



GLEN EIRA
CITY COUNCIL

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TRANSFORMING OUR NEIGHBOURHOODS TOGETHER
CARNEGIE ONLINE FEEDBACK – RAW DATA

BENTLEIGH
BENTLEIGH EAST
BRIGHTON EAST
CARNEGIE
CAULFIELD
ELSTERNWICK
GARDENVALE
GLEN HUNTLY
MCKINNON
MURRUMBEENA
ORMOND
ST KILDA EAST

ONLINE FEEDBACK – RAW DATA

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CARNEGIE RAW DATA

SURVEY

VISION – ARE THERE ANY PARTS YOU WOULD CHANGE?
I am not certain that I agree with an increase in overall parking. More focus should be on local residents accessing the area via walking, cycling or public transport.
Reduce care spaces
A different building to the one shown in the Shepperson Ave concept example
For truly safe cycling conditions the current 'dooring zones' need to be removed. See Glenferrie Rd, Hawthorn for an example: http://www.theage.com.au/victoria/trial-hopes-to-shut-the-door-on-bike-accidents-20131009-2v8qg.html
No
Extending the tram all the way to Carnegie station would increase congestion already experienced along koornang road and take away on street parking when parking in the shopping centre is already scarce. Extending somewhat along koornang road would however be helpful.
please make carnegie as easy to access and park at as possible. i don't support getting rid of one of the car parks. multistory car parks are horrible to use - time-consuming and they are hard to use, crowded and dark/unsafe. don't need extra green spaces or market at the carnegie shops. just want the shops to be EASY to access and use and park at. the great thing about the carnegie shops is that they are local and easy to access. shopping areas can become too big -eg. chadstone - don't turn carnegie into a small chadstone.
I understand connecting the tram to the station would help commuters but a tram up Koornang road would also effect the "look and feel" of the centre. It would also limit greenery and effect pedestrian access and safety. I am opposed to a tram on Koornang rd.
Don't like the idea of a team down Koornang Rd - it is busy enough already! And residential accomodation should not form part of the new parking structure.
add a "social" population
It all looks really good.
Allow right hand turns into Shepparson Ave from Neerim. I like the idea of extending the tram services but am worried about negative impact on car traffic.
Traffic congestion is a major issue. The proposed multi level car parks proposed and tramline extensions will only contribute to this congestion. Removing the train line and adding in two tram termini seems counter productive.
Looking at the Spotlight centre car parking and access you will clearly see that our streets do not support multilevel car parks. By adding two more in this area, plus the amount of over development in the residential space will simply replace the issue traffic issues you are trying to alleviate with the removal of the train line.
Bentleigh and McKinnon need to be the benchmark in how to approach this precinct without causing more issues than are trying to be solved.
Great concepts
No
Perhaps add the word accessible?
Make sure greenery included in the "attractive" part of the vision.
traffic issue
what are ground level on Train Station? is also green space? or shop?

Make the eastern carpark a underground carpark with open green space at ground level
No
I would prefer better access/links to public transport, rather than creating more parking. I'm not keen for the amount of vehicles I the area to increase. I particularly like the idea of better pedestrian access too.
Nothing to change.
I don't really think we need more car parking space. I would rather see unused land converted into green space.
I also think extending the tram line to Carnegie is unnecessary and a waste of money and use of land.
No change - it's good!
remove the old small red brick walls from the street, bring some elegance please!
No
Make the eastern carpark underground, last thing we need it more building in what could be open space. Not sure of a market being situated there.
The concept of the tram running done Koornang Rd would undo the traffic flow improvement provided by the crossing removal in a single stroke. It would mean the end of nearly all parking in Koornang Rd shopping area main street severely affecting retailers who rely on stop and buy shopping or short visit shopping. Use buses.
Carnegie shopping strip has become a racial battleground. This is killing natural free enterprise as the groups involved are throwing scary amounts of money around to prove they are kings of the Koornang Rd castle. It's so awful it's pathetic.
No, I thought the ideas were good.
No
No
The extended tram route idea is ridiculous and the size of Koornang Road combined with the exiting traffic would not support this. It so busy already - even outside peak times - single lane each way. to remove on street parking just limits visitors to the area. If people are looking to link up to the train they can disembark at the end of Glenhuntly Road and walk the one block. There is no way this would improve the liveihood of the are - having trams run down Koornang Rd
Please do not put tram lines on koornang rd. It's already congested enough as it is, and it will reduce on street parking. It's really not that far to walk to 67 or just take a train to caulfield then out to glen Huntly or similar. This area is very well serviced by public transport I would rather not have trams on koornang rd which is a main driving thoroughfare for many people.
NA
No
The growing population mainly seems students who are transient and this is who the council and developers are seen to cater for. Concentrate on the long term permanent residents and the new residents who will stay and contribute to our once lovely suburb that is looking more like a ghetto than a vibrant, safe and attractive centre.
I am very concerned about multi story car parks in the near the library. It would have to be designed very carefully not to totally overshadow the library and surrounding precinct. I badly designed, it could create a dead area, and negatively affect the amenity of those houses adjacent. However, I do like the idea of a permanent market.
All the suggestions have merit but any plans need to ensure that they do not result in increased traffic congestion in Koornang Road and risk negating the benefits of removing the level crossing.
Implement a one way traffic system around Koornang Road to improve traffic flow.
Not sure that encouraging a growing population should be part of this vision considering the problems that it is currently generating

Yes with all the new developments that are going up in & around Carnegie you need to look at increasing car spaces & more secure lighting & cameras in & around the railway stations & the main shopping strips & streets.
No
Do not close off koornang rd to vehicles!! Do not make koornang rd a pedestrian-only road, this would be an absolute disaster
No everything sounds great, especially to extend the tram lines to the station
How can an overly populated area be vibrant, safe and attractive. with all the recent multi story developments over the past few years the area has turned into a dump and not a nice place to live.
YES! PT A STOP TO HIGH RISE FLATS THAT Are currently being built. we do NOT wish to be the melbourne city centre so my neighbours and I are absolutely AGAINST being friendly and inclusive to all ----->> namely we would like to stay unfriendly to big developers that do not consider the population's interest b ut only wish to line up their own pockets!! Hige rise and density flats are NOT conducive to the friendly envoronment in Carnegie and through seeing the new high rise flat developments it is OBVIOUS that these are built on tiny streets and will cause traffic jams and parking mayhem as there is NOT enough parking on the land of the buildings themselves and there is not enough room for travelling on the tiny streets for all of these resident's cars. likewise, The the huge urban buildings are beginning to cover the skyline and cause many residents depression as a result!
Prefer to shop in Carnegie than Chadstone - want to continue to support local traders
sounds fine
The written report is very unclear. A diagram shows green dots along Koornang Rd near the station. Quite a few people in the comments section in Facebook have interpreted this as closing that part of Koornang Rd to cars. (I can see why they would reach thay conclusion when the topic is titled in such a way as to imply a pedestrian only precinct).
When I read the proposal there was no mention of closing that section to cars. I would suggest that it is vitally important you clarify this point. (I am architecturally trained and confused by the proposal)!
A major concern would he the right hand turn from Shepparson into Neerim. This is already difficult and with more cars would be highly dangerous without lights. (Yet they are so close to the Koornang Rd / Neerim Rd lights).
The tram extensions are a great idea even if losing some on-street parking (as long as the multi storey was built).
A roof top space on top of the car park if not well utilised could become dangerous. Not a good idea. (Looks great on architectural designs, not so good in practice).
Any rooftop activity would have to be very specific and secure.
More greenery, Increased parking and extension of the tram lines are good idea. Making if closed to cars is not a good idea as it will just cause pressure on side streets and murrumbeena and grange rd
Remove car parking on Koornang to free up for safe cycling amenities for all ages and improve streetscape for peds.
Growing population - indicates just more housing without a focus on other impacts "future growth" encompasses all growth not just population
...In a green and sustainable environment

<p>I wouldn't encourage cars into Carnegie in the first place. Council has alleged the place is already well served by public transport. Multistorey carparks are incompatible with residential amenity--who is Council wishing to use them? Didn't understand why Council was so adamant that closure of Morton was not preferred, since it is a major traffic hazard at present and source of considerable congestion. North of the railway line is already a basket case, not sure why Council believes stronger linkages are a good thing. Damage is already done anyway with Skyrail. Currently there is lousy public transport options from Carnegie to East Boundary Rd [GESAC]. Plan doesn't address that. What need would extending trams into Carnegie serve that are not currently being served?</p>
<p>If you could do all that great. But realistically the street is as wide as it is, so tram lines and wider footpaths with bigger trees! Where is the space for the cars? It is so congested now. As for the village feel, that unfortunately has already been lost with skyrail and all the ugly hirise apartments. As for vast amounts of reclaimed land underneath the sky rail well that is a joke It is a narrow corridor between houses</p>
<p>I think access to transport is ok and will improve with the new station etc. Not a practical or cheap idea to extend tramline. Improving the road for better pedestrian access is great.</p>
<p>More seating especially with shelter</p>
<p>With the increase in population density it makes sense that Carnegie should become more walking and cycling friendly, incorporating exercise into every day life.</p>
<p>Do not put the tram down Koornang Road. That route takes long enough as it is to get anywhere, you'll only slow down traffic for little benefit.</p>
<p>Paint bikelanes green the entire length of Koornang Road shopping strip as drivers are often parking or stationary across the bikelane.</p>
<p>How will it be safe??</p>
<p>N/A</p>
<p>No</p>
<p>No</p>
<p>The "vision" would appear to be to make it as difficult as possible to drive a motor vehicle along Koornang Road from Neerim Road to Dandenong Road. Between tree plantings, pedestrian-friendly zones, cycle paths, and two tram lines (with "super stops" to ensure the mummies and their prams are safe), there won't be room for cars unless they are to be driven on the footpath. Perhaps if council had taken these measures sooner there would have been no need to remove the level crossing. Is Council's vision for drivers to migrate to Shepparson Avenue or perhaps to abandon the Koornang Road strip in favour of more vehicle-friendly shopping?</p>
<p>As for the idea that vehicle traffic needs to be slowed any further. It's already a 40km/h zone between 0800 and midnight(?), however the chances of actually achieving that speed between around 0800 and 1900 are, in my experience, extremely remote.</p>
<p>Not sure about closing Egan St & Morton Avenue.</p>
<p>You can't have both extended footpaths and tram lines down koornang road.</p>
<p>Embrace the busy shopping street "vibe" of Carnegie. Make it the leading strip in Glen Eira for pedestrian and cycle prioritisation as many people living around these shops don't use a car and could be cared for a bit better.</p>
<p>No pedestrian only. Increased parking</p>
<p>No</p>

As long as the development of the shopping area and the new apartment blocks being built is around koornang road and nearby streets it seems ok but I do not want to see this development spreading to far into residential areas. Area close to my family is Mimosa road and we see many old nice period homes, perfectly liveable houses being demolished as the houses are bought up by developers. This trend has to be stopped and we need planning regulations to protect this from happening. Draft vision for Koornang road looks reasonable but please keep it there and do not allow further development in to our residential streets like Mimoso road no 110 and 94 and possibly even more. It destroys our streets and will make the roads around congested. Parking permits given out to house residents but not apartment has been suggested and seems to be a solution to at least free up the roads and encourage apartment tenants to park in their allocated parking lot within the building.
What about community gardens such as the Veg Out Community Gardens in St. Kilda? See: https://vegout.org.au/
What about organic food stores such as Sunnybrook Health Store (Ormond)?
add to the end 'including young children, teenagers, younger and older adults'.
N/A
no
No.
I don't necessarily support the increase of too much population. I don't think Carnegie should be full of high rise apartment blocks.
the shopping centre will also create an impression and be in integral part of the resulting character of the area after the change. The draft vision needs to incorporate wording to include the desire to maintain quality infrastructure that uplifts the area rather than degrading its character. (read keep the street scape reflecting a "premium" not a cheap, messy neglected neighbourhood)
Identifiable character
Support this high level concept
Support for the growing population needs to be provided in ways that are future focused and sustainable. Not simplistic such as: more people = need more car parking.
Plazas at back of shops not at all attractive
Tram line down Koornang Rd, will create traffic chaos
As traffic volumes will increase after level crossing removed, it will be hell with trams sharing the road with cars/buses/trucks
Increase open space.
Team 67 should connect from Carnegie Station to North Rd via Koornang Rd
I will not extend the tram network to Carnegie Station but maybe only up Neerim Rd
Do not allow 15 storey building near Rosstown pub! Restrict new development to 3 storey and ensure 2 car parks per every 2 and 3 bed apartment
More retail shops - Carnegie was once a vibrant happy shopping precinct.
This draft vision answers all issues.
Needs more thought. More security cameras along streets
Having trams running up Koornang seems improbable (too wide!!) and would wreck the trees concept. Use mini buses instead.
Please widen the roads Install a water cooler facility
Tram 67 should connect from Carnegie Station to North Rd via Koornang Rd
I will not extend the tram network to Carnegie Station but maybe only up to Neerim Rd

There are far too many Asian restaurants! Need more diversity!!!

OBJECTIVES – IS THERE ANYTHING MISSING?
No
Address lack of on-road cycling conditions around Koornang Rd / Spotlight / Station area. Currently a high-risk area.
The horse has bolted, you have left it far too late to consult with residents. Carnegie is now a shambles with far too many new apartments, with many more permits one would think, waiting to be built. The shopping strip is far too small to support the number of residents that will within a year or two be relying on it for daily grocery shopping. You won't be able to extend the shopping precinct because you've allowed developers to clean up and buy the area out.
it is good the way it is. doesn't need to get bigger and busier - that just makes it harder to access and park at. (see chadstone shopping centre) hate multi-level car parks.
Level crossing is also a high priority!
It's looking really good, I'm all for multi-level car parks or any other multi-story amenities to make the best use of space. Fantastic, thanks
Keep an eye on high-rise dwellings. The lack of adequate all-day parking makes our suburban streets quite dangerous because apartment occupants park on the street, instead of within allocated parking on site.
Yes - rail under road.
Stop the overdevelopment of sites surrounding the shopping strip by limiting height to 7 storeys
Community Centre with youth activities, women's groups, men's shed, community garden etc
no
Turf Tennis courts and skate park for kids near the Carnegie Pool remove the old small red brick walls from the street, bring some elegance please!
There is very little "village" feel to Carnegie at all. Any sense of community has been eroded by the over development of high density apartment blocks, loss of diversity in the retail strip to primarily restaurants and little else and significant parking issues due to the aforementioned over development.
A natural free market.
No
No
The is no "village feel" anymore. How can you maintain something that doesn't exist anymore. Improvements are desperately needed. Increase and encourage more choices of eateries, where are the Italian, the Greek, the Russian, the Vegetarian, the Cosmopolitan restaurants? Reduce the traffic congestion and improve the flow of traffic. Maybe it's time to close access of Rosstown Road and Morton Avenue into Koornang Road? Perhaps the closed off streets can be used for open space, seating, trees, bbq facilities, community planting. There are a lot of apartments in this vicinity and the residents might like a "park like/plaza" within walking distance.
Height restrictions are vital. 3 stories and no more. I would also argue that any development be in keeping with the suburb and not the poorly built monstrosities that are being thrown up all over the suburb
Safety at night. This is when graffiti vandalism is most likely to take place. If a quality street art precinct is included in the public space, these artists may also help to control the "taggers".
Some Asian shops have all sign writing in their own language which us remaining few Australians can not read. Surely, if they are here in Australia they should be made to comply with our language and not impose theirs on us.
24 hour surveillance in & around the station & more rest rooms.
Stopping the developers ruining our suburbs with atrocious, ugly and substandard buildings

YES! Stop building HIGH RISES IN CARNEGIE!
Stop transferring this suburb to becoming a ST KILDA or SOUTH YARRA street, we are NOT the same. We have a lovely feel of a small village community and are absolutely opposing any attempt to create a NEW YORK, LA or SYDNEY feel here !
No
The traffic light sequence at Arawatta St needs fixing! I always wait there forever!
Hanging Flower baskets change the feel of a shopping street for relatively little effort.
They don't take up much room on poles and can substitute for trees where they are not possible due to extending the trams.
Koornang rd is becoming a junk st. greenery would make a nice addition as would some uniformity around shop signage (there are many that I am not able to read due to presentation and being in a different language). Another pedestrian crossing would be beneficial as many people are crossing outside nandos.
Improve roads and traffic management
Options are overly simplistic. Take car parking as an example. Who is the car parking for? Are you referring to on-street parking or off-street parking? Are developments expected to meet their own needs, or are they going to make significant contribution to their needs through funding shared infrastructure, or are residents expected to continue to subsidize developers? I don't really want to encourage more cars into the area, but I'm concerned that it can take 10-30mins to travel 500m just to get out of the place currently--is Council intending to make it even worse?
I am sick of seeing Asian writing everywhere with no English and tacky looking Asian run shops. This is Australia so keep the shop fronts looking decent and also have English writing as well so we know what the shop is.
No
Public safety.
no
Not sure
More mention of bike flow and facility locations
More public spaces in buildings - libraries, community centers child care etc
If there is a possibility for council to support local retail businesses rather than the big chains that take over shopping strips I would prefer that. Smaller local retail outlets rather than the big chains would encourage an individual character and support the village feel rather than an open air Chadstone shopping centre. Also to have a workable mix of shops, restaurant, doctors and food outlet as well as amenities such as schools and kindergartens to support the growing population. Youth services are needed but I do not support any night clubs. However I do like smaller bars like platform 3 and William Murray as they add some character to the area. As the pedestrian area increases it should be possible for such bars and cafes as well as restaurants to have more outdoor seating in a mall like in Oakleigh off Atherton road leading up to the indoor shopping centre.
<ol style="list-style-type: none"> 1. Good quality Bookshop such as Readings (Malvern, St. Kilda, Carlton, etc.), Avenue Bookstore (Elsternwick), Grumpy Swimmer (Elwood). 2. Good quality Italian restaurants such as Cafe Latte (Malvern) and/or pizza restaurants such as Italico (St. Kilda), Carusi (St. Kilda). 3. Good quality Yoga such as Yogareal (Albert Park).
Increase safe outdoor activities suitable for teenagers. At present the amenities in Carnegie do not cater particularly well to this group of residents. A skate park like the one in St Kilda would be a welcome addition to the amenities.
Tram 67 must be extended to the station. It makes no sense how it is now.

Not that I can think of right now.
Enhance community spirit/identity/character
Public open spaces/meeting points not in list above
No
Remove car parking from koornang Rd Police station Manned railway ticket office
For seniors need inclusive development
Bigger library!
Glenhuntly shops need a cleanup - do not only improve Carnegie but stop Glen Huntly being run down and feeling unpleasant, specially when walking in evening.
Less cafes more shopping No tables and chairs on footpaths
Carnegie has become a suburb now known for its diversity which is great. Better street lighting.
Yes the shops are dirty unkempt and a couple of the food shops and cafes would not pass a health test especially one bread shop. The owner wiped his nose on his hand then proceeded to make my take away coffee.
What about improving traffic flow for cars? All these suggestions will make it even harder for us (locals) to get to Dandenong Road.
Increase flow of traffic through Koornang Rd to Neerim Rd intersection. No trams Ensure one side of Koornang Road is covered from Neerim Road to the Railway Station.
Increase in car parking is the biggest priority
More stimulation/activities at night in area. Apart from food places that close early at night, what is there in area except the Rosstown Hotel Gaming venue. This hub is creating too many financial social problems for pensioners, elderly and quite a cross section in the community. Have crossed paths with many with serious gambling addiction/financial problems. Maybe a lot of this has to do with the lack of stimulation and entertainment in the area at night. Please address the social problems in area.
More vegetation in area. Not necessarily trees but more small shrubs or flowerbeds to add colour to the street. More solar fairy lights in area. Area needs more stimulation visually. More artwork/sculptures or giant digital screen. Promote it as art precinct or digital precinct to attract people to the region.
Need balance between shops and restaurants. At present there are too many restaurants and Carnegie is dead during the day. Night time activity does not assist the village feel.
Reduce traffic
For seniors need more inclusive development
Bigger library
I hate that our libraries have no community noticeboard. I have written about this to Council; received a highly bureaucratic 'reason' why not. Also libraries need much better books. Like St Kilda and City Library!

CONCEPT ONE
I dont believe there should be a focus on increasing car parking for the area. At most it should be a maintaining of current numbers
It will be impact on the traffic
Not fussed either was as I don't drive
Kokaribb Rd is a nightmare already. There is not enough parking here to support the Woolworths and other shops around. Trying to find a park at night is almost impossible.
Parking on weekends and evenings is very difficult, any increase even in a small way would be helpful
there is already a community hub near the library. don't need another. prefer the current parking. multi level parking is difficult to use - not conducive to a quick stop at the shops. i don't use the aldi/spotlight centre for this reason - it makes shopping harder and more time consuming. want ease of access and parking. it is good as a small local shopping area like it is now - don't need parks there - there are plenty of parks nearby - packer / koornang etc.
An excellent idea, a natural extension of the library and community centre. The shops backing onto the laneway will need to clean up their act as it is smelly and dirty.
Parking is a massive issue in the area, and it's only getting worse.
Current large space under-utilised (although carpark always full). Will enable more alfresco dining and more exciting retail opportunities. More of a social hub. love it!!
Whilst I support the need for extra car spaces with the increase in population in Carnegie, I believe cycling and pedestrian-friendly centre is key to the future of Carnegie
Concerned about increased traffic around Shepparson Ave and Neerim Rd with Option A. Maybe we need traffic lights at that intersection.
Multi-level is not the answer. You will just create more congestion.
There is a definite lack of car parking and addressing this issue would contribute towards a more vibrant shopping area which will consequently benefit local businesses.
community hub important for people to meet, socialise, relax and enjoy
I like the idea of activating those carparking spaces and making the areas more vibrant.
i understand we should provide car parking area for shopper. however, roads are too narrow to accommodate car and pedestrian at the same time. if space for pedestrian can be allocated. it makes better.
We do need more car park to welcome for shopping or meal if possible. Otherwise more public transport accessible should help reduce car park need?
Western carpark is not as user friendly as eastern carpark but it could still have some open green areas, seating, shade, trees.
Need more car parking desperately in the largest space available
More car parking is urgently needed. I like the idea of a new community hub, but not convinced it would work in practice.
I think the eastern option is the better idea. I worry about the traffic congestion etc. with the western option. getting in and out of Kokaribb road on to Neerim road is diabolical already. Though there would be a great benefit to cleaning up the market area. As the grocers here keep foreklifts and rotting produce at the back of the area - which is really offputting.
The shopping centre needs to be more attractive so that people like to spend time there but also parking should be available
I think we have a community hub at the library. I also think we have sufficient parking except for absolute peak times eg mid-mornings on a Saturday.

<p>This is an excellent idea. Ideally a ground level plaza with underground parking could meet the needs of local housing, increased parking and more open space. Eastern side best for a plaza but worth considering an alternative but similar concept for the western side - perhaps more markets and a village square scale (seats and tables, trees, art)</p>
<p>Underground car park to protect ground level lifestyle and streetscape</p>
<p>The idea of additional housing options is unclear. The density of residential development in Carnegie is already increasing too rapidly.</p>
<p>Eastern Carpark is close to Carnegie Library and already has some open space around it</p>
<p>Apartment dwellers are already using these car parks because there is not enough parking for them.</p>
<p>One of the defining features of green space and of the neighbourhood feel of Carnegie is that things are at ground-floor. Especially new public open space should in my view be at ground floor level. Putting another building where the Eastern Car Park is will kill the neighbourhood feel. Envisaging another block of flats (or any building really) in that space will just add to the feeling of "jamming more in". The Eastern car park should be below ground and - to accommodate the growing community - the full car park area should be dedicated to green space. There should not be any more development (markets / housing options / etc) in that space. Any opportunity to put commercial development (or any development for that matter) on that side should be clearly denied in the planning scheme. Adding more buildings to Carnegie, especially on that side, will destroy what is left of the village character.</p>
<p>On the Western side, a low-rise car park with some accommodation could be considered in my view. Put the market on the Western side and have two distinct "feels" to Carnegie - the more commercial Western side and the more community-focused Eastern side.</p>
<p>Eastern Car-park seems like the best option as it connects to the library and other community facilities.</p>
<p>There is a desperate need for more car parking as the population increases with so much housing development. The concept of including a community hub and green space is excellent.</p>
<p>Its about right...if add in tram 67 extension encourage people to use that rather than drive</p>
<p>More parking is needed to support the area - as we have so many new developments - but all spots need to be timed parking and change the street parking to permit only - for the houses - not the units</p>
<p>No</p>
<p>Perhaps the council should purchase and develop 23 Koornang Road for this public car parking within one centralised structure that includes a new community hub and a large green park, this seems a better location as it is on the main road, and would not create more congestion in a residential street, and it would tie in with the open space under the Sky rail. This should not impact on residential dwellings.</p> <p>And also by planting trees within a car parking area on Koornang Road, actually reduces available parking.</p> <p>And if you go ahead and decide to continue the tram line up to Carnegie station, wouldn't that will wipe out all parking and car access into the shopping centre on Koornang Road.</p>
<p>Koornang Road is a narrow strip. Though there is plenty of car parking in the Carnegie Central shopping centre on the corner of Koornang/Dandenong Roads, cars queuing to turn off Koornang Road into the centre already create significant congestion and traffic hold-ups. New car parking needs to create improved entry and exit opportunities.</p>
<p>With the ever increasing number of apartments and the resultant increase in people and vehicular traffic this is important.</p>
<p>Both of these areas are already quite congested so creating more parking there may cause problems for local residents. I also live within walking distance of these areas so parking is not a personal priority here.</p>
<p>I support Concept 1 because there is strong need for a upgrade in carparking in & around Carnegie.</p>
<p>Definitely need more parking because it can take up to 20 just to find a carpark</p>
<p>we definitely need more parking options especially if the area is due for growth. I live quite close to the main</p>

hub and I know it would effect my residential parking.
Find a better location that does not impact peoples lives and that will create more traffic congestion near peoples homes. It's dangerous.
As in the above comment - we would like to keep the Village feel of this community and are totally against a "Chadstone" type are where people from all other suburbs come here and create havoc on our streets and mayhem in the shopping strip.
I didnt even know there was a Eastern car park. It seems so hidden. But also, my friend didnt know there was a western car park/ woolworths there either- its also kind of hidden. Im concerned where the document says the western car park "may be better suited to explore other opportunities such as housing and retail needs". PLEASE DONT. It should be left as a car park or a park. Not as ugly apartments!
Strangely phrased question! I do not support leaving the parking as it is. There needs to be a multi-storey of some description to increase parking.
Would like to see all parking removed from front of shops – and only have parking in rear.
Road access to and from these areas needs to be considered
multistorey carparks encourage more traffic and congestion. We do need open space for residents in apartments with little private open space themseles, but both VCAT and Council have in the past disagreed. Haven't seen any exploration of below-ground options.
It is not that I don't support but again we don't have the space for these If you build huge carparks how is that keeping the villiage feel?
We need more parking
I'm more keen on the idea of a local market and increased green space than additional car parking.
The vision is unrealistic. I truely believe it will be an unsafe area for our children.
i think both locations are too much out of the way to be successful as new green spaces. neither car park is a "destination" - other than to get to your parked car. would rather see the space developed as a multi-storey car park just to provide more parking.
More parking is required and the east car park option provides most space and extension of community facilities with library etc
The thought of getting caught in a multi-level carpark behind some of Carnegie's more appalling drivers gives me hives.
Why is there no car parking directly adjacent to the Carnegie Station. Walking a couple of hundred meters to the station in the middle of winter, is not an appealing scenario. It is also a bit limiting for people who are physically and mobility challenged.
More parking is needed.
Take cars out of the main strip and increase capacity behind shops makes sense. If both Eastern and Western carparks are increased and built up, then it could be tricky with traffic signalling on Neerim Rd. A new traffic light set would ideally be created on the street of the new carpark and Neerim Rd.
No
We need more car parking but I do not want to see it spread out in to residential area, maybe under ground parking should be looked at.
We do support Option A because it provides a better and clever utilization of the existing car space.
I support the development of the western carpark as this is an area currently ised only for parking, with little pedestrian activity. The development of this car park would support the shopping strip without detracting from the existing amenities. I do not support the eastern carpark as I think this area closely connected to the pedestrian access between Koornang Road and Carnegie library would be better suited to the development of a transport hub and open air market.
There is already space there for it - connect to station & Koornang rd well

Consolidating car parking into a multi level structure with associated facilities is a much better use of the land than open air car parking.
I'm not quite sure what I think is best.
Option A will lead to additional traffic jams at Shepparson Ave and Neerim Rd cnr and at Morton Ave and Koornang Road. Multilevel carparks are an eyesore at best and a security risk at worst.
The Western area is currently an eyesore and needs renovating. The carparking and market may be one such option.
Additional Parking can be created along the new ground reserves created by raising the rail lines in the areas of Woorayl, Morton and Egan Streets adjacent to the new raised station
Larger site may provide more flexibility/options do something transformative, unless done in collaboration with Woolworths/landowner of Woolworths site adjoining western car park.
Something should done on both spaces in the medium/long term. However, both should be retained as public spaces (or predominately public spaces) as once released by Council the opportunity/flexibility of Council facilities in Carnegie activity area will be significantly reduced.
The Eastern car park option is adjacent to the library, provides opportunity for more open space and can be used by existing cafes/restaurants for outdoor dining.
Whilst we support activation of the spaces proposed (such as for marketplaces, green spaces, etc) we are strongly opposed to the addition of any extra car parking.
<p>1. Don't believe it's necessary, because:</p> <ul style="list-style-type: none"> - Carnegie is so well placed for public transport connections. - The data from Stage 1 appears to show that the majority of respondents walk or cycle - Stage 1 data doesn't appear to show as strong a concern about parking availability as compared with interest in having a pedestrian friendly centre. Comments in the summary suggest that respondents feel additional parking is required because of new residential developments - seems this would be best provided at the residential developments, by the developers - perhaps best addressed at the approvals stage! <p>2. We believe additional car parking will detract from any community hub:</p> <ul style="list-style-type: none"> - Seems to be counter to Concept 2, and the priorities in the existing Urban Village policy - Carnegie Central shopping centre is a good example of how care parking can really 'cut-off' areas for pedestrian access, creating 'islands' surrounding by traffic, even when parking is underground - Are there more innovative solutions, eg. off site parking (Carnegie pool in Winter, Koornang Park), and a shuttle bus? <p>Also don't believe a 'new community hub' is the right language. It should be about enhancing the overall urban village, and existing community facilities and 'hub'.</p>
REstricting parking to one site, will not be of benefit if you wish to shop on opposite side of Koornang rd
Eastern car park is adjacent to library.
Any proposal to remove car traffic from Koornang Rd shopping precinct is a positive
In Glen Eira we have lot of green space and well maintained park so don't need near shopping strip
I sometimes found it hard to find parking however am also concerned the traffic that will come with more car parking spaces, especially since we want to encourage more walking and cycling
Eastern car park - proximity to library/community centre and cafes and easy to walk to. Jersey Parade plaza to shos (ensure good lighting and route from car park, along library to shops).
More car parking in Carnegie is needed
Dog free parks. Current parks are inaccessible due to dog faeces and uncontrolled dogs

Don't know!
Eastern car park has green space and is near library
More car parking will increase and slow traffic. How do you propose to manage this so local residents can get in/out/around our neighbourhood quickly and efficiently?
Intense multi-storey development on eastern side increases population and demand for parking spaces especially at meal times.
It doesn't matter which one as long as there's more car park
Eastern car park better suited as closer access to railway station, library and shops. The multi-storey parking lot could be better concealed in this location and would have less impact on residential buildings in the area.
Not just a green area maybe an art/digital precinct. Giant screen. Sculptures to attract a more diverse crowd.
How does this fit with railway proposals for open space
In Glen Eira we have lots of green space and well maintained parks so don't need near shopping strip.
I sometimes found it hard to find parking however am also concerned the traffic will come with more car parking spaces, especially since we want to encourage more walking and cycling.

CONCEPT TWO
Shared zoned treatment offer the greatest mix of amenity while still maintaining access for those who need it. It could open up the area for greater use.
Again, as I don't drive, I am a pedestrian so pedestrian friendly area is important for me.
Great idea! Forward thinking, great to see!
Would be good to see the 'village' extended down to this area. any shops north of the rail line are not well frequented.
It is already pedestrian friendly, adding more crossings would increase traffick congestion
Particularly like the addition of level crossings and more trees along Koornang Rd.
Morton ave removes cars from koornang as some cars travel through this from jersey, elliot, tranmere, shepparson and belsize. A "local traffic only" shared zone would be the ideal situation to ensure that those cars can continue to utilise it at a slow 10km pace in order to remove these cars from clogging up koornang rd
We need more pedestrian friendly area, and cycle friendly zones.
Concerned Option B will be confusing. Also, increased traffic on Koornang Rd.
This will put increasing pressure on the surrounding roads.
As a resident on Morton avenue, any change would directly affect my day-to-day life. Having a full closure or a one-way treatment is certainly going to be of considerable inconvenience to all residents of Morton avenue. A reasonable compromise is the share zone treatment where this concept is still achievable without the major hindrance and disruption to local residents.
Important to plan this in an integrated manner with the rail crossing removal.
I think it would be nice to have a more pedestrian friendly area at the entrance to the station but don't think closing the road is necessary.
too busy and too dangerous for car in 2 ways as well as pedestrian share the same path. has to limit the usage.
allow 2 ways drive; but may be just 1 way parking?
One way will still push the cars that need to access the building in Morton Ave either through Koornang Road or along Sheparson Ave increasing traffic. 2 way with major speed humps and other measures is better.
I like the idea of fewer cars and more pedestrian access, but this is not realistic given the scale of development/number of apartments around the area.
I definitely support a pedestrian friendly and laneway network. having the area around the new train station as pedestrian only is a great idea.
Morton street if closed or shared would be accessible for all.
I don't really use Morton Ave -
Consider a full closure during extended business hours with access to deliveries and garbage during say 5am-7am.
Great alternative driving path when koornang road is very busy, most of the time
Koornang Road desperately needs more trees and less on-street parking.
Making Morton ave one way will just move traffic to other areas like Koornang road
I'm a trader who requires access to the laneway joining Morton Ave to the library. Even now the laneway is often blocked at BOTH ends by trucks and cars making deliveries or just stopping to get things, a single direction of access and egress would be a disaster and probably force us to move.
Apartment dwellers are already using these car parks because there is not enough parking for them.

I don't think it's feasible to take traffic out of Moreton completely. A one-way solution would help pedestrianise that area and help it cope with increased pedestrian traffic especially once the new station is completed.
It's dangerous crossing there with young children and elderly people. We need to provide safe access to the station.
I still need to drive down Morton Ave to drop my kids at the train station and pick them up. It is a much better option than driving down Koornang Rd.
Perhaps have it one way and allow R turn only onto Koornang. Close Koornang (or have limited one way traffic at certain hours.
How will all the units - and there are so many now - get access? Through Shepparson with everyone else who you would like to encourage to visit and shop and Koornang? There is already so much traffic now - as a local resident i no longer support the strip - its just too hard
No
I think Rosstown Road should also be closed at Koornang Road. There is a pedestrian crossing in the middle of the road and people should use that. Adding additional crossings will only bottle neck and stop traffic flow, creating more frustration for motorist. The walk ways need maintenance and lighting.
Leave Glenhuntly Road alone, the council stopped all support for this shopping strip years ago, it is grotty, unkept and looking derelict. I don't believe it needs to be made safer for pedestrians as there is not a lot of foot traffic.
Supporting a move away from the use of cars is sensible on so many levels
Cars coming from the apartments at the end of Morton avenue often seem to treat the street as an extension of their driveway and drive down the middle of the road at speed, a hazard for pedestrians. If the cars can be accommodated with a left -turn exit, full closure would be best. I would like to see the whole of Koornang Road between Neerim Road and the station a pedestrian precinct.
Any thing that will improve traffic flow in and around Carnegie will be a huge plus.
This is difficult to assess considering the proximity to the new station and lack of detailed designs released by LXRA at this time
I strongly support Concept 2 because in the future the areas in & around Carnegie will increase in population.
Na
Do not close off roads to vehicles! This will increase congestion, devalue property prices and be less appealing to existing and prospective residents.
cutting off any streets is just going to cause more confusion and congestion. We have just gotten rid of the level crossing, lets not complicate things again.
close off all streets leading into Koornag Road between Dandenong and Neerim Roads.
If no vehicle traffic in the streets and a more laid back village feel where people can walk and enjoy a quiet existence than I would support to some extent.
Carnegie is already pedestrian friendly enough. Perhaps some decent zebra crossing road paint & flashing amber lights at pedestrian crossings. Otherwise I dont support slowing the traffic down- its already a snails pace along Koornang Rd! I also dont support removing car parks to make way for trees!
I find Carnegie already fairly pedestrian friendly
Finally the boom gates are being fixed... let people use them properly!!! There are so many developments around koornang rd it would be absolute chaos. Restricting traffic on koornang rd will just add to already conjested side streets and grange and murrumbeena Rd!!!
Providing for people first not cars will always benefit the community.

Morton Av empties into Koornang Rd only metres from where Rosstown Rd enters and is major traffic hazard. People perform unnatural and illegal acts currently. Proposal doesn't solve the traffic management problem, plus traffic is expected to get worse with all the apartments that will be built and whose needs will not be met by public transport
We need lots of green space as the amount of trees that were cut for this revolting skyrail was preposterous
It has some much needed improvements mentioned
Traffic moving from Morton Avenue into Koornang Ave is already a nightmare. Removing the level crossing only to add traffic lights and additional congestion seems pointless.
Shared zones end up being ruled by cars anyway, make it a one way road with larger footpaths and no parking (except loading/taxi zones)
It will block vehicle access to key facilities via vehicle to the library.
because.
If you're going to make Koornang road pedestrian, tram, pram, bicycle, tree, dog-walker, and street-artist friendly then you need to give drivers an alternative. If you close Morton avenue, how do you propose drivers navigate between Dandenong Road and Neerim Avenue?
I think closing Morton Ave could be quite restrictive to residents living in the numerous apartments in the street and residents that don't want to travel down Koornang Rd who live directly adjacent (behind the shopping strip)
Limits access options-- if can't get around to find a car park, would be likely to leave and go to another suburb.
One way would make it easier for pedestrians to cross, and reduce congestion with people waiting to turn. I think it would be best from Moreton onto Koornang with a thin two-lane, one way. It could have a delayed traffic signal to allow pedestrians and cyclists to cross first, while traffic remains red signal for the right, and green for the left hand turn.
Yeah good
If cars could be moved to create a mall I would prefer that. For example to park cars under ground near Dandenong road or station and then promote walking within shopping area
We do support Option C because it provides a good compromise between livability and transportation needs.
I support the full closure to improve pedestrian and child safety near the library, library playground and future new open space. I would propose that Morton Avenue is available to trams, and that the No.3 tram route is extended along Darling Rd and Koornang Rd to Woorayl St, then goes under the railway line somewhere between Woorayl avenue and Morton St to Shepparson Avenue.
Greater pedestrian access required for station area.
traffic flow behind the library needs to be carefully considered, it's a small street. There also needs to be a drop off point for the train station. Blackwood street is too small for people to turn around if the drop off is on the other side of the train station.
The pedestrian experience should be prioritised in activity centres. The addition of improved street lighting, street trees and extended footpaths would be a big positive for the area.
It's too hard to envisage what the effects would be at this stage.
I am all for no right turns from Morton Ave into Neerim Road but the apartments and rail need car access on the south side so how would this be addressed by closing the road?
Koornang Road DOES NOT NEED MORE TREES THAT OCCUPY CARPARKING, reduce visibility of shop signage AND WILL COST A FORTUNE TO INSTALL..

<p>All concepts (particularly one way share zone) would have been great for former at-grade station; however uncertain of interaction with new skyrail station with entrances at east & west end of station. If anything done, should be temporary and low cost until people, cyclist and vehicle flow patterns are established.</p> <p>Strongly in favour of improving Koornang Road streetscape and laneways.</p>
<p>I think the share zone treatment with slowing of traffic is the best compromise and has the least issues to overcome.</p>
<p>Supportive of any pedestrianisation (of course with respect to existing residential or business users).</p> <p>Strongly believe the pedestrianisation of Carnegie needs to extend beyond the shopping strip and more broadly through the RGZ to some extent. It's not feasible to increase the population density so significantly, while still have through traffic at relatively high speeds. Needs to be introduction of chicanes or speed humps throughout RGZ, or at least zebra crossings at several points on all streets (like currently in Kokaribb). At least at intersections of Neerim Road, and side streets (eg. Kokaribb, Toolambool), as this is huge risk and potential blocker for children walking to Carnegie Primary, and St Anthony's (and families to Carmegie Kinder, Children's Centre, and Headstart).</p> <p>These initiatives would be low cost and generate huge community benefit.</p>
<p>Restricting traffic unfair on locals who use these roads</p>
<p>Not happy that access to station car park not possible from south side</p>
<p>Option C is a good compromise. It will slow down the traffic near the station.</p>
<p>Car use in this vicinity creates hazards for pedestrians</p>
<p>We need easy car access in ,out of car parks and able to go around the block. Do not block Moreton Ave or make one-way!!!</p>
<p>No bikes to be ridden on footpaths. Fines to apply</p>
<p>Seems the better option as has the benefit of one-way but with more flexibility.</p>
<p>Residents need access to homes</p>
<p>One way - Feeder from Koornang Rd (ie. going eastwards)</p>
<p>Railway station car parking is a big problem. There needs to be more car parking provided at the railway station. This will help residents to connect with public transport.</p>
<p>Maybe only have traffic flow between certain hours on these roads. I don't feel complete closure to traffic is an ideal solution. It only creates congestion elsewhere.</p>
<p>Closing Morton Ave forces more traffic down Koornang Rd</p>

CONCEPT THREE
Greater connectivity via public transport opens up the area to many more people. Would happily trade some on street parking for tram access to the area. Could completely revitalise the area like St Kilda
The tram link is vital
I love the idea of extending the tram line to Carnegie station. I wouldn't have to walk so far to catch the tram.
Strongly needed. Car use needs to be discouraged if Carnegie is to negate the increasing traffic jams and level of growth.
I would love to have a tram connection to Carnegie station; but I'm concerned for the impact it will have on Koornang rd. I think I would prefer this to have more trees and greenery...
Seems like a reasonable plan.
Extending the 67 tram around the corner a couple stops would be great but not over Neerim road
extra public transport is always welcome. trams in the area would be great.
It would change the feel to have a tram up Koornang rd. There would be less greenery and pedestrian access would be effected by a tram in the middle of the rd.
Koornang rd is already very tight, putting a tram along here would prove difficult. If it is incorporated with the eastern carpark transformation though then it is a very promising idea
The current Carnegie transport options are excellent - tram and train and bus
Love this idea
Level crossing is removed and then add in two tram termini...just replacing one issue with a new one.
Having tram stops closer to the train station would be very welcome.
For a start there is NO current tram network within the Carnegie centre. Once again it is not just about the trams, but buses as well. There should be a public transport hub, once again, integrated with the rail crossing removal project. Definitely do not support extending the tram line along Koornang road. You will need some proper transport planning to look at this. Otherwise it will fall into the 'too hard' basket.
I don't think adding a tram to the Koornang road shopping strip is a good idea. I think it is better to increase signage and accessibility of the buses that go from the train to the tram.
tram extension would be great. as if taking tram 67 bit too far for someone who live in Carnegie train station. in case something wrong with train, we still can take the alternative way to city.
Is already long enough to take tram from city to Carnegie. it good idea for short trip passenger. Otherwise if Bus more frequently?
makes sense to join up major public transport links
Congested enough in Koornang Rd. Having level crossing removed, only to be replaced by trams, is not a good outcome.
100% support this. we need to get as many cars off the road as we can. I support the extension of the tram system. I also think the frequency of the trams needs to be increased. I have lived in the area for a couple of years now, and the patronage has increased massively - probably because of the HUNDREDS of apartments that are going up on Neerim and Glen Huntly Roads.
Not sure how this would work. People can walk easily from the current tram terminus in Truginini rd.
It is only a 5 min walk from the tram to the station. I would not like to see land devoted to a tram line in order to save people from a 5 min walk.
It's such an obvious gap in the tram network. Connecting routes 3 and 67 makes sense. Trams will help moderate traffic and encourage PT access to Koornang Road, so strongly supported.

Scared it may reduce footpath space for dining (highly required)
It is doubtful that Koornang Road has the capacity to accommodate new tram stop and tram line.
Could be also done with permanent shuttle buses at a fraction of the cost
The concept of a tram running down Koornang Rd would completely undo and maybe even make worse any benefits to traffic flow achieved by the removal of the rail crossing. It's a ROAD.....dont turn it into a pedestrian zone, a tram zone or any other concept that is going to create further traffic chaos in an already congested area. Yes it looks great on paper but the reality on the ground would be awful. You want a pedestrian friendly zone then stick a tram line down the middle of it in a very narrow street and you will only get problems. It would require no cars in Koornang Rd which would be the end of most retail.
Worst case, just use buses, they can use the existing road without creating further traffic problems. Alternatively, if the tram is the way designers want to go, put on a sky-track so it meets the rail line at the same height!
Tram route 67 can easily be extended down Boundary Rd all the way to South Rd.
Whilst it would be an interesting option and make Carnegie more attractive, I don't think how the traffic impacts can be effectively managed. Especially extending Route 67 would mean that Koornang Road pretty much becomes a mall. Extending Tram Route 3 to Carnegie Station is an interesting option and should be explored further. However, as we'll be dealing with Transport Victoria, Yarra Trams and Vic Roads, I'm not sure our energies could be focused more effectively elsewhere
This is an EXCELLENT IDEA. Tram connections is Elsternwick work so well due to connectivity with the main hub and the station. It would encourage further public transport use in the area and may encourage more women to take public transport at night as you could catch the tram home rather than walking home alone from the station.
It makes sense to link the tram to the train and will encourage use of public transport.
Adds to village feel...as long as its a tram extension
Koornang Road is not wide enough to support a tram link - and we already have enough buses running up and down the streets
For such a small section this is not necessary! It will impact too much on the current set up of koornang rd. The street is far too narrow.
No
How do you think a continued tram line from Trugannini Road to Carnegie train stations is going to fit? Will you compulsory acquire the homes and shops along Koornang Road to extend the tram line? Or will there be no standing signs at all along that route? I would have thought the bus route was adequate, not great but a sufficient.
Good public transport options will encourage people not to use cars and will reduce congestion, pollution and car parking issues
As above, Koornang Road is already congested. Extending the tram from Caulfield Station to run along Dandenong Road to Carnegie Station may be a better solution than running along Koornang Road. Either way very costly and best left to the relevant State authority?
It's an alternative option to the train network which is often overcrowded.
I support an extension of the tram line to move closer to Koornang Rd but not all the way to the station as the road is not wide enough to accommodate it and this would push more traffic towards the surrounding streets which are already under pressure
Yes I am in favor of Concept 3 because there is room for improvement as far as the current tram network is concerned
This would streamline transport to the area, a great improvement idea.
Put a sky tram in rather than run it along the road. How are the cyclists and motorists going to navigate that road if this ridiculous idea is to go ahead.

I like the quiet feel of Carnegie. There is a tram station on Glenhuntly road which is ENOUGH and a train line right in the middle of Carnegie as well as busses to chadstone and Kew etc..... A tram line all the way on Dandenong road is unnecessary.
Wow, what a nightmare idea! Who thought of that one? This would be disastrous for Carnegie. Imagine trams lumbering their way up Koornang Rd, taking up the whole road, slowing traffic down even more & their noise. Seriously, who uses that tram 67 when there's a train station right here? And I dont think people are crying out for better connectivity of Carnegie's public transport between buses, trams & trains. Bad idea!
Extending the trams would help get rid of both tram lines stopping in rather out of the way places. Carnegie is now a major shopping hub for East Malvern residents, so it would help them access the shops and avoid driving. For Carnegie residents, connecting to the train more quickly would be helpful and being able to carry home heavier shopping. (Rather than leaving shopping trolleys scattered around the streets).
Does not currently best serve the community, especially seniors. Carnegie suffers from islandisation – cut off by busy roads and long parallel streets and poor public transport and safe on-road cycling facilities.
Something doesn't add up: Council has claimed the area is already well-served. What are the needs and use case eg the 2 endpoints of journeys, that such an expansion is to serve? Why is travel further south to future Virginia Park or GESAC ignored? Now if Council believed expanded the tram network would remove cars from Carnegie Activity Centre I'd support it, but sadly it will still be a car-dominated future. BTW does VicRoads REALLY have control of Koornang Rd when it is just a link road and not a State Arterial Road, unlike Murrumbeena Rd and Neerim Rd?
It makes sense. Don't know how it can be achieved as the road will not fit cars and trams and more trees and wider footpaths etc
Too expensive to chsnge tram networks. Carnegie is served extremely well by the transport network. Maybe the bus timetables need to be brought into line with train timetables.
We desperately need a tram down Koornang Rd. Currently a lot of people are walking too far at night in the dark to the train station or home from the tram stop(s) . We need transport to connect up more and it would make Koornang Road even more happening.
Please do not remove the congestion of trains only to foul it up again with trams. If the transport links need to be improved, please do it with a shuttle bus.
Terrible idea. Koornang Road is bad to drive down as it is, I avoid it as much as I can. Add a tram = nightmare.
What tram network??
the last thing we need is to improve traffic flow along koornang road through the removal of the level crossing, only to have that lost by bugging the road up with trams! we already have a bus service that runs the length of koornang rd that connects the 67 tram with the station. we don't need trams on koornang road too.
Unsure about impact of trams on koornang Rd
I think this a great concept, but not sure the strip/road is wide enough to accommodate trams and existing traffic, without the removal of all on street parking. No on street parking in Koornang Rd would diminish the exist village feel and push a lot of traffic on to side streets. The whole idea of this skyrail thing(which we did not ask for - we wanted underground transitions) is to improve the traffic flow.
Can't have both trams and increased pedestrian access/ extended footpaths.
I don't think the tram route down Koornang Rd would be great. Unfortunately I think the street is too narrow to facilitate this. If there was an alternate route where it went North through the backstreets to get closer to Carnegie station, this might be better.
Everyone wants public transport, but this will make the streets unuseable
Good

<p>As I would like car parking to be underground near station or Dandenong Rd tram net work will also need to be improved as well as train service to encourage people to come by train rather than driving a car. Incentives for not using car could be used such as discounted prices for not using car, charging for parking rather than providing it for free or promoting a car free area in general within the shopping area.</p>
<p>We do strong support Concept no. 3 as it advocates for improvements to the current tram network within the Carnegie centre by connecting the tram route 67 to the Carnegie Railway Station hub, improving inter-modality, and with the possibility in the future (via the Tram route 3) to reach the Chadstone Shopping Centre by tram, should a future Tram route 3 extension also include an extension to the Chadstone Shopping Centre.</p>
<p>I support the concept of extending the tram lines, particularly no.3 to Carnegie Station. However, I do not support the idea of this being along Koornang Rd at the expense of the development of a pedestrian-friendly centre with increased street trees, lighting and extended footpaths. I would propose that Morton Avenue is available to trams, and that the No.3 tram route is extended along Darling Rd and Koornang Rd to Woorayl St, then goes under the railway line somewhere between Woorayl avenue and Morton St to Shepparson Avenue.</p>
<p>Tram terminus is so far from the centre - makes no sense at all.</p>
<p>Improved public transport infrastructure is always a positive for the local community despite the introduction of trams likely increasing congestion. It prioritises the movement needs of locals over those who use the area to pass through.</p>
<p>It would be great if the number 3 tram came all the way to Carnegie Station.</p>
<p>Trams in Koornang Road!?!?! NO WAY! Have you ever driven down Malvern or Toorak Roads during peak traffic? 67 Trams need to stop at Neerim Road if the line is increased at all. Tram route 3 could be extended to the North side of Dandenong Road to increase the value and opportunity for commercial properties to develop amenities on that side of the road but adding to the congestion in front of the Spotlight Centre? NO WAY!</p>
<p>I believe will the tram would generate minimum public transport usage increase and probably just substitute walking. If it increases tram network flexibility then should be pursued by PTV. If it is about transit-oriented higher density development, should be paid for by landowners via a local area levy.</p>
<p>Concerned about tram turning in the limited space at corner of Koornang and Truganini Roads</p>
<p>THIS IS A FANTASTIC PROPOSAL. It will create a great transport interchange at Carnegie Station & would make tram routes 67 and 3 much more useful.</p>
<p>Nice idea, but query value of return on what seems like it would be a huge investment?</p>
<p>Support in principle but impossible to achieve, with out destroying vehicle access to Koornang Rd (which is an important N-S road). Will cause greater traffic volumes on adjoining roads</p>
<p>This is a good idea. The #3 and #67 trams currently end in illogical locations.</p>
<p>No skyrail - under as promised. Bus stop in koornang Rd were moved - leaving a big gap between Neerim Rd and highway</p>
<p>This area suffers from over use of cars</p>
<p>Frequency of bus route on 626 is not frequent and most importantly it is never on time so tram 67 can be extended from Carnegie to North Rd</p>
<p>Alternative - extension of tram network up to the corner of Koornang and Neerim Rd</p>
<p>Excellent idea to connect #3 and #67 tram to Carnegie Station.</p>
<p>Public transport is very important for the Carnegie area especially as the area has so many o/s students now.</p>
<p>This is a great idea. At the moment the tram stops where there is no connectivity. This would assist with</p>

access to the shops and the train.
No tram line along Koornang Rd. It is narrow enough as is and will even be slower if you added in streetscape, bike lanes etc. Wasn't the point of the sky rail to ease traffic flow north-south connecting to Dandenong Road?
Increase congestion to Koornang Rd = Increase traffic on Murrumbeena Rd
No skyrail under as promised Bus stop in Koornang Rd - were moved - leaving a big gap between Neerim Rd and Highway
Fantastic idea! Long overdue. If residents can catch the tram to the railway station they can leave the car at home, reducing demand for car parking.
More car parking
67 tram needs to connect to train station @ Carnegie. #3 tram needs to continue further down Dandenong Rd in 'close proximity' to Carnegie station or to intersection of Dandenong Rd and Koornong Rd. All tram stops should have seating with cover. Currently tram route #67 has all 'old' trams which requires steps to climb. This is a hindrance for many elderly who have difficulty boarding the old trams. I have had elderly relatives experience 'falls' on the old tram steps. Upgrade tram 67 to new trams to make it safer for elderly and all people to use. There are serious safety implications to consider here.
Do not support trams - ugly and take up a lot of space to fit them in. Also lot of overhead wires and infrastructure - use small buses instead.
Frequency of bus route on 626 is not frequent and most importantly it is never on time so tram 67 can be extended from Carnegie to North Rd
Alternative: extension of tram network up to the corner of Koornang and Neerim Rd

DEVELOPMENT AND OTHER COMMENTS
As part of improving public transport would like to see a local carnegie mini bus loop service to address long corridor streets – and assist youth and aged, encourage public transport use.
Some excellent ideas Good work!
Love the idea of a community market - there is not enough variety or quality produce stores. I'm also a big fan of more parking and level crossings.
lots of uni students around, should encourage community by more open air dining areas (easter car park concept is excellent) but discourage shops which do not have a proper retail presence (packaging vitamins and formula for china is not a retail shop).
The whole concepts report is very weak, lacking vision and does not directly address the concerns raised in the consultation. Major issues of haphazard development and lack of town planning have been ignored. Very poor quality report. I strongly recommend the consultants are NOT paid for such a poor report. The report 'concept examples' range from the ridiculous to the fanciful. P. 11 is a great example of the before and after, the only difference is few trees taking up car spaces. I notice some tragic 'cut and paste' bloop on the same page as 'Glenhuntly' is referred to and not Carnegie. How about a multi-storey car park with a market and green open space and a community hub next to the library? " Rooftop recreation facility" - what is that, bungy jumping?This is not trivial, yet there is not enough information to even imagine it. Incredible that there is hardly any mention of the LXRA project and how that will impact Carnegie shopping precinct. Did the consultants even talk to the LXRA??
Do not allow more Chinese delivery store open
Get an answer from the Planning Minister regarding ammendments C147 and C148 to stop overdevelopment now.
Great job so far! I hope the required funding is allocated and this all actually happens.
no
I think this is an excellent document - great ideas and focused on the big ticket options that will really improve the area.
Turf Tennis x4 courts and skate park for kids near the Carnegie Pool
Remove the old small red brick walls from the koornang street, bring some elegance please!
Make the eastern carpark underground and keep open space at ground level
Just to emphasise - I believe having a community-focused Eastern side with a park at ground level and a more commercially focused Western side (especially as that is where the supermarket is which generates a lot of the traffic), would be a great outcome.
Further designated space for young children to play would be great. The pay area at the library is used all the time and is often very busy.
No
No
I council need to find a way to reduce the number of flats being built in selected small areas of the municipality. There are other municipalities that have had better planning and insight as to how their communities are addressing the increase in population without medium/dense developments taking over their neighbourhoods. GE town planners and council need to wake up and listen to ratepayers concerns and not bend over for the developers. My understanding of a commercial centre is where neighbourhoods are primarily composed of businesses, shops, offices, theatres, restaurants, carparks. I don't see it including residential developments. The more apartment blocks you allow in this municipality, the less open space per capita and the loss of our livability.
Na
I am strongly against roads being turned into "pedestrian only" areas. It will increase congestion and make it even more chaotic and stressful getting to work. Many residents still depend on their vehicles to get to and

from work, and taking public transport isn't always feasible. I repeat, do not make any roads in Carnegie "pedestrian only" areas, it doesn't make sense!
Sack the town planners and the Councilors. Do not let any past employee and councilor can not ever reapply for any job in the Glen Eira Council.
YES!, Leave the shopping strip and building permits for high rises alone!! My neighbors and I like the Village feel- we do not want here a St Kilda or Chadstone type touristy feel area. Keep it simple and beautify it with trees and greenery and walking tracks-not more restaurants (we have enough fucking ASIAN and other types of restaurants here to fill the whole of LA + Manhattan.. it really is ENOUGH now! Keep it pretty and laid back and telexed and let us enjoy our nature and sunshine over here rather than be greedy and vie for the big bucks from stupid developers who don't care about our environment and our way of life! We do not wish to become another St. Kilda precinct with a touristy vibe.
Arawatta St traffic lights are so slow, they seem to stay red forever. I think this needs to be looked at too.
Please improve on-road cycling conditions – currently unsafe for all ages and getting worse quickly due to high development. Especially Koornang Rd and Neerim Rd.
Bus integration with train and tram
The critical information needed to make decisions is missing? How many people will live in the area? Where do they work? How long will it take them to reach their destination for each of the available modes of transport? Will people be able to house vehicles off-street or are they going to park them on-street in a multi-storey parking structure?
The post codes of Carnegie and Murrumbeena are forever ruined so if the changes are to happen at least make it upmarket and stop giving us tacky substitutes
We need a mixture of better public transport, more car parks, green land and general improvements/renovations of shops/train station areas. We can't have an all or none thing.
Please consider the safety of our suburb as development plans are made. Women and girls should feel safe moving around at all times of the day and night and there are excellent studies and designers/planners out there to facilitate such development.
Feel like this has all been thought about too late. Whilst I am glad to see the crossings go. It was managed very badly from day dot. No amount of surveys will change the fact that the under bridge areas will be an eyesore and place to loiter. No good will come from it by planting a tree. :-)
no
Suggest east car park in concept I be multiple levels underground
Not at this stage
I like the idea of a "market" below the carpark. I would be hesitant about which businesses would be taking up the tenancy, and would somehow like for it to have variety of shops. I think that if a business space could be built into the rooftop would be great, so that a mixed venture could operate (nursery, bar, cinema, arcade games, etc.)
No
To promote shopping area as well as apartment blocks to be within the shopping area and not to let apartment blocks or retail spread out to residential areas. Especially to regulate apartment blocks on residential streets and to somehow regulate how developers are buying up houses only to demolish them to build apartment block as is happening in Mimosa road.
Carnegie desperately needs to go through a beautification process!

<p>although it makes sense to encourage people to use public transport, for locals who want to go to the supermarket etc. there is a real lack of parking. Not everyone can walk to the shops easily. Traffic flow is also very poor - any closure of roads needs to be carefully considered in terms of the implications for residential side streets and traffic bottle necks. There are many new apartment buildings being constructed in the area - this brings more people/cars/visitors</p>
<p>No</p>
<p>Remove the carparking from in front of the Rosstown Hotel in Koornang Road. Look at options to encourage quality commercial development along Dandenong Road from the end of the service lane at Officeworks to Grange Road. Consider that in many secondary streets houses have no off street parking and developments need to consider that many streets are effectively "one way" due to parked cars.</p>
<p>Activation of laneways as noted in report is good. Visual appeal at rear of Koornang Road shops should be improved, especially the areas facing the western and eastern car parks.</p> <p>Agree with concept of Egan Street shared zone but predominately for Egan Street properties and not wider community. Should be paid for by Egan Street landowners.</p>
<p>Extending the tram routes to Carnegie Station and the creation of a focal open green space will really add to Carnegie's village feel. I also support maintenance of the open land on the north side of the current station.,</p>
<p>When talking about the diversity of shops and restaurants - it is probably even broader than this. Lots of literature on 'livability' refers to diversity of offerings. Things that might add greater value than car parking are opportunities to diversify employment opportunities, such as more flexible spaces, or office spaces, for knowledge economy workers.</p>
<p>Don't want to be the same as Prahran, no high rise carparks, with dubious market spaces</p>
<p>The increased residential density means increased pressure on the roads and the possibility of gridlock in the near future. Road vehicle usage needs to be discouraged. The vehicles that do use the roads need to be smaller and cleaner. Share cars and plug-in cars need to be allowed for.</p>
<p>Please ensure all new developments include maximum parking. Roads are getting more dangerous as more cars parking in major streets and reducing visibility when turning. I suggest lights at Neerim and Truganini (relocate existing pedestrian lights in Neerim Rd).</p>
<p>The over development and fastly increasing population in Carnegie needs to be better controlled and catered for.</p>
<p>It's good to see the Council making improvements and coming up with ideas. Carnegie has had some years of disruption with the developments. This seems like disruption with a positive outcome. Good work!</p>
<p>Designate alternative routes for cars to Dandenong Road eg. Grange and Murrumbeena Roads, Neerim Road - double lanes, clearways, favourable traffic signals.</p>
<p>Extend Waverley Road tram stop at Darling and Dandenong Roads (uninterrupted flow on Dandenong Road. Tram wires are a visual ugliness) Do not support extension of tram lines from (67)</p>
<p>More security cameras along streets. Upgrade tram 67 to new trams for safety reasons. Seating and cover at all tram stops. More evening entertainment or stimulation needed in area at night.</p>
<p>All proposed changes need to accommodate growing population triggered by new developments. Council should not approve any developments without allowance for parking and education considerations.</p>
<p>Improve Carnegie pool. Improve the unnecessary bureaucracy of Council. Improve Carnegie library - take a look at St Kilda new books - fantastic selection! Carnegie and Glen Eira libraries so limited. Have a community noticeboard for all to contribute. Finally support locals. Council wouldn't allow a young teacher to advertise classes on billboard because she charged money. \$10 a class - not like she was making millions. Ridiculous!</p>

More businesses need to have the communication Access Symbol - including library.
I like the idea of a pedestrian friendly Koornang Rd and surroundings, more trees and better crossing.
Better street lighting near the stations - Carnegie and Murrumbeena to make it look more vibrant and happening. Maybe permit restaurants and cafes in shopping strips to play p their music for the passers-by

FACEBOOK

Now you want to hear from us? Carnegie is being transformed no matter what we say. You've done nothing but sit on your hands and let over development and skyrail ruin our suburb.
Who's stupid idea is this? Closing koornang rd is going to create so much traffic. You've allowed a million of apartments to be built and with that means more people and cars. Unless your proposing to build an additional magic rd which leads to dandenong rd, you don't have my vote
More over development and congestion please. We can't get enough! Less parking too.
So, after spending a fortune on SKYRAIL, subsequent devaluation of all surrounding properties, over development with apartments and inconveniencing thousands of people, some genius now thinks we should get rid of the cars that will finally be able to get past the train line. PLEASE - get a real job and stop trying to justify your existence by spending my money.
Exactly-and forcing heavy traffic unnecessarily onto surrounding roads!!! Hilarious!
I was confused because in some parts of the proposals they seemed to indicate through the use of diagrams with green dots that they are taking the cars off Koornang Rd and yet in the written part that wasn't mentioned. It was very unclear.
As for many cars being able to access a new east car park on Shepparson St. How will they solve the number of cars trying to turn right out if Shepparson onto Neerim? (Lights would definitely be needed, which could cause havoc so near to the Koornang Rd, Neerim Rd lights).
Extending tram lines was a great idea. Joining the end of two tramlines at the station would be great.
Rooftop activities on top of a car park sounds like a bit of a waste of money. It could be quite a dangerous space if not enough people use it.
let's get them lvl
Why, I wonder did the State Gov't "forget" to include the Glenhuntly railway Station boom gates in its Removal Plans ? ? ?
I agree. That area is worse than most because it also has a tram line on it.
Thats in the future now its to double the land rate where I lived 4 will live its called helping while these brilliant minds captalise on others not caring for the people or their views I hope council gets wind of this stupid idea building 3 match boxes on one plot .
Bit late for token consultation - city of Glen Eira
Dirty slow and too many pedestrians.
I knew an old man who lived on a corner block on Carnegie. In the end he had no choice to give up the family home to Developers as he was going to be boxed in and surrounded by Apartments. . Carnegie has been ruined.
Bring on the dog boxes. I hope every Glen Eira councillor is forced to live in or alongside one
Yeah now that its so over populated we need more parking