area, or will draw people off the many public transport options that feed into Elsternwick station, encouraging them to drive to the station instead. So could this simply shift congestion from the city to Elsternwick?

18:07:48 From [REDACTED] [REDACTED] : still cant answer question Council!

18:08:20 From [REDACTED] : Remember at the end of the car parks life it will cost a lot of ratpayer money to remove, possibly more than it cost to build.

18:09:07 From [REDACTED] : sorry ratepayer

18:09:40 From [REDACTED] : It should be rejected on the basis that this is not connected or related to any of Council's strategies or plans

18:09:47 From [REDACTED] : Can you let everyone know answer to that

18:09:53 From [REDACTED] : Answer the climate emergency question?

18:10:19 From [REDACTED] : If Bentleigh was to proceed what Is the timeframe from start to finish?

18:10:25 From [REDACTED] : I note GECC has declared a "climate emergency". How does building more multi-deck car parks and encouraging greater use of fossil-fuel burning vehicles align with this Council policy? This is a disappointing combination of poor planning and total hypocrisy. The environmental impacts of building multi deck car parks are not just from encouraging the use of cars over public transit or walking and cycling, but also from activities related to building and maintaining the infrastructure.

The energy use and materials associated with creating more parking spaces has a significant environmental impact. A huge amount of resources are used to build a multi deck car park – mostly concrete, which has its own environmental implications.

18:10:39 From [REDACTED] : Providing free parking only encourages more cars into local streets, and raises the levels of greenhouse gases like carbon dioxide, methane and nitrous oxide.

Glen Eira has the lowest amount of open space within any Victorian municipality, and a tree canopy which is gradually being eroded. Building a multi-deck car park on scarce open space, and removing the established, mature trees at the site would worsen these problems. A concrete multi-deck car park would create an urban heat island. Replacing natural land cover with a dense concentration of concrete that that absorbs and retain heat, would result in heat trapped by the hard concrete surfaces, increasing urban temperatures, and resulting in a less liveable and less attractive neighbourhood.

Council needs to investigate how we can cool down our suburbs. Building more artificial surfaces which hold more heat and make our urban environments hotter, with heat radiating from roads and footpaths is not a solution.

18:10:57 From [REDACTED] to everyone : There are many outer suburbs that could really do with this commuter carpark funding. The funding should be redirected to areas of need.

18:11:08 From [REDACTED] : The large trees currently on the site reduce air and surface temperatures through shade and evapotranspiration, - shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere. In addition, the removal of trees and vegetation would have flash flooding runoff impacts. Again, Council is guilty of poor planning and failure to commit to initiatives which would remedy these long-standing problems. This proposal reeks of climate hypocrisy.

The Covid-19 pandemic has given us a glimpse of what a changed world looks like with far fewer cars and much cleaner air.

18:11:25 From [REDACTED] : The sudden drop in pollution and improvement of air quality around the world has been a wake-up call.

The coronavirus pandemic struck at a time of climate emergency, - an emergency caused in large part by the huge amount of greenhouse gas emissions released into the atmosphere – much of which comes from cars. This pandemic may have inadvertently triggered an environmental reprieve, but it has not stopped climate change. Fewer cars on the road means improved air quality, better public health and a major contribution to tackling the climate crisis. The pandemic has changed transport globally. We have the opportunity to see what would our cities look like when we are designing for people, not cars.

18:11:34 From [REDACTED] : Any decline in car use cannot be expected unless people have efficient, accessible and affordable alternative options. Policy and behaviour change may take a long time, but there exists a building momentum across the world that recognises car-free streets as a critical way of tackling the urgent climate crisis, as well as a strategy to improve health and wellbeing. This pandemic has resulted in countless forced changes to our lifestyles, economies and environments. Seeing what's possible can lead to change – the question is how to ensure the change resulting from this global emergency improves health for people and planet.

Reducing car use is good for health, productivity, urban liveability and the economy.

- 18:11:51 From [REDACTED] : What si proposed design of Stanley west
- 18:11:56 From [REDACTED] to everyone : CCTV
- 18:12:23 From [REDACTED] to everyone : FOOTPATHS
- 18:12:58 From [REDACTED] to everyone : RIDE N PARK
- 18:13:31 From [REDACTED] : Good points about Glen Eira's climate emergency declaration.
- 18:13:35 From [REDACTED] : Concrete is concrete - what alternatives are you suggesting?
- 18:13:59 From [REDACTED] : It's going to be concrete! It's not climate friendly!
- 18:15:24 From [REDACTED] : putting the horse before the cart
- 18:15:31 From [REDACTED] : Lily the site is menti.com code 55451887 you can use your phone
- 18:15:57 From [REDACTED] : What materials do you recommend, Helen?
- 18:16:53 From [REDACTED] : Not to build a high rise carpark
- 18:17:27 From [REDACTED] : You can only use concrete
- 18:17:34 From [REDACTED] to everyone : Keep some trees please
- 18:17:41 From [REDACTED] to everyone : Thanks Davy
- 18:17:49 From [REDACTED] to everyone : David
- 18:17:53 From [REDACTED] : Will you be adding charges to the parking one day?
- 18:18:52 From [REDACTED] : Thanks for conducting the session and facilitating the discussion! Can you please provide some feedback on a couple of queries re Bentleigh? 1) The design indicates a green space to the north. Given the footprint size, can 300 car parks be delivered over three levels on the area identified? 2) What funding conditions exist for the parking controls for the commuter car parks? It was mentioned that it would be all day parking, if this is the case these car parks may not be available for sort term stay, can you please comment on this? Thanks.
- 18:20:02 From [REDACTED] - WSP : Thanks Warren, we'll make sure your questions are captured. Nicola
- 18:20:08 [REDACTED] : Agree connectivity between buses and trains is pivotal
- 18:21:34 From [REDACTED] to everyone : East Stanley st is far better option for multi storey car park and far more cost effective.
- 18:21:41 From [REDACTED] : have you considered placing a car park over railway opening
- 18:21:53 From [REDACTED] : Well facilitated Camilla.
- 18:22:33 From [REDACTED] : To quote Professor Graham Currie, Monash University transport expert, Melbourne railway stations already had some of the biggest car parks in the world, and better bus services would ease the pressure. "Car parks are ugly and awful, they make station environments less attractive, but they reflect the car dependency of our city".

There needs to be a shift in mindset to implement sustainable solutions. Building more and more car parks is a non-solution.

18:22:42 From [REDACTED] : One solution is to use local feeder buses. For a fraction of the \$10 million outlay, it would be possible to purchase and operate a fleet of buses which would deliver local passengers to trains all day, not just in peak hour when parking spaces might be available.

A feeder bus could provide reliable transfers to/from the CBD with the cost to drivers included in their parking fee. For example, Launceston City Council has implemented a shuttle bus/park & ride service which loops around the city, picking up people

including commuters, shoppers and tourists and dropping them at key destinations. It encourages people to leave their cars at home, or for those who live a little further out, to use the less congested and cheaper car parking facilities on the outskirts of town and catch the free bus in. This promotes a healthier way of getting around while reducing the amount of traffic and pressure on parking.

18:23:49 From [REDACTED] to everyone: Agreed with Paul: let us not sanction pork barrelling. This project is not a response to a priority community need for this area: it is a response to a political need. It is a solution in search of a problem.

18:24:13 From [REDACTED] : We should encourage pork barreling.

18:24:58 From [REDACTED] : Underground can have flooding

18:25:08 From [REDACTED] : City of Stonnington build undercover parking and also turned into an amazing plaza for community

18:25:10 From [REDACTED] : sorry again I'm meant should not encourage pork barreling

18:26:03 From [REDACTED] : Agree Paul.

18:26:48 From [REDACTED] : Prahran market car park went up and is an eye sore. Underground parking behind Coles in Chapel Street enhanced and has the community useage.

18:26:59 From [REDACTED] : Suggest Council go back to Feds and request additional budget to deliver underground parking

18:28:05 From [REDACTED] : This funding doesn't relate to need and is driving a potentially distrastrous solution locking us into more car use rather than develop the alternatives which benefit more residents than 200 commuters who'll use a carpark

18:28:25 From [REDACTED] to everyone : Why not build over the Elsternwick railway line. So close to all transport

18:28:41 From [REDACTED] : Houses nearby can crack when digging for underground

18:29:15 From [REDACTED] : food

18:29:24 From [REDACTED] : We have gone underground for trains and seen the benefits there.

18:29:45 From [REDACTED]n to everyone: Underground or high-rise: commuter parking will become a congestion magnet in the heart of Elsternwick.

18:30:30 From [REDACTED] : Will you be looking at chat and using it?

18:30:39 From [REDACTED] - WSP to everyone : Hi Rose - yes we will

18:31:05 From [REDACTED] S : Last dot point of next steps presupposes project will proceed

18:31:27 From [REDACTED] : Has the two projects been costed against meeting our net zero emissions framework. We also must consider the heat island effect such a structure will have on their surrounds

18:31:32 From [REDACTED] : Thankyou, look forward to next session

18:31:37 From [REDACTED] : Stongly support the under-grounding car parking. Bentleigh has two major shopping centres with shoppers parking at grade. Has Council consulted with these stakeholders about the possibility of under-grounding car parking below supermarkets and allowing increased height on those sites? This would reduced current on grade car parking and potentially open up an alternate funding source. GE has the lowest provision of open space per capita in Vic and this would also avail opportunities to increase open space.

18:31:39 From [REDACTED] : We need positive notice that our queries have been adressed

18:31:40
don't really need

From [REDACTED] : Sounds like the dazzling dollars are driving this and giving a solution that we

Multideck Carparks - Social Media feedback received

Instagram	No.	Contribution
	1	Think it's a great idea
	2	Any towers going to be built in Ripponlea?
	3	Where exactly will they be built in Bentleigh? Over current station parking?
	4	bentleigh definitely needs parking to encourage train travel!!!
	5	Elsternwick desperately needs extra car parking.
	6	What are you doing to reduce the number of cars on the road? Build more car parks. For what purpose? Why not spend the money on incentives for retailers to lease empty high streets and diversify high streets by spreading your commerce to drive local foot traffic rather than build more congestion. We need to reduce the number cars on the road. This isn't a sustainable plan. Bentleigh has an abundance of car parks already

Facebook	No.	Contribution
	1	How will the car parks be made safe for people using them, especially in winter etc when it's dark.
	2	Improve the cycling network and safe cycling. All these starting points are viable to get to the city on a bike.
	3	Where would the Elsternwick one go? Just can't imagine where it would fit near the station.
		FB user reply to 3: 26 Stanley Street where the old carpark is behind Chemist Warehouse, Grill'd etc. to create more car parking spaces. Bentleigh site is where the carpark is next to the station in Bent Street where the Sunday market is held
	4	Need one in Carnegie
	5	FB user reply to 4: There could be another round, if the councillors don't decide to refuse this offer of full funding.
	6	FB user reply to 5: Let's hope so
	7	FB user reply to 5: Thank you. Maybe a rooftop garden?
	8	FB user reply to 6: they intend to include a rooftop garden
	9	FB user reply to 7: Thanks! I really hope it goes ahead. Sounds fantastic!

10	FB user reply to 8: That's awesome.
12	FB user reply to 4: so agree and unfortunately we have been waiting for 10+ years There were plans for a carpark and market similar to South Melbourne and Prahran market. Sadly they have placed it on hold indefinitely What a shame Carnegie is left behind on many levels Starting to look very neglected unkept is how many describe it and yet we are a beautiful busy shopping strip with a beautiful community spirit A shame those that should see it don't
13	Tag
14	Reply to 8: read that, trying to identify where they're proposing locating it
15	Tag
16	I think they're great!
17	More bike lanes and a better use of public money as it moves more people. Glen Eira BUG https://www.facebook.com/groups/gleneirabug/
18	Reply yo 2: Not everyone can or wants to use a bike!
19	White elephant
20	Why didn't you just do it as part of the Bentleigh level crossing removal?
21	Provision for EV chargers and solar panels+ batteries on the top level; movement detecting lights which drop to a lower illumination when no people or vehicle movements. Higher illumination at entry and exit points for more than the required minimum depth. Security provisions.

SOCIAL MEDIA TERMS AND DEFINITIONS**Facebook**

Term	Meaning
Reached	The number of users who were shown the content in their feed
Engagements	A user read the post and then engaged with it in some way
Likes	A user clicked the Like button
Loves	A user clicked the Love button
Comments	A user left a comment
Link Clicks	A user clicked the link in the post
Shares	A user shared the post on their page or to a Facebook group
Other Clicks	A user clicked on something else in the post that was not the link (eg. image, comment). These clicks show that the user is trying to gather more information

Instagram

Term	Meaning
Reached	The number of users who were shown the content in their feed
Interactions	A user read the post and then interacted with it in some way
Profile Visits	How many people visited the Glen Eira profile from the post
Website Clicks	How many clicks on the webpage
Likes	A user clicked the Like button
Save	Users can create and organise saved posts in private folders on Instagram so they can return to them later

Multideck Carparks - Written Correspondence feedback received

No.	Contribution
1	Can you advise what car parking controls are being proposed for the potential multi-deck car park at Bentleigh? This doesn't appear to be listed in any documents but is important regarding how spaces will be allocated. As an example, long stay versus short stay allocation. Can you please also provide a summary of the consultation process. Will there be a letter box drop to nearby residents?
2	Response to 1: A follow up question, I note that the consultation process makes no reference to specifically advising nearby residents. Will Council be undertaking a mail out to nearby residents regarding this consultation process?
3	<p>Thank you for the opportunity to have a say on this important matter. Sufficient car parking will definitely define whether a local shopping strip survives with so many other ways to shop that don't require parking. I would have hoped that council may have considered roofing the state government owned railway line on Gordon Street opposite the classic. In addition to Federal funding their could also be state government funding. A two level car park at that location would service train travellers, movie goers, the Jewish Museum, Kadimah Centre, Jewish Holocaust Centre and Woolworths and visitors to the apartments above. If the state government provided funding this may enable 2 car park sites that would ensure the long term success of the Elsternwick shopping precinct. The East end of GlenHuntly Road Elsternwick already has the benefit of the Coles, Stanley street , CBA and library car parks. The middle area of the shopping centre car park , will/ would , provide for the current and future of the middle of the shopping strip.</p> <p>A car park over the railway line opposite the Classic Cinema would cater for the west end of the strip.</p>
4	<p>Could you please clarify if the "estimated total car parks achieved" at Bentleigh and Elsternwick incorporate the existing car parks on the proposed multi-deck sites i.e. at Bentleigh is the 300-350 as a net gain of car parking, less those existing on the site (123?), and at Elsternwick the 160-200 as a net gain of car parking less those existing on the site (75?)?</p> <p>I saw some mention of cycle parking to be added as part of the car park developments and is this still proposed, and if so, what is the provision?</p>
5	<p>Thank you for the opportunity to provide feedback regarding possible ideas for development of the Elsternwick car park.</p> <p>Stonnington council has developed an amazing example of a car park construction incorporating soft open green space for the community - A much needed asset by the Glen Eira residents and greater community.</p> <p>Although the cost was excessive, the concept of green space for the community could be adopted according to budget available.</p> <p>Please refer to link below for further information:</p> <p>https://www.acecon.com.au/prahran-square-car-park-redevelopment-project/</p>

6	<p>I write on behalf of myself and my family to provide feedback in response to the development of the Elsternwick car park.</p> <p>Stonnington council has supported the development of an amazing car park construction which has become a noteworthy asset to all residents and visitors alike.</p> <p>It incorporates much needed open green space and whilst addressing the car parking issue.</p> <p>We strongly believe a similar concept should be adopted for the Elsternwick precinct.</p> <p>Please refer to link below for further information:</p> <p>https://www.acecon.com.au/prahran-square-car-park-redevelopment-project/</p>
7	<p>Can you please sign me up for the multi-deck car parking workshop.</p> <p>What time is this, its not listed on line?</p> <p>Also, I am only interested in Bentleigh and assume this will be sperate?</p>
8	<p>The proposal of this Multi storey car park is potentially dangerous adding further stress to the traffic asking Centre Road which is already over utilised. The location of this car park being so close to Centre Road will aggravate this problem. There are already numerous buses connecting to the Bentleigh train station .People can connect with the buses no need to drive there to park only to add extra congestion.</p> <p>The idea of the multi storey car park will work elsewhere but not at Bentleigh. I suggest Ormond where people can access from North Rd, a wider road for more cars.</p>

9	<p>Follow up email to 8: Thanks for your reply. I understand where the Council stand in this instance. I am however very concerned with the blocked traffic conditions along Centre Rd particularly near the shops and train station, now before the multi storey car park is built and even more so later when additional cars will access this already fully congested area from other suburbs.</p> <p>I would like to request the Council to especially consider this issue thoroughly and lay it out with the federal government. Careful considerations and planning need to be done regarding the entrance and exit point for this car park to avoid further burdening the traffic and pedestrians on Centre Road.</p> <p>Also, is Public Transport Victoria going to increase the frequency of trains for Frankston line? I noticed trains along the Frankston line run slower than the Sandringham line for unknown reasons. Is it because of the numerous level crossings along its route? Could you find out and to improve that as well? It is because having more passengers using this Bentleigh station will demand more trains and more efficient services.</p> <p>I appreciate your help and reply.</p>
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10	<p>I hope this email finds you well.</p> <p>I'm writing to you regarding the proposed multi-deck carpark that is in the consultation phase for Elsternwick and Bentleigh.</p> <p>My family and I have lived at 18 Stanley St Elsternwick for 13 years so i feel that our opinion matters. Due to the fact that your decision in the multi-deck carpark will directly impact on our quality of life.</p> <p>We understand the urgency for increased car parking in the street, we live it everyday. However, the car parking needs to be 3 levels underground at a basement level.</p> <p>We do not want to live near a 3 story level multi-deck car park. It is depressing as it is that we have to live near the newly built towers on Riddell Pde. It is imperative the three level car parking needs to be built underground at basement level.</p> <p>Dale, I implore you, we need to be progressive with our design and not waste an opportunity that we have been given. The Federal Government's generous gift should be spent wisely and leave a legacy to the future residents of Elsternwick</p> <p>We only need to look at our neighbours in Prahran for inspiration. They not only satisfied the car parking requirement by delivering an underground parking, they also created a wonderful meeting plaza with open space for families to enjoy as a community. The ever increasing rise in realestate land value, and lack of large parcels of land should warrant serious consideration to construct the multi level car parking at a basement level. Please do not waste precious land on car parking at a ground level. We should be more innovative than this.</p> <p>Most of the residents on Stanley St and Riddell Pde are families. We don't have much open space to gather around in. This is only getting worse, with each additional residential tower being approved and constructed. Lord knows when this will ever cease. The Residents are desperate for more green open space.</p> <p>Yes we have Elsternwick Plaza, however, this is far too small to adequately host all the new residents moving into our area. Each tower represents hundreds of people living or visiting Elsternwick. We are desperate for a bigger area to gather and relax in.</p>
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11

Regarding the article on page 6 of the "Glen Eira News":

It is the nature of us humans to want get to and from public transport as directly/quickly as possible.

Bentleigh: If the carpark is built where shown on the diagram, then users would have to walk southwards along a lane way to Centre Road, enter the station and head back northwards to the station platform. This would be made worse if the pedestrian entrance/exit is on the Bent Street side of the carpark, and not on the southern (laneway) side of the building.

Suggestion for Bentleigh. A pedestrian overpass directly from the carpark to the train platforms. This could be added to the carpark at minimal cost. Disabled folks could still access the platforms via the existing lifts, or the overpass could have ramps to the platforms.

Elsternwick: If the carpark is built at the shown site, then there is a fair hike (unpleasant in wet or hot weather) northwestward to Glen Huntly Road, then double back southeast through the station foyer and down the ramp to the platform to end up near where you came from.

Suggestion for Elsternwick: A pedestrian overpass from the roundabout adjacent to the station (sorry, I don't have a map handy, so don't know the name of the street that joins Stanley Street) directly to the southeastern end of the platforms. Again, wouldn't cost much money, but save patrons lots of time and money.

Given that we no longer have gatekeepers at railway stations, perhaps we can move past the days when railway stations had only one fiercely guarded entrance/exit?

12	<p>I have grave concerns and fervently object to the proposed Elsternwick site in Stanley Street West.</p> <p>This is a massive departure from the Elsternwick structural plan which had the car park at Stanley Street East site pegged for this obscene development.</p> <p>I have several questions seeking a response from you of which I have highlighted in yellow.</p> <p>What I don't understand is why the change from the original site from Stanley St East to Stanley Street West. No justification has been provided by council. Can you please provide this?</p> <p>No details have been provided regarding the following and I seek you to provide these details not only to me but publicly as part of the community consultation process:</p> <ul style="list-style-type: none">-Comparisons between the original proposed site at Stanley St East - the scale of the development, size, height, site coverage, entry and exit or proposed development costs and whether this will be a free of charge or user pay car park <p>No details have been provided as to the assessments to impact to residential structures if this development was to go ahead at Stanley St West. Can you please substantiate how the impact been assessed, by whom and when – what are the measurements and findings as per claim “a minimised impact to the surrounding residential and sensitive interfaces” made in the FAQs (https://www.gleneira.vic.gov.au/about-council/council-projects/glen-eira-multideck-car-parks)</p> <p>Our home is directly opposite the new proposed site at Stanley St West. The impacts to the amenity of our property are great from the visual bulk an above ground multi story which will greatly reduce north solar access to our property. The proposed multistorey carpark will face directly onto habitable bedrooms and living areas of our property and directly at eye level from our balcony and upstairs bedrooms and pose an intrusion of privacy.</p> <p>The increased traffic burden will be immense and ruin the quiet enjoyment of our home.</p> <p>Congestion is already an issue during peak hours along Riddle Parade and it makes no sense whatsoever why the site would be moved from a easily accessible main road such as Orrong Rd to a residential street and to a significantly reduce site plan?</p> <p>We have already experienced continued disruption from over development of multi-story buildings directly across the road from 28 Riddle Parade and the Park Lane development immediately abutting 28 Riddle and the Stanley St West car pack for the past 6+years and this proposed development would create and further disruption effectively meaning we will have lived opposite a construction site for over 10 year.</p> <p>There are well established gum trees on the current Stanley St West car park site which will not be able to be replaced with this development.</p> <p>Our immediate vicinity has experienced a complete lack of oversight to the damage and degradation of the heritage of the precinct with obsessive multi story development. Essentially the corner of Riddell parade and Stanley St will become a complete and utter concrete jungle.</p>
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13	<p>Follow up email to 11: The revised Elsternwick site is not an attractive proposition as it suffers the exact same issues the Stanley St East site was rejected for:</p> <ul style="list-style-type: none">-The size and scale of the proposed buildings (too many levels / too large)-Concerns regarding existing site conditions-Management requirement of traffic speeds and increased traffic volume-Concerns regarding antisocial behaviour-Proposed location of the car parks (i.e. distance from stations)-Proposals being discordant to the character and built form of surrounding areas <p>Can you please provide me with the residential impact study that has been undertaken for both Stanley St East and Stanley St West sites.</p>
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14	<p>Follow up email to 12: Thank you for your reply.</p> <p>My comments to your responses follow below in blue text.</p> <p>Also, please find attached a petition to Council regarding the Multideck Carpark at 26 Stanley St Elsternwick containing 22 signatures objecting to this proposed development.</p> <p>Look forward to raising this at the workshop tomorrow and hope that you are able to answer many of the questions we have raised.</p> <p>Thank you for your email of 4 November 2021 regarding the proposed Elsternwick multideck car park. Below I have responded to each of the points that you raised under the specific headings:</p> <p>CHANGE OF SITE</p> <p>There are a number of reasons why the proposed car park project site in Elsternwick has changed from Stanley St East to Stanley Street West. In 2019/20, Council undertook a phase of engagement to inform the community of the car park proposal at Stanley St East.</p> <p>Overall, the feedback from this consultation process raised several concerns with local residents and traders. Some general feedback from the community included:</p> <ul style="list-style-type: none"> -The size and scale of the proposed buildings (too many levels / too large) -The scale and size are of much greater concern at the proposed site, and would be absorbed much better by the original, much larger site. -Concerns regarding existing site conditions -For example? The conditions are the same at the proposed site. -Management requirement of traffic speeds and increased traffic volume -This makes no sense. The previous site has access to Orrong Rd, which is a main road, whereas Riddell Pde and Stanley St are smaller, already
15	<p>I am very much against the building of an above ground multi level car park. If more parking is needed in Elsternwick, then please build it underground and have green open space at ground level.</p>
16	<p>Follow up email to 14: Thanks for your response. My response now is then is no above ground multideck car park! It would be an absolute eyesore.</p>

17	<p>I'm contacting you to object in the strongest possible way to another proposed multi storey carpark in Elsternwick. The existing one next to Elsternwick station is a perfect example of what they very quickly become dirty, scary places with dark corners for undesirable activities to occur. As a female I will not use that facility.</p> <p>Question is does GECC have the spine to say 'no' to the federal funding being offered and represent the people who elected them.? I have yet to find one local resident in favour of this proposal ... support for it will only come from those who do not live in our suburb.</p> <p>PS How did the museum and cultural centre development in Selwyn St which includes a 300 seat theatre receive approval with zero on site parking? This makes the current proposal even more galling!</p>
18	<p>I just wanted to send a brief note to express my horror at the proposed multi deck carpark being considered for Bentleigh.</p> <p>If we have learned anything from the past weeks it is that our reliance on fossil fuels and unsustainable transport should be challenged at every opportunity. To build an ugly, multi-storey carpark will only encourage more motor traffic. Along with that, it threatens the market that is an important part of local culture.</p> <p>As my elected representative, I ask you to oppose this foolish proposal and propose more sustainable investment in transport. How can we look children in the eye if we squander their future by foolishly clinging to these outdated approaches?</p> <p>I am very happy to discuss any aspect of this and will certainly campaign actively against this proposal.</p>
19	Can you tell me the location for the planned multi deck car park in Elsternwick please.
20	<p>That's a better site than the original plan.</p> <p>How many levels please?</p>

21

I am a resident of Stanley Street Elsternwick across the road from the proposed multi level car park.

I am incredibly disappointed to learn about the plans to develop the car park across the road. As you would be aware the council recently changed the zoning to “Heritage and Character” and over turning the previous zoning which allowed for multi level development (mixed zone, 4 level construction allowed). It was over turned because the council thought it was important to retain homes with character. In supporting this view I do not think it is reasonable to build a large scale commercial car park in the area that you want homes to be retained.

If additional parking is required I propose that the car park be built under ground on the site rather than above ground. This would create the opportunity to add value to the community by creating a green space above the car park. Glen Eira has an extraordinarily low amount of green space and creating this near the cafes and restaurants on Glen Huntley Road would add enormous value to the suburb and bring people to the area.

I appreciate there is additional cost in building the car park underground but the improvement to the suburb attractiveness and local traders would be significant. If additional revenue is required, the car parking could be paid for commuters/workers which I believe would be well supported in exchange for more green space.

I strongly object to the proposed development and ask that you listen to the voice of our local community and deliver a solution that adds parking as well as much needed green space for the community.

22	<p>Forgive me for weighing in as a mere resident but I wonder whether Council (and more particularly the council officer responsible for writing the officer report) would benefit from feedback by a select group of residents who have expressed an interest in transport matters. I imagine some members of the committee would be aware that the notion of building multi-deck carparks at the two selected sites arose as part of the Elsternwick and Bentleigh Structure Plans. They may have paid particular attention to the two traffic analyses which formed part of that process. They then might have given some time and thought as to how the construction of these structures interacts with the Integrated Transport Strategy, Parking Policy and Our Climate Response Strategy and read and considered some of the submissions made to the Senate inquiry into the Urban Congestion Fund.</p> <p>Oddly, none of the above has been referenced on Council's dedicated webpage soliciting public feedback or the relevant page of the Have Your Say website. I'd have thought the quality of public feedback will, to some extent, suffer as a result. The final officer report (and recommendation) may well benefit from at least some residents making use of that material to provide feedback on a draft officer report and recommendation. Of course if the administration is content with the very broadest and shallow form of public feedback augmented with feedback by a smaller group of residents benefitting from an audio-visual presentation then by all means the Committee ought to be limited to providing some comments on the presentation.</p>
23	<p>Elsternwick</p> <p>If the carpark were ground and one level higher level only and if trees were planted to lessen impact to residents it could be useful. Not so much to reduce congestion..only 20 trips saved per day, but to provide nighttime parking for the Classic and the restaurants in the area. Currently the car park is short term- 2 hours I think, not whole day. Short term parking still needs to be provided. This mix would spread the traffic issues</p> <p>If car parking is going to be part of the precinct plans -without a Woolworths, then the car park would be unnecessary for nighttime.</p> <p>Did the council have existing plans for the carpark?</p> <p>BENTLEIGH</p> <p>I'm not familiar with this area but from the information provided it appeared that there would be less impact on the surrounds c/f a multi-storey in Elsternwick . Is there a demand for night time parking in this location?</p> <p>In general I am averse to pressure on planning decisions.</p>
24	<p>Has anyone pointed out that this statement about building multi-deck car parks makes no sense: "Enhancing walkability and cycling facilities in Glen Eira are less likely to have a significant impact on reducing car usage, particularly in the south east of Glen Eira where walkability is low."? So, enhancing walkability doesn't make sense where walkability is low? Does that mean it makes sense to enhance walkability where walkability is already high? It seems to me that where walkability is low is exactly where it should be enhanced! Building car parks, which encourages more people to drive, is definitely not the way to reduce congestion. This whole proposal just reads like nonsense to me.</p>

25	<p>Overall, the quality of responses from Council was disappointing. Too many questions were taken 'on notice', and many answers were lacking in detail, confused and contradictory.</p> <p>For instance, when Giselle queried how Council had arrived at the assertion that the multi-deck car park proposed for Elsternwick would have minimal impact on the surrounding residential area, - given a residential impact study has not been conducted, - Taryn, after initially questioning the statement, then said it related to the 'construction phase' of the project. This is the first time we have heard this explanation. What evidence is this based on?</p> <p>Council's FAQ's on its website states: "The proposed Elsternwick site is being chosen due to its proximity to the train station and activity centre, and for the minimal impact it will have on the surrounding residential area and sensitive interfaces."</p> <p>In the absence of a residential impact report, -and any facts or evidence to support such a statement, - Council cannot make such claims.</p> <p>When Paul Caine questioned how multi-deck car parks aligned with Council's declaration of a 'climate emergency', Taryn's response was that, as far as possible, environmentally friendly materials would be used in construction.</p> <p>The reality is that cutting down established trees and building a concrete structure, with a huge carbon footprint and associated urban heat island effects, makes a mockery of Council's claims that 'it is committed to addressing the local impacts of climate change and building momentum for sustained community climate action.'</p> <p>Council has committed to ambitious new carbon emission reduction targets of zero net corporate emissions by 2025, and zero net community emissions by 2030.</p>
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26

I am a resident of Stanley Street Elsternwick across the road from the proposed multi level car park.

I am incredibly disappointed to learn about the plans to develop the car park across the road. As you would be aware the council recently changed the zoning to “Heritage and Character” and over turning the previous zoning which allowed for multi level development (mixed zone, 4 level construction allowed). It was over turned because the council thought it was important to retain homes with character. In supporting this view I do not think it is reasonable to build a large scale commercial car park in the area that you want homes to be retained.

If additional parking is required I propose that the car park be built under ground on the site rather than above ground. This would create the opportunity to add value to the community by creating a green space above the car park. Glen Eira has an extraordinarily low amount of green space and creating this near the cafes and restaurants on Glen Huntley Road would add enormous value to the suburb and bring people to the area.

I appreciate there is additional cost in building the car park underground but the improvement to the suburb attractiveness and local traders would be significant. If additional revenue is required, the car parking could be paid for commuters/workers which I believe would be well supported in exchange for more green space.

I strongly object to the proposed development and ask that you listen to the voice of our local community and deliver a solution that adds parking as well as much needed green space for the community.

27	<p>I am writing to let you know that I am very unhappy about the proposal for a hideous, unsafe and unnecessary multi-story carpark.</p> <p>Our council desperately needs more open space not more multi-storey buildings. Our suburb has become a giant concrete heat magnet yet ongoing high rise development appears your goal at the expense of liveability and retaining a connection with our history.</p> <p>If you have ever walked through the Elsternwick train station carpark at night you will understand it is not a safe destination for anyone particular females at night. It also attracts undesirables for activities like drug dealing. I have 3 young daughters living with me at 27 Stanley St / 32 Riddell. The idea of a very close unsafe environment like a multistorey carpark is of great concern. I am totally unconvinced as to the need...just because there is the possibility of Federal funding. Decisions on development should be based on need not funding availability.</p> <p>You would be aware that there is a massive work from home change that will also significantly reduce public transport traffic into the city and the need for commuter carparks.</p> <p>Please spend any funds we have access to on making our environment more sustainable, liveable, accessible.</p> <p>I am also particularly unhappy about what seems Council's failure to ensure sufficient carparking for recent multi-storey developments and are now scrambling to find ways for rate payers to make up any gap.</p> <p>The Selwyn street development has raised very significant concerns about Council's decision making and governance. Some of the decisions and support for the development do not seem to be completely above board. I am no conspiracy theorist but my reading of this raises concerns about proper process being followed.</p> <p>As George Orwell penned, "some animals are more equal than others", some (large) developers are more equal than others!</p> <p>You are elected to represent your rate payers and fellow citizens. Please ensure any decision is being made for the betterment of us.</p>
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28	<p>I am writing this email to you as a response to the community consultation on the Bentleigh and Elsternwick multi deck car parks.</p> <p>Whilst I have lived in Bentleigh for over 20 years, my more relevant experience is from my employment at VicUrban (now Development Victoria).</p> <p>Whilst at VicUrban, I completed a research scholarship on developing car park sites for a higher and better use, whilst maintaining the carparks. The business adopted this concept and completed numerous feasibility studies for a number of publicly owned carpark sites.</p> <p>Before you continue to a feasibility stage, I would recommend consideration of developing the multideck carparks with residential apartments above (as private or affordable housing), and retail frontages to the street so that the sites are developed to a higher and better use than carparking alone. Depending on the possible configurations of the site, the additional uses could fund the construction of the carparking.</p> <p>Whilst I was at VicUrban, we worked in partnership with many Council areas, and undertook the initial feasibility investigation process. I do not have an understanding of Development Victoria's current interest in this area, however this could be a potential partnership opportunity for you to consider.</p> <p>I will not be able to share specific details of the feasibility studies at VicUrban as it is their intellectual property, however should you wish for me to assist in an introduction to Development Victoria or to discuss this concept further please do not hesitate to contact me.</p>
29	<p>Just wanted to chat to someone about the new carpark proposed in Stanley Street.</p> <p>I'm the owner of the adjacent office at 28 Riddell Parade, Elsternwick which will have significant issues with natural light and reduced amenity from the outlook if the carpark proceeds in its current form.</p> <p>The office currently holds almost 80 people and is one of the larger employers in the area.</p> <p>If someone could please contact me to discuss that would be great.</p>
30	<p>Please find attached my objection to the proposed multi-deck car park at 26 Stanley St Elsternwick.</p> <p>Attached letter: Please find below reasons for this objection: Elsternwick already has a multi-deck commuter car park. Residents don't want another.</p>

As a long-term resident and ratepayer living in Elsternwick, I do not wish to see my local neighbourhood swamped by another ugly concrete structure which will attract more cars, noise, fumes and congestion into already congested local streets. Besides the well-documented problems of air pollution, congestion and accidents caused every year, the largest effect cars have on suburbs is the tremendous damage they do to social spaces. The local community deserves better.

We long-suffering locals have been subjected to obsessive and inappropriate multi-story development in the Stanley St/ Riddell Pde precinct, and have effectively had to live with continuous building work in the immediate vicinity for almost ten years, - a most unpleasant experience, with significant loss of amenity.

Council has failed to explain why the proposed site has changed. Where are the site due diligence, concept design and feasibility studies undertaken for the Stanley St East site, which is much larger, serviced by a major road and would have minimal impact on residents?

Why is Council funnelling so much car parking in Elsternwick to the south side of Glenhuntly Rd? A more balanced approach to planning needs to consider boosting the very limited parking options to the north side of Glenhuntly Rd.

Council's assertion that this new proposal will have "minimal impact on the surrounding residential area" is false. It is dishonest and misleading to make such a statement when a residential impact study has not been undertaken.

Where is the consideration of the impact of more cars, more noise, more congestion, more pollution, loss of amenity, loss of privacy, loss of trees, the creation of an 'urban heat island', overshadowing, traffic hazards etc? There is no such thing as "free parking".

This proposal will be hugely detrimental to residents in the two apartment buildings directly adjacent to the car park, and to residents in Riddell Pde and Stanley St, including the heritage properties directly opposite the site.

The proposal is totally incongruent with Council's neighbourhood character overlays, which aim to protect the characteristics which contribute to the local character, and ensure that the character, appearance, location, form, height and bulk of new development is compatible with those aspects of existing premises on the site, or in the local streetscape. A multi-deck carpark fails to meet all of these residential development standards, and would be an ugly blight on the streetscape.

Doubling the number of car spaces at a cost of \$10 million, or in excess of \$100,000 per car parking space is ridiculously expensive, inefficient and wasteful, given the standard cost of multi-deck car park spaces is around \$50k. Regardless of whether Council is paying for the project, it is a massive waste of taxpayer funds, which could be better spent elsewhere.

Council has declared a "climate emergency". Building a concrete multi-deck car park to attract more cars to congested local streets directly contradicts its stated policy of reducing carbon emissions and promoting environmental sustainability. One of the best ways to encourage people to drive is to provide car parking and make it free.

Glen Eira has the lowest amount of open space within any Victorian municipality, and a tree canopy which is gradually being eroded. Using valuable open space to build a multi-deck car park, and removing the mature trees at the site would only worsen these problems.

Why hasn't consideration been given to an underground option like Prahran Square in Prahran which has provided 500 spaces of underground car parking, while meeting Stonnington's commitment to the environment by implementing a broad range of holistic environmental and sustainability initiatives, with an open-air plaza and urban garden for recreation, events, festivals and markets.

The cost of providing underground parking is not as expensive as many assume, and in a balanced approach, should have at least been considered. The Federal funding rationale is flawed, with most of the chosen projects in Melbourne's south-east, despite more of the city's most congested roads being in its north-west.

Suburbs in Melbourne's west with annual population growth of 4 per cent have not received funding while Liberal-held eastern Melbourne electorates like Goldstein, where the annual population growth is less than 1 per cent received funding for multiple car parks.

International and Australian research has showed commuter car parks are effective when they are built in lower-density, outer suburban areas, where people live too far from train stations to walk or cycle.

The online survey quotes the VLC report commissioned by Council. This report is lightweight at best. Using case studies over 15 years old, it is mediocre high-level analysis, focussed only on the benefits of potential measures and does not address the respective costs. Such 'analysis' which fails to investigate costs as well as benefits renders it, and its 'findings' meaningless.

Ironically, in assessing "congestion-busting" initiatives the VLC report concludes: "it is likely that the risk of local congestion at the Elsternwick activity centre is greater than that at Bentleigh" ...- "congestion-busting" indeed?!

Another multi deck car park would be expensive to build and maintain, is space-intensive, locks up valuable real estate, and requires public transport users to own just as many cars as if public transport didn't exist.

In the wake of the pandemic, we have the opportunity to reimagine better options for how our suburb functions, - with more space for people and less for cars. It is time for long-term vision and planning to replace knee-jerk policymaking and political expediency.

Land use in close proximity to train stations needs to carefully consider present and future value. Present needs must be balanced with future value and needs.

Parking can directly compromise the adoption of active and sustainable modes of transport. Free and easily accessible parking contributes to induced driving and car ownership.

Advancements in transport technology, such as autonomous vehicles may fundamentally change future private car use. Areas occupied by car parks today are likely to become valuable community assets in the future. Anticipating future change and need should inform site selection and building design. Elsternwick residents are looking to Council to provide vision, planning and leadership in these areas.

The energy and digital transition currently underway is changing the way cities accommodate cars, which spend 95% of their time stationary. The advent of the electric car, the autonomous car, new transport capabilities such as Uber, car and ride sharing, and alternative modes of transport such as bicycles and electric scooters will lead to a reduction in the number of cars, and much less need for parking spaces.

The rationale for Federal funding is flawed

Looking for the rationale for the Federal Government funding for this project, I have read the Australian National Audit Office (ANAO) report, and note the ANAO's statement that "The Department of Infrastructure's approach to identifying and selecting commuter car park projects for funding commitment was not appropriate"

The federal government picked 47 car parks to fund by canvassing the opinions of 23 Coalition MPs and candidates in five Labor seats the government wanted to win at the 2019 election. This approach is clearly not a logical rationale for town planning.

The National Audit Office investigation also stated that the planned locations for car parks don't line up with Melbourne's traffic patterns, population growth or even the conventional wisdom on which train stations were best suited for commuter car parks.

I appreciate there are legitimate issues around accessing the rail network, however the areas where car parks are under the most pressure is in Melbourne's outer-fringe growth suburbs, in the west and the south-east of Melbourne. Inexplicably, it was Liberal-held eastern Melbourne electorates like Goldstein and Kooyong, where the annual population growth is less than 1 per cent, that received funding for multiple car parks. Suburbs like Werribee and Melton, in Melbourne's west, where population is growing at a rate four times faster, and which are considered safe Labor seats, did not get car parks and representatives were not given a chance to propose any.

The majority of the projects are in Melbourne, despite Infrastructure Australia previously saying road congestion was a far bigger problem in Sydney. Most of the chosen projects were also in Melbourne's south-east, despite more of the city's most congested roads being in its north-west.

Impact on residents

The GECC website states "The proposed Elsternwick site is being chosen due to its proximity to the train station and activity centre, and for the minimal impact it will have on the surrounding residential area and sensitive interfaces."

It is dishonest and wrong to assert that there will be minimal impact on the surrounding residential area", when a residential impact study has not been undertaken.

The new site is bordered by two apartment towers and heritage houses directly opposite, and it is totally incongruent with the neighbourhood character overlays. The Stanley St East car park would have a much lower residential impact, and has the benefit of proximity to the much larger Orrong Rd, rather than funnelling more traffic into already congested, smaller local streets.

For years, local residents have been subjected to obsessive and inappropriate multi-story development in the Stanley St/ Riddell Pde precinct, and have effectively had to live with continuous building work in the immediate vicinity for almost ten years, - a most unpleasant experience, with significant loss of amenity.

Where is the consideration of the impact of more building works, more cars, more noise, more congestion, more pollution, loss of amenity, loss of privacy, the creation of an 'urban heat island, loss of trees, overshadowing, traffic hazards etc?

The VLC park and ride report fails to investigate costs, yet still concludes: "it is likely that the risk of local congestion at the Elsternwick activity centre is greater than that at Bentleigh". The current high levels of congestion in Elsternwick are intolerable and must be addressed.

Costs

Elsternwick is proposed to have a total of 160-200 car parking spaces at the site. All existing 78 car parking spaces will be retained.

This represents a net increase of between 82-122 car spaces, at a cost of between \$82,000 and \$122,000 per parking space, assuming a total outlay of \$10 million.

Given that the standard cost of multi-deck car park spaces is around \$50k, the proposal is horrendously expensive, inefficient and wasteful. The common response of "Council isn't paying for the project" misses the point that this proposal represents a massive waste of taxpayer funds, which could be better spent elsewhere. There's no such thing as "free parking".

In Melbourne, the Federal funding for locations for car parks doesn't line up with the city's traffic patterns, population growth or even the conventional wisdom on which train stations are best suited for commuter car parks.

The VLC Report states that "the increase in capacity park and ride at Bentleigh and Elsternwick can be expected to reduce the rate of car trips towards the CBD by about one third of all new users of the car parks, or in other words, every three new car parks will mean one less longer distance car trip towards the CBD."

Unfortunately, the VLC report does not contain any rigorous analysis, and these assertions cannot be verified. Like so many similar reports, it contains outdated, unused and poorly examined and aligned metrics.

Monash University senior lecturer in urban planning Dr Elizabeth Taylor has stated that even when commuter car parks were effective, they didn't necessarily take cars off the road.

For every person who drives to a car park and then catches the train instead of driving into the city, there is usually another person who used to walk, cycle or catch the bus to the station who now drives.

One of the biggest problems with the idea of driving to public transport is psychological. Once you've started your journey in a car, you've got little reason not to drive it all the way to your destination; i.e. it undermines public transport use.

One of the best ways to encourage people to drive is to provide car parking and make it free. Like building roads to relieve congestion, the provision of parking creates its own demand, and so increases the problem instead of reducing it. There's never going to be enough parking. Even if you doubled the size of every station car park in Melbourne, it would increase train patronage by 20 per cent - from 5 per cent of the population to 6 per cent. Such a tiny increase seems hardly worth the very substantial cost of providing all that extra parking.

It is simply not possible to keep on building more car parks. It is not possible or sensible to keep building more and more car parks. Eventually we will just have stations surrounded by acres of car parks.

Better solutions must be found

To quote Professor Graham Currie, Monash University transport expert, Melbourne railway stations already had some of the biggest car parks in the world, and better bus services would ease the pressure. "Car parks are ugly and awful, they make station environments less attractive, but they reflect the car dependency of our city".

There needs to be a shift in mindset to implement sustainable solutions. Building more and more car parks is a non-solution.

One solution is to use local feeder buses. For a fraction of the \$10 million outlay, it would be possible to purchase and operate a fleet of buses which would deliver local passengers to trains all day, not just in peak hour when parking spaces might be available.

A feeder bus could provide reliable transfers to/from the CBD with the cost to drivers included in their parking fee. For example, Launceston City Council has implemented a shuttle bus/park & ride service which loops around the city, picking up people including commuters, shoppers and tourists and dropping them at key destinations. It encourages people to leave their cars at home, or for those who live a little further out, to use the less congested and cheaper car parking facilities on the outskirts of town and catch the free bus in. This promotes a healthier way of getting around while reducing the amount of traffic and pressure on parking.

Another option is to price parking to account more accurately for actual demand, to incentivise use of active and sustainable modes of transport, and advocating generally for more efficient publicly-shared spaces.

In metropolitan Melbourne, nearly 85 per cent of households have walkable access to local buses, however this does not translate to usage, and despite having per capita one of the world's largest tram and rail networks, public transport patronage in Melbourne is lower than in either Sydney or Brisbane.

This reflects the fact that successive governments in Victoria have failed to deliver the transport infrastructure and services needed to support rapidly growing communities. This is adversely impacting accessibility, and risks the future liveability of metropolitan Melbourne. Urgent action is required to address this serious problem. These deficiencies are increasing car dependence, pollution and exacerbating traffic congestion at significant community cost.

A multi-deck car park is a significant long-term investment and once built, its use is difficult to change. In the wake of the pandemic, we have an opportunity to reimagine how our suburbs function, with more space for people and less for cars.

For our suburb to evolve with integrated transport options, long-term strategic thinking must take precedent over short-term "easy wins". Political expediency must be replaced by sensible planning and long-term vision.

Climate impacts

I note GECC has declared a "climate emergency". How does building more multi-deck car parks and encouraging greater use of fossil-fuel burning vehicles align with this Council policy? This is a disappointing combination of poor planning and total hypocrisy.

The environmental impacts of building multi deck car parks are not just from encouraging the use of cars over public transit or walking and cycling, but also from activities related to building and maintaining the infrastructure.

The energy use and materials associated with creating more parking spaces has a significant environmental impact. A huge amount of resources are used to build a multi deck car park – mostly concrete, which has its own environmental implications.

Providing free parking only encourages more cars into local streets, and raises the levels of greenhouse gases like carbon dioxide, methane and nitrous oxide.

Glen Eira has the lowest amount of open space within any Victorian municipality, and a tree canopy which is gradually being eroded. Building a multi-deck car park on scarce open space, and removing the established, mature trees at the site would worsen these problems.

A concrete multi-deck car park would create an urban heat island. Replacing natural land cover with a dense concentration of concrete that absorbs and retains heat, would result in heat trapped by the hard concrete surfaces, increasing urban temperatures, and resulting in a less liveable and less attractive neighbourhood.

Council needs to investigate how we can cool down our suburbs. Building more artificial surfaces which hold more heat and make our urban environments hotter, with heat radiating from roads and footpaths is not a solution.

The large trees currently on the site reduce air and surface temperatures through shade and evapotranspiration, - shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere. In addition, the removal of trees and vegetation would have flash flooding runoff impacts.

Again, Council is guilty of poor planning and failure to commit to initiatives which would remedy these long-standing problems. This proposal reeks of climate hypocrisy.

The Covid-19 pandemic has given us a glimpse of what a changed world looks like with far fewer cars and much cleaner air.

The sudden drop in pollution and improvement of air quality around the world has been a wake-up call.

The coronavirus pandemic struck at a time of climate emergency, - an emergency caused in large part by the huge amount of greenhouse gas emissions released into the atmosphere – much of which comes from cars. This pandemic may have inadvertently triggered an environmental reprieve, but it has not stopped climate change.

Fewer cars on the road means improved air quality, better public health and a major contribution to tackling the climate crisis. The pandemic has changed transport globally. We have the opportunity to see what would our cities look like when we are designing for people, not cars.

Any decline in car use cannot be expected unless people have efficient, accessible and affordable alternative options. Policy and behaviour change may take a long time, but there exists a building momentum across the world that recognises car-free streets as a critical way of tackling the urgent climate crisis, as well as a strategy to improve health and wellbeing. This pandemic has resulted in countless forced changes to our lifestyles, economies and environments. Seeing what's possible can lead to change – the question is how to ensure the change resulting from this global emergency improves health for people and planet.

Reducing car use is good for health, productivity, urban liveability and the economy.

Park and ride

Relying on park-and-ride to grow patronage assumes that every new driver using the car park is someone who used to drive alone to their destination - as distinct from someone who previously caught the bus, or perhaps carpooled with someone else.

The cars of train passengers, -some of whom according to the VLC report come from Beaumaris, Highett and Cheltenham, - also add to traffic congestion in Elsternwick, detracting from urban amenity

A 2010 study of seven commuter car parks built in Victoria found a third of users had previously driven for their entire journey, while a quarter had previously walked or used public transport entirely.

While commuter car parks are one way of getting people to use the train network, the numbers are fairly neutral.

Despite the Urban Congestion Fund's stated purpose to manage congestion, there's certainly not an obvious correlation between congested roads and where the commuter car parks are proposed.

Expecting people to drive to railway stations puts an artificial limit on the number of passengers the train system can support. Car parks are expensive to build and maintain, are space-intensive, lock up valuable real estate near stations, and require public transport users to own just as many cars as if public transport didn't exist.

In well-patronised rail systems around the world, most train passengers arrive at the station by feeder bus or tram, not by car; it would simply be impossible to provide enough car parking to get all these passengers there by car instead.

According to ABS Census data, one in five Melbourne rail commuters travels to the station by car. On the other hand, a clear majority of train travellers walk to the station, while a comparable number arrive by bus or tram as by car (despite the generally very poor provision of these services).

The proportion of people driving to the station is usually thought much greater than it really is. Currently, around 5 per cent of Melburnians are train users, and 20 per cent drive to the station; Melbourne's railway station car parks are quite capable of housing the cars of this 1 per cent of the population (20 per cent of 5 per cent). But what if not 1 per cent, but 25 per cent of Melbourne's population wanted to park their cars at railway stations? There wouldn't be enough land or enough concrete to handle the task!

Like building roads to relieve congestion, the provision of parking creates its own demand, and so increases the problem instead of reducing it.

Even if we doubled the size of every station car park in Melbourne, the very best result we could expect is to increase train patronage by 20 per cent - from 5 per cent of the population to 6 per cent. Such a tiny increase seems hardly worth the very substantial cost of providing all that extra parking.

Park-and-ride also leads to an increased number of short car trips, which contribute disproportionately to air pollution owing to the 'cold start' effect.

Anti-social impacts

Large public car parks pose threats as well: poor lighting and lack of surveillance can turn them into hangouts for vandals, and a hub for antisocial behaviour including theft, assaults, graffiti, vandalism etc

The experience in other countries

Multi deck car parks create unequal, inefficient and unsustainable suburbs. It's time for genuine long-term planning and vision.

Cities across the world have begun rethinking their parking policies and are moving to prioritise walkable urban development and the type of city living that does not require a car for every trip, renouncing policies of providing abundant parking.

The energy and digital transition currently underway is changing the way cities accommodate cars, which spend 90% of their time stationary. The advent of the electric car, the autonomous car, new transport capabilities such as Uber, car and ride sharing, and alternative modes of transport such as bicycles and electric scooters will lead to a reduction in the number of cars and much less need for parking spaces.

Zurich has been among the most aggressive. In 1996, the city decreed that there would be no more parking: officials placed a cap on the amount of parking spaces that would exist there. The result has been that the city's streets have become even more amenable to walking, cycling and transit use.

Copenhagen has also been reducing the amount of parking in the central city. Forty years ago, traffic was as bad in Copenhagen as any other large city. Today, over half of the city's population cycles to work every day

Copenhagen started introducing pedestrian zones in the 1960's, and car-free zones slowly spread over following decades. Urban planners are recognising that streets should be designed for people, not cars.

Paris has been even more aggressive. Starting in 2003, the city began eliminating on-street parking and replacing it with underground facilities. Roughly 15,000 surface parking spaces have been eliminated since.

Paris' Mayor Anne Hidalgo's Plan Vélo has promised to make every street cycle-friendly by 2024 and remove 72% of Paris's on-street car parking spaces.

A car-free zone has been introduced in Oslo. While not 100 percent off-limits to cars, the city is succeeding at drastically reducing car use in this area, eliminating parking spots and banning cars on many streets. The car-free zone is part of a larger plan to make the whole city carbon neutral by 2050.

Madrid has banned cars from the city centre and major streets. Pollution dropped and safety improved, and the streets became a joy to walk.

Hyderabad, India's tech hub, has experimented with banning cars from its IT corridor every Thursday. New York and Mexico City have both taken back major streets from cars periodically.

Along with all these initiatives to deprioritise cars, there needs to be other ways available for residents to get around. Otherwise, the system simply punishes those with less money. Without other good transportation options, the rich can afford to pay the extra costs while the poor can't afford to commute.

Helsinki, the Finnish capital plans to drastically reduce the number of cars on its streets by investing heavily in better public transport, imposing higher parking fees, encouraging bikes and walking and converting inner city ring roads into residential and walking areas.

It's time for Glen Eira to study progressive planning around the world where moves are underway to overcome high levels of car dependence, and cities are moving to prioritise active and sustainable modes of transport.

Another multi-deck car park is inappropriate in Elsternwick. It would be too expensive to build and maintain, extremely space-intensive, locks up valuable real estate, and would require public transport users to own just as many cars as if public transport didn't exist. It would dramatically reduce amenity for local residents who do not want to look at more ugly concrete and have to deal with more cars, noise, traffic hazards and pollution.

	<p>Questions to GECC?</p> <p>The cost to build a car park in Australia (in 2019) varies significantly according to the city (cost range per gross floor area – \$/m2): Open Deck Multi-Storey: \$650 to \$1,500 Basement (CBD): \$1,060 to \$3,100 Basement (Other than the CBD): \$930 to \$2,800 Undercroft (Other than CBD): \$580 to \$1,200</p>
31	<p>I add my support to the building of the car parks in Elsternwick and Bentleigh. Without them, retail will die and amenity will be decreased in Glen Eira.</p> <p>Many thanks for your consideration</p>
32	I support the building of new car parks in elsternwick and Bentleigh
33	I am in favour of council accepting federal govt grants to build public car parks in Elsternwick and Bentleigh.
34	<p>Carparking in Glen Eira is in short supply.</p> <p>It is appropriate that car parking in shopping strip areas be extended, as land becomes available, & where suitable it should be multi storey. It can intermingle with commercial developments, near residential developments in areas where there is shortfall, where developments can add parklands utilizing some small sites that can be extended. Council should do parklands and carparks in key areas.</p> <p>The Federal Government should take the opportunity to create worthwhile developments that permit employment.</p> <p>The opportunity to add sculptures in strip shopping areas would included jobs in these shopping areas and school zones, developing the art, employment and creativity.</p> <p>Please take these comments into the community.</p>



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18 November 2021

Probity Report

Multi-Deck Car Parks – Community Engagement

Context

In 2019 Glen Eira City Council (the **Council**) was offered funding for two proposed car parks, located in Elsternwick and Bentleigh, from the Commonwealth Government's Urban Congestion Fund (the **Fund**), which is administered by the Department of Infrastructure, Transport, Regional Development and Communications (the **Department**).

The Department's administration of the Fund was the subject of an audit conducted by the Australian National Audit Office, noting issues with the sub-optimal allocation of grant money from the Fund to local councils across Australia.

The Council has engaged Baron Consulting to advise it in relation to the two proposed car park projects, from a probity perspective.

Our engagement comprised two parts:

- the development of a set of protocols designed to guide Council staff in mitigating any risks and issues emanating from the sub-optimal administration of the Fund by the Department (which was delivered on 10 November 2021); and
- the provision of probity oversight of a community engagement process initiated to inform decision making in relation to the car park projects.

This Probity Report addresses the community engagement process.

Scope of Probity Advisory Assignment

Our engagement for the provision of probity advisory support to the community engagement process required us to carry out the following tasks:

- **Meetings:** attend meetings as required with Council staff to discuss the community engagement process;
- **Review:** review documents relevant to the community engagement;
- **Community meetings:** attend community-based meetings as nominated by Council staff;
- **Report:** provide a final report setting out our findings and conclusions (being, this Probity Report).

Baron Consulting Pty Ltd
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P.O. Box 761
South Melbourne VIC 3025

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Community Engagement Consultant

We note that the Council appointed WSP Elton Consulting to support and facilitate the community engagement process.

Compliance

The *Local Government Act 2020* requires Victorian local councils to give effect to the public transparency principles, which are as follows:

- Council decision making processes must be transparent except when Council is dealing with information that is confidential under the Act;
- Council information must be publicly available unless it is confidential under the Act, or its release would not be in the public interest;
- Council information must be accessible and understandable to members of the community; and
- public awareness of the availability of Council information must be facilitated.

Under the *Glen Eira City Council Staff Code of Conduct*, Council officers must also satisfy the following broad requirements while carrying out their duties, of relevance to a community engagement:

- demonstrate professional behaviour while interacting with community members,
- avoid disclosing personal or confidential information, and
- avoid or mitigate conflicts of interest.

From a probity perspective, not only do Council staff need to ensure that any conducted community engagement processes comply with these requirements, sufficient transparency needs to be incorporated into such processes to allow external observers to see that the requirements have been satisfied.

Reviewed Documents

Over the course of this assignment, we were provided with copies of the following documents:

- **Council Policies and Protocols:**
 - Community Engagement Policy
 - Public Transparency Policy
 - Open Data Policy
 - Staff Code of Conduct.
- **Community Engagement Planning Documents:**
 - Community Engagement Plan (September 2021)
 - Community Engagement and Communication Plan (table).
- **Reports:**
 - Veitch Lester Consultants – Glen Eira Park and Ride – Final Report (30 September 2021).



- **Have Your Say Documentation:**
 - Glen Eira City Council website – Have Your Say – Glen Eira Multideck Car Parks
 - Project Report
 - Survey Responses.
- **Council Agenda Papers:**
 - Response to Council Call for Report – Urban Congestion Busting Measures (undated)
 - Community Engagement Plan Update (5 November 2021).

Meetings Attended

We attended meetings with Council staff to discuss the community engagement process on the following dates:

- 21 September 2021, and
- 8 November 2021.

We also attended (as observers) the following community-based meetings at the request of the Council:

- Sustainability Advisory Committee (8 November 2021), to observe a presentation by Council officers about the car park projects and the Committee's discussion of issues arising; and
- Glen Eira Multideck Car Parks Community Workshop (16 November 2021), to observe a discussion by the participants regarding whether or not they supported the projects, their reasons for their views, and what alternative congestion reduction measures they would support.

Community Engagement Planning

As required by the Council's Community Engagement Policy, a detailed community engagement plan was developed, with the assistance of WSP Elton Consulting.

We reviewed the community engagement plan and noted that it appropriately incorporated the following:

- background, objectives, and key questions and messages for the engagement;
- a stakeholder analysis and RACI matrix;
- a detailed communication plan, including a risk mitigation strategy; and
- a survey to be offered for completion by interested community members.

We consider that the plan was appropriately structured and transparent so as to:

- ensure a wide and representative sample of the community was consulted about the car park projects; and
- mitigate the potential risk of external parties:
 - providing inaccurate input,
 - misrepresenting community views, or
 - inappropriately influencing Council processes.

The questions contained in the community survey appeared to be open in nature, allowing respondents to indicate their level of support (or non-support) for the projects, the reasons for their choice, and their preferences for the funding of alternative congestion reduction options.



We consider that the balanced nature and proper structure of the survey questions would have clearly indicated to the community that the Council was not seeking to either promote or restrict particular responses provided to Council staff.

Community Engagement Process

The community engagement plan provided for a range of forms for engagement with the community. The principal direct forms of engagement were:

- the publication of the survey in the 'Have Your Say' section of the Council's website,
- seeking feedback at forthcoming community advisory committee meetings (one of which was attended by Baron Consulting), and
- the facilitation of group discussions via an online community workshop (attended by Baron Consulting).

The background material provided to accompany the community survey on the 'Have Your Say' section of the Council's website was comprehensive, including setting out a detailed FAQ section. We consider that this approach would have demonstrated a high level of transparency and a genuine effort to seek the community's views on the projects, so as to motivate community members to participate in the engagement.

The 'Have Your Say' reports, which (we understand) will be presented to Councillors, provide the results of the community survey, along with supporting data, in a straightforward manner. The Project Report shows the aggregated survey results in the form of tables and graphs (without commentary), while the Survey Responses attachment includes all the (de-identified) individual survey responses.

As noted above, we attended a meeting of the Sustainability Advisory Committee and the online workshop. At both meetings, Council officers:

- provided a detailed presentation of the background and issues raised by the car park projects, and
- encouraged meeting participants to provide their views.

The information provided in both meetings to the community attendees was consistent with the documents we had reviewed and the content of discussions held with Council staff. Council staff were professional in their approach to community members and provided ample opportunity and encouragement for them to express their views (whether for, against, or agnostic about, the projects). We consider that these meetings would have demonstrated to community attendees that the Council was transparent and genuine in its efforts to:

- provide accurate and balanced information to the community for consideration, and
- ensure feedback was representative of broader/whole community opinion in relation to the car park projects.

The approach taken by the Council to the community engagement process was consistent with the community engagement plan, the legislative requirements for transparency, and the requirements of the Staff Code of Conduct.

We, therefore, consider that it would be unlikely that a disaffected stakeholder/community member could legitimately call into question the integrity of the process conducted by Council staff.



Our Findings

Based on our review of the provided documents, discussions with Council staff and attendance at meetings, we have concluded that Council staff:

- properly planned and structured the community engagement process to satisfy transparency requirements;
- conducted a process that complied with the community engagement plan;
- satisfied the legislative requirements around 'transparency of process'; and
- as a consequence, are likely to have obtained representative data on community views concerning the car park projects.

We did not identify any probity related risks which might result in the integrity of the community engagement process being questioned.

Our Conclusion

Underpinned by a review of the provided documents and our subsequent findings, any decision of the Councillors to either proceed or not proceed with the car park projects based on the outcome of the community engagement process would be defensible from a probity perspective.

Disclaimer

This Probity Report is not (nor should it be interpreted or relied upon to be) legal, accounting or financial advice.

In developing this Probity Report, we have relied upon the accuracy of:

- documents provided by Council staff, and
- content of verbal conversations with Council staff.

Where we have been unable to validate provided information, we have had to assume that the information is current and accurate.

At the time of drafting this Probity Report, we were not aware as to whether Council staff were proposing to recommend (or not recommend) the progression of the car park projects. Nonetheless, our findings and conclusions are valid irrespective of the outcome for the community engagement.

Conflict of Interest Declaration

For this assignment, we confirm that we do not have any conflicts of interest with respect to the community engagement process or the car park projects.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Bronwyn Benn'.

Bronwyn Benn
Senior Probity Advisor

A handwritten signature in black ink, appearing to read 'Ricky G. Bolton'.

Ricky Bolton
Director