

Grand Prix 2023

Traffic and Parking Approach Review

May 2023



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Overview

In 2023, Council continued the parking management approach trialed during the 2022 Grand Prix (GP) and endorsed in September 2022.

This involved replacing the previous approach of barriers around Middle Park and Albert Park with temporary parking restrictions, designed to prevent Grand Prix visitors from occupying long-term parking spaces in the local area.

The area highlighted in Figure 1 had the following parking restrictions applied during the GP from Thursday 30 March to Sunday 2 April:

- Existing 4P zones or unrestricted zones were adjusted to 90-minute (1½P) zones.
- Existing 2P, 1P or permit zones which only operate Monday to Friday or Saturday were extended to include the entire weekend.

To be exempt from the temporary 90-minute change, a Grand Prix Temporary Parking Permit had to be displayed.

Residents who had existing Resident/Visitor/Combined Parking Permits were also exempt from the temporary parking controls.

Under this approach, no permits were required to drive through the area or to park for up to 90 minutes.



Figure 1 Area where temporary parking changes applied during the 2023 Grand Prix

Permit Distribution and Communication

A mailout to all properties in the temporary parking change area was completed the week beginning Monday 6 March, three weeks prior to the event.

This mailout included a letter explaining the parking changes, event information supplied by the Australian Grand Prix Corporation (AGPC), and two temporary parking permits.

The mailout also included information on the process of requesting additional permits, which could either be mailed out to properties or picked up from an ASSIST front counter. More than 70 requests of this nature were fulfilled.

Nearby properties that did not require permits this year – as temporary parking changes would not apply in their street – received a letter explaining the new approach and why they would not receive permits for this year's event.

In total, 1,457 properties received the permit mailout pack, while 1,731 properties received a courtesy letter advising that permits would not be required this year.

Copies of the materials mailed out to residents are included in the appendices of this report.

In addition to this mailout, further information was also shared on Council's website and Facebook page, and through the ASSIST front counters and phone lines.

Signage Installation

Temporary signage was installed over two days – Tuesday 28 and Wednesday 29 March – prior to the changes applying from Thursday 30 March. Removal took place the week after the event.



Figure 2 Example of a temporary parking sign installed in Page Street, Middle Park during the 2023 Grand Prix

As pictured in Figure 2, most of the temporary signage was installed on standard steel-face plating. Some small overlay stickers were used, particularly where existing 1P/2P/Permit Zone restrictions were being extended for the weekend, beyond Monday to Friday or Saturday.

Adjustment to approach

As will be discussed later in this report, feedback from a number of residents in Middle Park and Albert Park over the first and second day of the GP highlighted issues with limited parking availability in some unrestricted streets surrounding the temporarily restricted area. To respond to this feedback, Council delivered a temporary parking permit to approximately 200 properties in impacted streets on the second day of the GP to allow them to park in the nearby temporarily restricted area during the weekend.

Shared e-scooters and e-bikes

The 2023 event was only the second Grand Prix to be held since the commencement of the Victorian Government's e-scooter trial. In 2023, Council worked with AGPC, operators and relevant parties to facilitate increased ridership through the development of a dedicated shared e-scooter and e-bike operations plan.

This included the establishment of eight dedicated parking zones around Albert Park. These zones were demarcated by barriers, signage and in-app technology which directed users to these locations and prevented them from parking in surrounding streets. Representatives from operators Lime and Neuron were present across the weekend to pro-actively manage these spaces and rebalance and move devices as required.

In addition to public transport, coach and taxi services available during the event, shared micromobility presents an effective means of getting to and from the Grand Prix without generating vehicle traffic or parking occupancy issues in the local area.

Data collection and review

Traffic and parking occupancy surveys – conducted by external company Austraffic – were completed over the event weekend. This occurred both in the temporarily restricted zone, and in nearby locations outside of this area.

The data gathered in these surveys provides information pertaining to the level to which vehicle traffic increases were observed in local streets compared to average use, and the extent to which local car parking spaces were occupied during the Grand Prix.

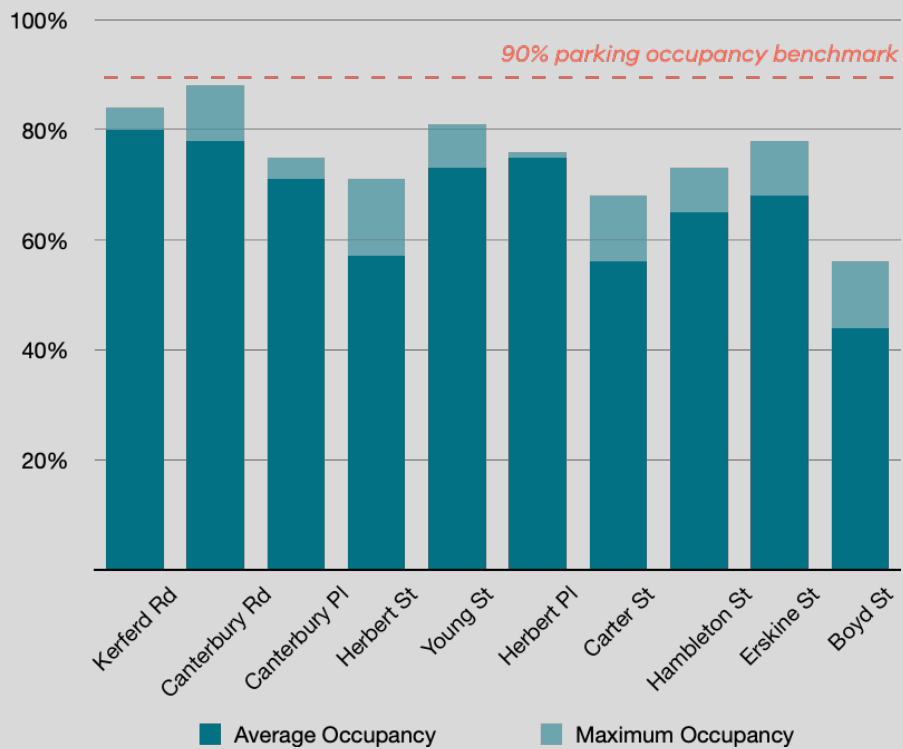
While some data is discussed in the proceeding sections, the full outcomes of these surveys are included in separate reports provided by Austraffic and will inform Council's planning and approach for next year's event.

Accomplishments

Parking availability in temporary parking zone

The temporary 90-minute (1½P) restrictions worked well in managing parking demand in local streets. During the event period, parking occupancy remained at stable levels with spaces available throughout the day. There were very few complaints received regarding lack of spaces near addresses within the temporary 90-minute zone.

Figure 3 Parking occupancy recorded in streets with temporary restrictions on Sunday 2 April



Parking occupancy data gathered on Sunday 2 April – the busiest day of the Grand Prix – confirms that demand was sufficiently managed in streets where temporary parking restrictions applied.

Figure 3 depicts parking occupancy levels recorded in a selection of streets with temporary restrictions. As demonstrated, occupancy levels remained sufficiently low throughout the weekend – a maximum occupancy level recorded between 60 and 80 per cent translates to between one and two in every five parking spaces being available for use.

Clarity of temporary controls

In 2022, the temporary parking restriction involved use of 2P controls. Feedback from the community and from Council's Parking Enforcement team was that this was confusing for residents in understanding where they could use their permits due to the similarity to existing controls in the area. The 1½P zone created a more easily understood distinction between bays where a temporary restriction applied (and a temporary permit could be used), and permanent 2P zones in the local area.

The 1½P restriction used this year was found to strike the right balance between maintaining ease of access to legitimate short-term visitors to services such as hairdressers, cafes or churches, while preventing Grand Prix attendees parking in local streets longer term. The discontinuance of the Local Access Zone approach created a straightforward experience for those visiting the area for purposes such as delivering in-home care – as short-term visitors did not need to contact Council to organise access passes for the event period.

Transition to durable signage

In 2022, widespread issues were noted regarding the use of overlay stickers. This temporary signage was peeled off in some areas, leaving enforcement officers unable to issue parking infringement notices to vehicles overstaying the temporary controls.

Overlay stickers were still used to a small extent in this year's approach. While there were some reports from community members that stickers were peeled off this year, no major issues were recorded by Parking Enforcement.

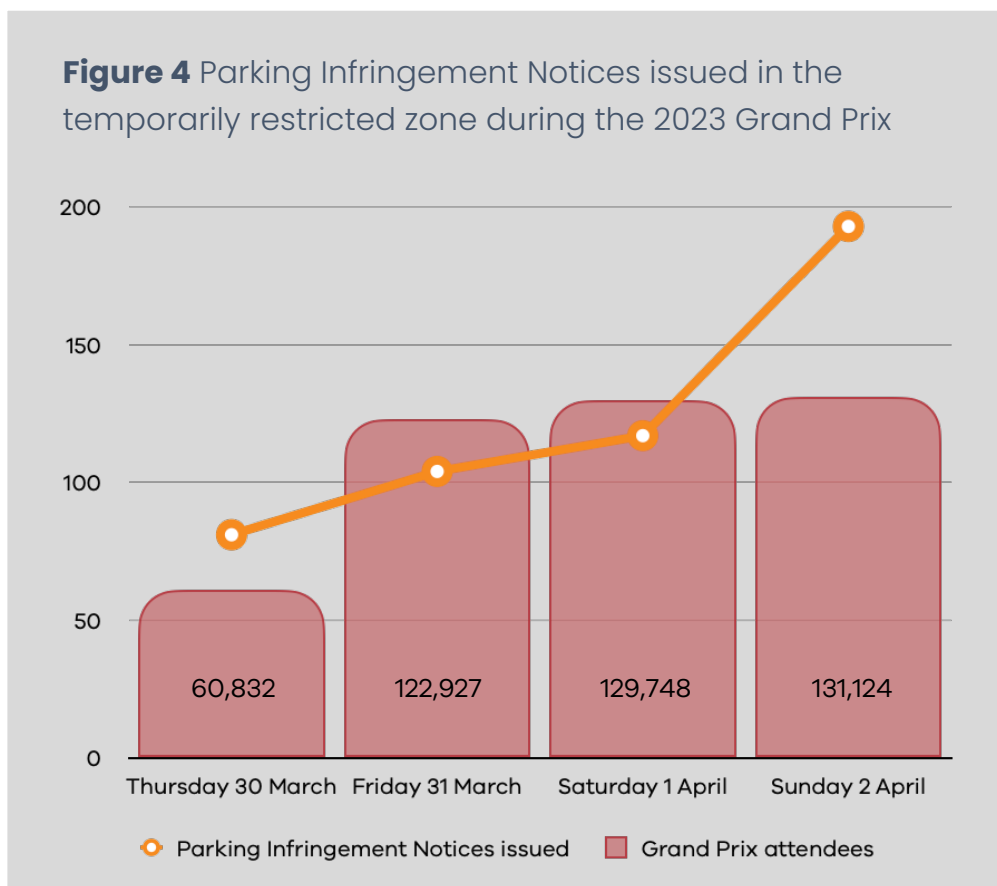
The installation of standard steel-face plate parking signs this year in most areas made the signage harder to remove and therefore able to be enforced, as outlined below.

Successful parking enforcement

During the four-day event period, dedicated officers issued more than 495 Parking Infringement Notices (PINs) in the temporarily restricted zone between 9am and 5pm as outlined in Figure 3. This number does not necessarily reflect the total number of fines that will be paid in infringements as some may be contested through the Parking Appeals process.

Despite the number of infringements issued, some community members provided feedback regarding a perceived lack of enforcement activity or failure to respond to reports of illegal parking. It is possible that this is associated with the perception that any vehicle failing to display a permit was illegally parked. This is not the case – under the approach used, any vehicle could enter the area and park legally for up to 90 minutes without needing to display a permit.

Additional parking enforcement activity was in place during the event period, allowing more than 148 community reports of illegal parking to be investigated by officers over the four days.



Popularity of shared scooters and bikes

The 2023 Grand Prix included dedicated shared micromobility parking zones and management for the first time. The need for such arrangements is underscored by the popularity of these devices – a new record for total daily number of trips on shared scooters and bikes in Port Phillip was reached on Saturday 1 April, only to be broken again on Sunday 2 April.



Figure 5 Designed parking location established in Wright Street, Middle Park

The creation of dedicated parking zones, such as those pictured in Figure 5, produced several positive outcomes, including:

- Significantly lower incidence of footpath parking and related amenity issues in comparison to the 2022 event

- Improved ability to support increased arrivals & departures, creating a simpler experience for device users

In total, more than 8,200 shared micromobility trips were taken to and from the Grand Prix this year.

These devices provide a cost-effective and low-emissions means of travelling around, while reducing reliance on busy tram services during the event. Their use also decreases overall traffic congestion associated with vehicle pick-up and drop-off, and allows attendees to easily access and spend in local precincts before, during, and after the event. Given the increasing popularity of these devices, further provisions will need to be made during future events to provide continued support of their use.

Issues

Key parking and traffic issues documented for the event are detailed below, recommendations relating to these are included in the following section.

High parking demand in local unrestricted streets

During the event period, Council heard from residents of streets outside the temporarily restricted zone that parking was almost entirely full. This occurred in street sections which did not have any parking restrictions including:

- Wright, Harold and Nimmo Streets (between Page and Danks)
- Richardson Street (between Langridge and Fraser)
- Longmore Street
- York Street (between Fraser and Cowderoy)

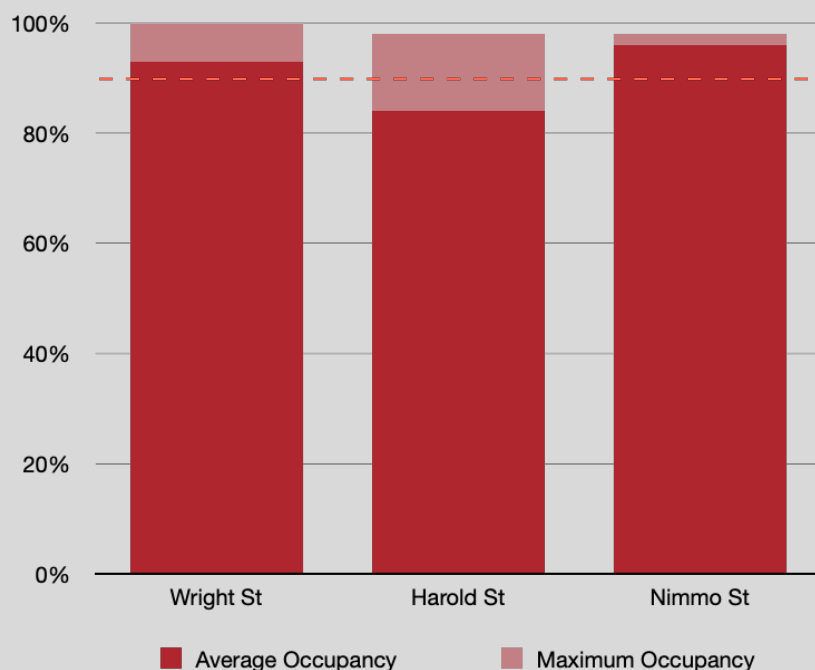
Officers working across the area over the GP period observed these issues, and the data confirms that higher-than-desirable levels of traffic and parking occupancy were observed in these streets.

Council's Parking Management Policy identifies a parking availability target of one in ten car parking spaces being available across the day in residential areas. This translates to parking occupancy levels of no more than 90 per cent. With this average availability, the average walking time from an available car space to any destination will be less than two minutes.

Data provided for unrestricted sections of Wright, Harold, and Nimmo Street confirm that higher-than-ideal parking occupancy levels were reached during the Grand Prix. Counts were conducted three times throughout the day – at 8am, 12pm and 3pm. Average occupancy levels reported above 90 per cent indicate that there was a problematic lack of parking availability in local unrestricted streets across the day. Even in cases where the overall average daily occupancy level recorded was below 90 per cent – such as on Harold Street – this figure still reached

closer to 100 per cent at some points during the day. This data confirms that parking demand experienced during the Grand Prix had an adverse effect on overall availability in local unrestricted streets.

Figure 6 Parking occupancy levels recorded in local unrestricted streets on Sunday 2 April



Feedback from the community indicated that the lack of parking availability was distressing to local residents, as they felt they couldn't use their vehicles for risk of there being no available space upon return.

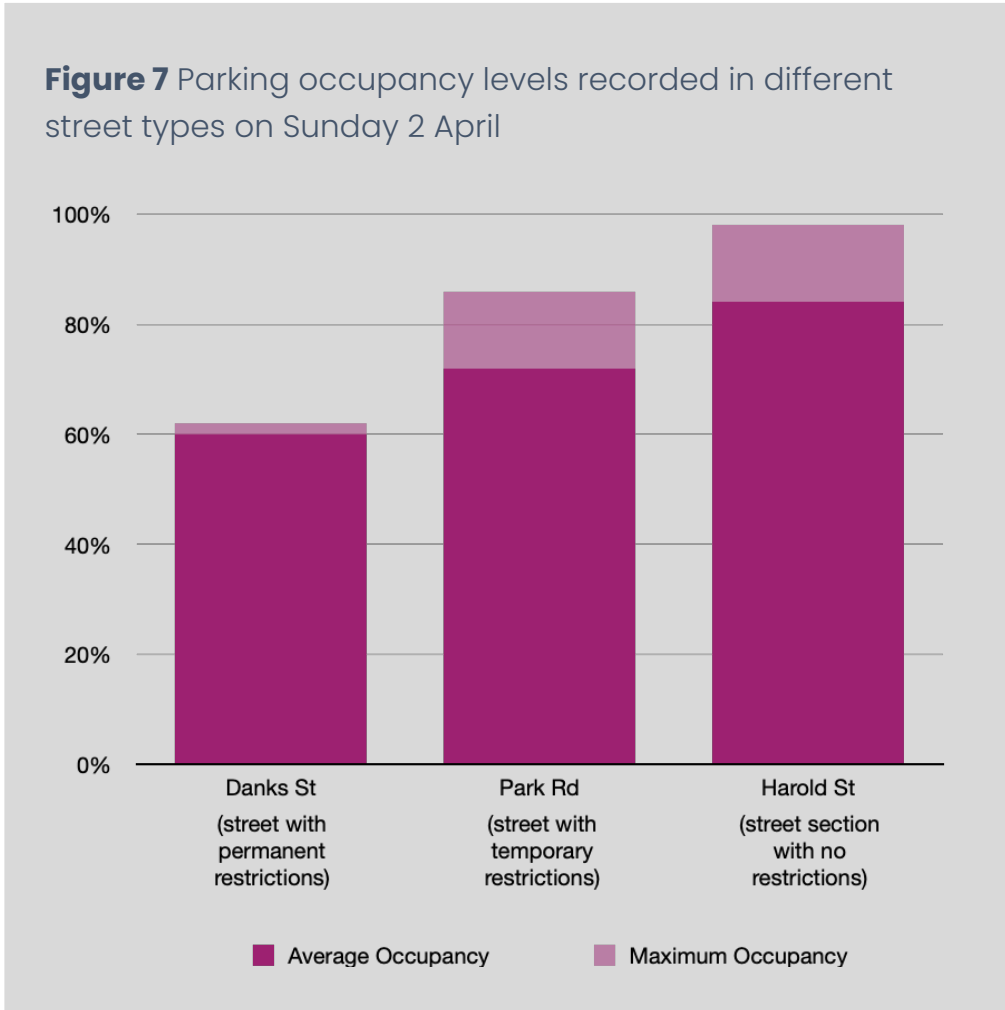
In addition to lack of parking availability in these streets, the higher level of demand also produced several other undesirable outcomes, including illegal parking on nature strips and across driveways.

The area where higher-than-anticipated parking demand was observed was contained to those streets outside the temporarily restricted zone which do not have any parking restrictions year-round.

Nearby streets where year-round parking restrictions apply – including Mary Street, Danks Street and Deakin Street, among others – experienced little increase in parking demand and occupancy. The permanent 1P, 2P, 4P, and Permit Zone restrictions in place – in addition to the temporary 1½P restrictions applied in nearby streets – had the desired effect of sufficiently suppressing parking demand experienced during the Grand Prix.

The difference illustrated in Figure 7 highlights the extent of the parking availability issue experienced in local unrestricted streets. There was significantly less parking available in these streets compared to those with either temporary or permanent controls.

The additional permits delivered to properties in impacted streets on Friday afternoon helped to manage this parking demand issue to the best extent possible, recognising nonetheless that it was not an ideal situation. This provisional solution helped to reduce the number of issues faced by residents and therefore the complaints and enquiries raised over the weekend.



Albert Park and South Melbourne weekend parking

The temporarily restricted zone primarily covers streets where parking is unrestricted. Its borders are largely determined by areas where existing parking restrictions exist. Nonetheless, some streets in Albert Park and South Melbourne – beyond the zone – have year-round parking controls which apply only on weekdays, or up to Saturday. This leads to unrestricted parking being available close to the event on the Sunday race day – the Grand Prix’s busiest day.

Parking demand in paid bays

Parking demand also increased in local ticketed parking areas during the Grand Prix. While parking is a shared resource – and increased use is to be expected during a major event – this had the effect of displacing people who routinely pay to park in the area.

Council heard concerns from some members of the community who work at offices in the local area and routinely use paid parking in local streets. Because of increased Grand Prix visitation, most spaces had been occupied by early morning – making it difficult for people to get to work by car, as they normally would. Access to parking in this area also becomes more contested due to the loss of spaces associated with event space taking over the Lakeside Stadium carpark and several bays along Albert Road.

Signage installation errors

Council engaged and managed Fulton Hogan to procure, install and remove all temporary signage associated with the Grand Prix Parking Management Approach. In 2022, there were some issues with installation of signs being managed through AGPC. The new approach allowed for more reactive responses to issues raised by our community.

A few minor issues arose this year with the installation of signage, including:

- Erroneous removal of existing Disabled parking bays
- Incorrect installation of signage in streets where temporary restrictions were not intended to apply
- Failure to install signage and overlay stickers in some areas where temporary restrictions were intended to apply

The terms of contract agreed upon with Fulton Hogan included an allowance of additional signs should vandalism occur, and a standby crew to address any issues at no additional cost. This made the process of

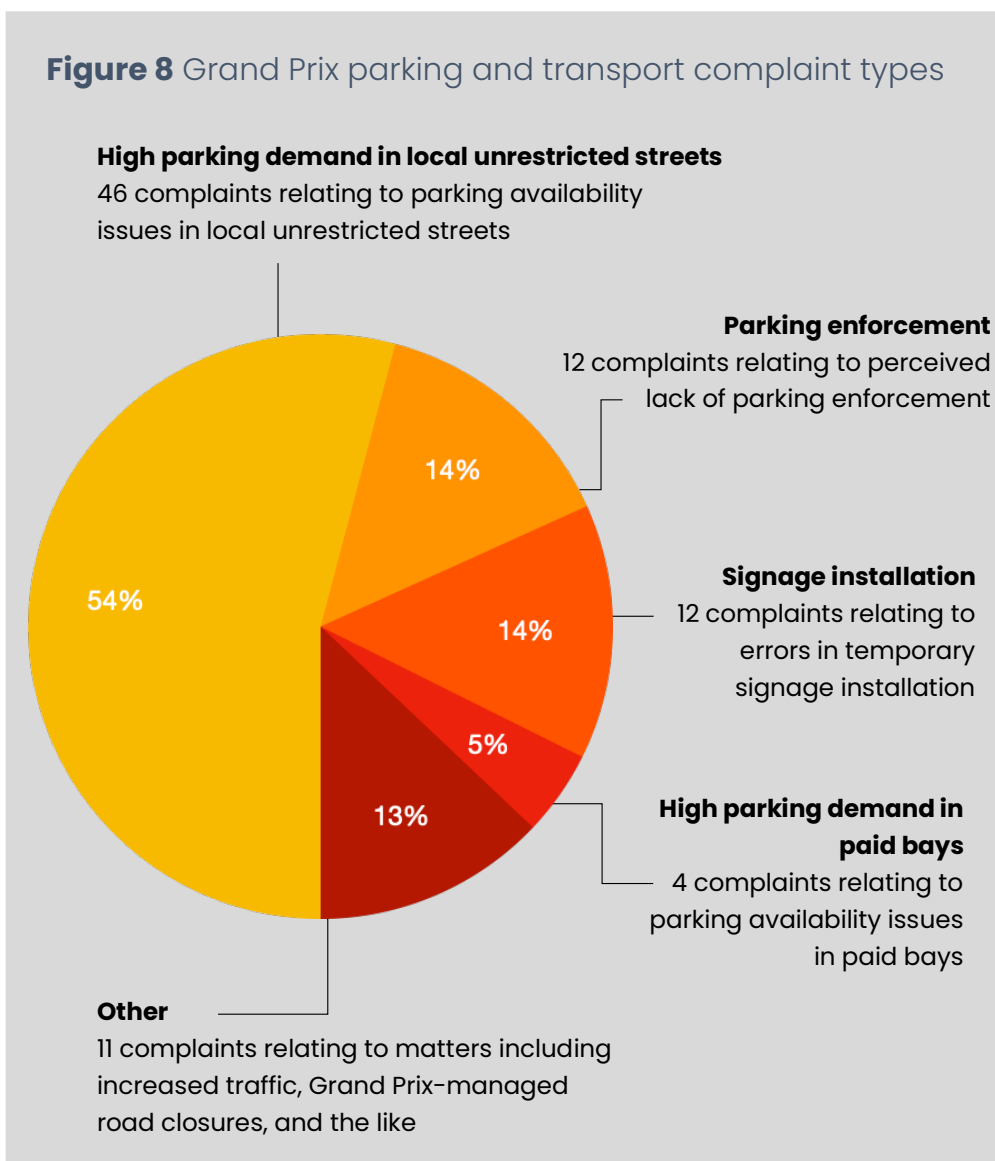
rectification substantially easier, with most errors addressed by the Friday afternoon of the event.

Nonetheless, some community members reported concerns due to these errors, including that:

- They couldn't park in their allocated disabled parking bay (due to signage being removed)
- Most on-street spaces near their property had been occupied by event visitors (as signage had not been installed, meaning no restrictions applied)
- They had not received the necessary permits to park longer than 90 minutes (as signage had been erroneously installed in streets where changes were not intended to apply, mistakenly causing households to believe they needed permits)

Issues summary: by the numbers

In total, Council received more than 85 complaints associated with Grand Prix parking and transport. These are grouped by topic in Figure 8. These complaints are separate from the more than 110 service requests processed in the lead up to the event, many from those requesting additional temporary permits.



Recommendations

1. Extend the temporarily restricted zone

The parking occupancy data gathered – in addition to community feedback received – indicates that the zone where temporary parking changes apply should be extended for next year’s event.

Figure 9 depicts a suggested zone for the 2024 Grand Prix. This includes the addition of all properties that received last-minute permits in response to concerns raised during this year’s event, and several other streets where no permanent parking restrictions apply.

Temporary parking restrictions are not suggested to be extended to areas beyond Danks Street, Cowderoy Street, or Park Street, or further onto McGregor St or Langridge St as existing parking controls in these areas already sufficiently prevent long-term parking. Council did not hear feedback pertaining to increased parking demand observed in these areas during the 2023 Grand Prix.

During preparations for the 2024 Grand Prix, the attached map should be re-evaluated in light of any changes to parking settings which may be made over the next 12 months. Any changes to how AGPC run the event and where they expect most patrons to access gates should also be considered.

Other parking issues discussed in this report – regarding parking controls in nearby areas that don’t cover the full four days of the event, and demand in paid bays – will be noted and monitored, recognising that a major international event will always generate some disruption.



- 2023 Temporary Restricted Zone
- 2024 suggested extensions of the temporary restricted zone
- Existing parking restrictions

Some pre-existing restrictions apply in the temporary restricted zone.

Figure 9 Suggested extent of Grand Prix 2024 temporary restricted zone, including additions beyond the 2023 area

2. Streamline the installation of temporary signage

Greater oversight is needed during future events to monitor the installation of temporary signage. This includes clearly communicating the signage changes to contractors and ensuring that responsiveness continues to be built into resource planning to ensure that any errors can be rectified in a timely manner.

A comprehensive review of signage should be made upon installation before the event and this should also take place after the event, to confirm removal of all temporary restriction signposts.

Despite significantly fewer vandalism issues being reported this year – largely due to reduced reliance on stickers to convey temporary restrictions – a progression toward exclusive use of standard steel-face plate signage may be considered to eliminate the possibility of vandalism.

Future outlook

The 2023 Grand Prix was attended by 444,631 visitors, making it the largest in the event's history since beginning in Melbourne in 1996. Crowd sizes will likely continue to grow in future years, with the event confirmed to be held at Albert Park until at least 2035.

During this year's event, trams were a popular means of getting to the event – 43% of visitors used a tram to get to the Sunday race day. The forthcoming opening of Anzac Station on St Kilda Road is likely to increase the total proportion of attendees who travel to the precinct using public transport and move the most heavily used gate from Canterbury Road to St Kilda Road.

Council will continue to advocate for provision of frequent public transport services, supporting the message that public transport is the best way to get to and from the GP.

The increasing popularity of e-scooters and bikes will also help reduce traffic congestion and amenity concerns associated with car travel and related parking issues. During the 2023 event, shared bikes and scooters accounted for more than 8,200 journeys to the precinct – a marked increase over the prior year. Planning to accommodate the parking needs of these devices will enhance their attractiveness as a transport mode and protect the amenity of surrounding streets.

The ongoing support of these transport methods – in addition to the management of a temporarily restricted parking zone – will allow benefits associated with the Grand Prix to be realised while reducing amenity impacts to the local community.

Appendices

- Appendix A: Letter sent to properties receiving permits
- Appendix B: Letter sent to properties outside the permit area

27 February 2023



AUSTRALIAN
GRAND PRIX
CORPORATION

Dear Resident / Trader,

Formula 1® Rolex Australian Grand Prix 2023 – Local Parking Area

The Australian Grand Prix Corporation (AGPC) is excited to be welcoming back the Formula 1® Australian Grand Prix to Albert Park from **Thursday 30 March to Sunday 2 April 2023**. City of Port Phillip is working with the AGPC to minimise disruption to our community before, during and after the event.

This letter outlines temporary parking changes to be put in place over the four-day event period. These changes are designed to discourage Grand Prix visitors from parking in local streets, and to provide ease of access to residents, traders and visitors to local schools, businesses and community centres. Enclosed are two Temporary Parking Permits, as well as information for the local community regarding the Formula 1® Rolex Australian Grand Prix 2023.

2023 Parking Management Approach

In 2023, City of Port Phillip, together with the AGPC, is continuing with the parking management approach first trialled during the 2022 Grand Prix. This involves replacing the previously used barriers around Middle Park and Albert Park with temporary parking restrictions, designed to prevent Grand Prix visitors from occupying long-term parking spaces in the local area.

The following parking restrictions will apply from Thursday 30 March to Sunday 2 April:

- Existing 4P zones will be adjusted to 90-minute zones.
- Existing 2P, 1P or permit zones which only operate Monday to Friday (or Monday to Saturday) will be adjusted to also include Saturday and Sunday.
- Existing loading zones or disabled parking bays will not be modified.

Council's parking enforcement officers will patrol and enforce all signposted parking restrictions. All vehicles must comply with signposted parking zones or display a valid parking permit to be exempt from time limit restrictions. Illegally parked vehicles will be subject to fines and towaways for obstructing access.

Local resident exemptions

These temporary parking restrictions are designed to protect resident parking access over the four-day event. To be exempt from these time limit restrictions, one of the following City of Port Phillip issued parking permits must be displayed in your vehicle:

- Resident Parking Permit
- Visitor Parking Permit
- Combined Parking Permit
- Temporary Parking Permit (enclosed)

Additional permits may be requested by contacting City of Port Phillip ASSIST on 9209 6777. AGPC are unable to distribute Temporary Parking Permits.

Please note that these local resident exemptions do not allow parking in loading zones or disabled parking bays.



These temporary parking restrictions will only apply for the Grand Prix event days, Thursday 30 March to Sunday 2 April. The area in which these changes apply is highlighted on the map below, in **Image 1**.

Signage

Signage for the temporary parking restrictions will be installed by Wednesday 29 March 2023 and will be removed the following week from Monday 3 April 2023. A sample of the 90-Minute Temporary Parking Signs which will be installed can be seen below, in **Image 2**.



Image 1 Restricted parking area




Image 2 Restricted parking area signage

For more information

- 📍 portphillip.vic.gov.au/grand-prix-parking
- 📞 ASSIST 03 9209 6777

Scan the QR code

For Grand Prix parking and traffic information



Yours sincerely,

Chris Carroll
Chief Executive Officer
City of Port Phillip

Tom Mottram
General Manager - Operations
Australian Grand Prix Corporation

27 February 2023



AUSTRALIAN
GRAND PRIX
CORPORATION

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2023 Parking management approach

In 2023, City of Port Phillip, together with the AGPC, is continuing to optimise the parking management approach first trialled during the 2022 Grand Prix. This involves replacing the previously used barriers around Middle Park and Albert Park with a temporary parking restriction zone. These are designed to prevent Grand Prix visitors from occupying long-term parking spaces in local streets, while maintaining ease of access for residents and visitors to local businesses in the area.

Following a comprehensive review of the 2022 trial, Council has resolved to consolidate the area in which temporary parking restrictions will apply. This is designed to target the area that was most impacted by the 2022 Grand Prix, while excluding an area that was demonstrated to have little or no parking impacts.

Therefore, during the 2023 Grand Prix, temporary parking restrictions will not apply in your area.

This will remove the necessity for households and businesses to retain and display a Temporary Parking Permit, reduce the amount of temporary signage that needs to be installed and simplify Council's parking enforcement.

Traffic and parking surveys will be conducted again this year, both within the consolidated Local Parking Area and in areas adjacent to it. This will allow Council to review any potential impacts from the creation of a smaller Local Parking Area and address any changes necessary in future years.

Yours sincerely,

Handwritten signature of Chris Carroll.

Chris Carroll

Chief Executive Officer
City of Port Phillip

Handwritten signature of Tom Mottram.

Tom Mottram

General Manager - Operations
Australian Grand Prix Corporation