



Community Survey Evaluation report

Trial Parking and Traffic Management Melbourne
Grand Prix 2022



Melbourne Grand Prix Traffic Management Trial

Evaluation Report 2022



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Executive summary

- > In early 2022 the City of Port Phillip (CoPP) consulted with residents in the vicinity of the Melbourne Grand Prix (GP) to determine community perceptions on how new parking and traffic management approaches, trialed for the 2022 event, compared to previous approaches.
- > 4,000 properties were delivered information on the parking and traffic management approach and feedback was sought from residents both prior to the GP event, and upon its completion; this resulted in 61 completed pre-event surveys, and 70 completed post-event surveys.
- > The response rate was relatively low and so findings should be considered indicative of the community's views rather than representative.
- > All respondents were CoPP residents, and two-thirds lived within the Traffic Management Area (TMA). Just over half were women, two-thirds had previously attended the GP, and almost one third of respondents were aged between 35-49 years of age.

Key findings

- > Dissatisfaction levels for almost all criteria were more than double that of satisfaction levels, this included for: 'quality of information received', 'success of 2P restrictions', comparisons of 2022 and 2019 TMA, 'satisfaction with ability to park', and assessments of traffic flow, amount and speed of traffic, and public transport.
- > The traffic management measures were deemed unsuccessful by the majority of survey respondents who reported frustration at both blatant parking infractions and at being unable to readily access their own homes during the GP event.
- > The 2P restrictions were deemed ineffective mainly due to lack of enforcement. Respondents particularly noted the lack of patrolling enforcement officers, and to a lesser degree, argued that potential fines are too small to deter GP attendees from parking all day within 2P restriction zones.
- > Respondents reported witnessing lawless behaviour from people they assumed were GP attendees, including: removal of temporary 2P stickers from signage, reserving multiple car parking spaces by parking across lines, all-day parking in 2P areas, verge parking, and the theft of temporary resident parking permits from letterboxes.
- > Many respondents acknowledged the difficulty for Council in managing poor parking behaviour, but they wanted to see greater efforts and suggested: better enforcement, greater fines, towing offending vehicles, or the establishment of a 'hotline' for reporting offending vehicles.
- > The barrier approach used during the 2019 GP was thought to be more effective on the basis that residents felt there were fewer non-resident cars present in the TMA. However, many acknowledged the difficulty in policing poor behaviour whichever

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traffic management approach is followed. Again, enforcement was thought to be the key.

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Project background

Background

The City of Port Phillip (CoPP) and the Australian Grand Prix Corporation (AGPC) engaged Global Research to support evaluation of the Melbourne Grand Prix parking and traffic management trial 2022 by measuring community sentiment and opinions through an online survey and completion of analysis and reporting.

The Grand Prix (GP) has been held at Albert Park since 1996. The latest event took place from 7-10th April 2022 after being cancelled in March 2020 and November 2021 due to COVID-19. It is a Victorian Government event run by the AGPC.

The City of Port Phillip worked closely with the AGPC to ensure that the objectives of the parking and traffic management trial were met, including to:

1. Minimise the traffic and parking disruptions to CoPP residents and businesses
2. Support the AGPC to cater to visitors to the GP
3. Support local businesses to leverage GP visitation opportunities
4. Understand traffic and parking changes and impacts during the GP.

In 2022 a new trial parking and traffic management approach was undertaken.

When the Local Area Traffic Management (LATM) plan which included physical barricades around residential streets in the Local Access Zone (LAZ) was first introduced in the 1990s, the Middle Park precinct had few streets with car parking restrictions. The LAZ was considered the most appropriate mechanism to restrict event visitors accessing the local area and parking in the unrestricted parking areas during Grand Prix event times.

The LAZ was considered a more practical solution than introducing temporary parking restrictions given the extensive area of the Middle Park precinct LAZ. Over the years, more permanent parking restrictions have been introduced within the LAZ area and Council has heard from the community that the barricades have been unsuccessful and have created hazards and issues including:

- people moving the barricades to access the area
- issues with visitors to residences and shops
- rideshare vehicles not being able to get into the area, and
- concerns around proper checking of permits for access to the LAZ.

This trial is seeking to address a number of these issues by:

- removing the barriers thus removing the need for Local Area Passes
- placing temporary 2P parking signs in areas without parking restrictions or with controls longer than 2P.

A petition was received from residents in Richardson Street after the previous Grand Prix in March 2019 which suggested temporary 2P parking controls in their unrestricted street in 2019. This trial responds to the concerns raised and rolls out the suggested 2P controls across the whole area once encompassed in the LAZ.

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For the 2022 event, 4,000 residential and commercial properties in Middle Park and Albert Park received direct letters with two temporary parking permits. These properties previously had been mailed local area passes to allow them into the barricaded area.

Previously an additional 11,000 properties were mailed out permits due to temporary 2P parking controls being implemented around South Melbourne and St Kilda. This year those parking controls were not changed due to the removal of the LAZ and the removal of the flow on impacts of parking pressure and therefore permits for the area were not required.

Communication and evaluation aims

The aim of the community survey was to gain insight into community sentiment to determine whether the new parking and traffic management approach was perceived to work better than the previous approach and how the approach can be improved in future years.

There has been no previous community consultation evaluating past parking and traffic management approaches.

The survey was hosted by Global Research and included demographic questions, data to determine respondents as residential, commercial, or otherwise, and their experience of the parking and traffic management trial including impacts on traffic and parking.

Respondents included:

- Residents of the Middle Park area impacted by changed parking controls
- Residents who previously had traffic control changes but now do not
- Other CoPP residents
- Business owners/staff from the Middle Park area with changed traffic controls (including schools, churches etc.)
- Business owners/staff who previously had traffic control changes but now do not.

The survey took on average seven minutes to complete and covered the following topics:

- > Demographics:
 - Age groups
 - Gender
 - Resident, business owner or visitor
 - Connection to City of Port Phillip
- > Where respondents resided, worked, or visited during the Grand Prix period
- > Quality of information received from CoPP
- > Success of temporary 2P parking restrictions and traffic flow, amount and speed
- > Whether parking and traffic management was better or worse than 2019
- > Ability to park during the 2022 Grand Prix
- > Experience using public transport, taxis, and ride share vehicles
- > Experience using active transport
- > Free text comment: overall assessment of the 2022 parking and traffic management approach.

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Survey distribution and response rate



Figure 1: Map of Parking and Traffic Management Area

Approximately 4000 properties had a letter hand delivered to their letterboxes from the week of the 14th March 2022. The letters contained a QR code directing them to the Grand Prix parking and traffic webpage outlining the new approach, and two temporary parking permits. The survey was made available to residents via the CoPP website to enable residents, business owners, workers, and visitors to provide initial feedback.

Contact details were collected from these respondents, and they were invited to complete the post-event survey after the April 11th, 2022, when the event had concluded.

The pre-event survey contained questions about the information provided, enabled an open-ended response, and collected demographic and contact details (for post-event survey invitation). The full survey was posted on the CoPP website on April 11th and was also emailed to those who completed the initial survey (prior to the 11th of April).

In total, 131 respondents completed the survey:

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- > 70 completed the full survey
- > 61 completed the pre-event survey, prior to 11th April.

The response rate was relatively low, and less than the target of 350 respondents which would have been a representative sample of the suburbs of Middle Park and Albert Park, based on 2016 population census data.

The impact of this on the lower response rate is less confidence that the findings are representative of the whole community. For example, the maximum confidence interval (margin of error) for the 70 respondents who answered all questions was +/-11.7, compared to +/-5.2 if 350 responses had been collected.

However, the results still provide a picture of community sentiment from those who were motivated enough to answer the survey.

The number of times each answer was selected is included in charts, rather than converting the results to percentages, as this more appropriately represents response proportions by reducing the extrapolation of results to being representative of the whole community's opinions. However, percentages are used to describe the proportional differences in written analysis.

Synthesised analysis of the comments made by survey respondents on particular topics was completed, with the report discussion including the number of times each point was made on particular topics.

What is described above, balanced by the consistency in responses received, suggests that while there cannot be significant confidence in the representativeness of the findings for the whole community, key issues highlighted by respondents can be considered those that had the most significant impact on residents' parking and traffic management experience during the Grand Prix.

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Analysis and reporting overview

Quantitative analysis description

Respondent characteristics and demographic information are presented in charts in the next section of this report.

Frequency analysis was completed and the number of respondents who selected particular options is summarised in charts. Brief interpretations of the results of each question are presented below each chart.

The relatively small number of respondents made it difficult to complete analysis for community sub-populations such as the six respondents who selected business owner/worker. Consequently, the results presented are for those who are residents of CoPP.

Qualitative analysis description

One main open-ended question was asked of respondents:

“Can you now please provide your thoughts on the traffic management approach of the 2022 Melbourne Grand Prix, particularly the change from barriers and Local Area Passes (used in previous years) to placing temporary 2P parking signs in areas without parking restrictions or with controls longer than 2P?”

Responses to this question covered a broad range of issues, with a high proportion adding weight to the opinions expressed in the quantitative response-selection questions. For this reason we have presented the written responses in the most relevant quantitative section of the report, headed by “what was said...”. This analysis resulted from Global Research analysts reading each comment received and categorising them under the most appropriate topics.

Two other questions asked respondents who were dissatisfied with public or active transport to identify on a map where they had issues and to explain their issue. These results have been presented in the public transport and active transport sections.

Direct quotes from respondents’ comments are indented within the discussion to provide the full spectrum of opinions of the community.

To give a clear and consistent indication of the number of comments received on each topic,

Number of comments	Written as:
3 comments	a few
4—7 comments	a small number
8—14 comments	several
15—24 comments	a moderate number
25—49 comments	a considerable number
50—74 comments	a substantial number
75—99 comments	a sizeable number

Comments from respondents have been included in this report verbatim. However, obvious spelling or grammatical errors have been amended for clarity.

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Who responded

All respondents were asked demographic and personal characteristic questions regarding: where they live, connection to CoPP, age, gender and if the respondent had previously attended the Melbourne Grand Prix. The results are presented below.

Summary of survey respondents:

- > Two thirds of respondents lived within the parking and traffic management area
- > All respondents were residents of the City of Port Phillip
- > Nearly one third of respondents were aged between 35 and 49 years of age
- > Just over half of the respondents identified as women
- > Two thirds of respondents had previously attended the Melbourne Grand Prix.

Where respondents live

Question

Respondents were asked to identify where they live by clicking on a map, identifying if they lived within the Grand Prix parking and traffic management area (TMA); outside the Traffic TMA, but in CoPP; or outside of CoPP.

One hundred and thirty respondents answered this question. This map shows the zones respondents could select, and the number of respondents who resided in each zone is presented in a chart on the following page.



Figure 2: Mapping including the TMA area divided into six zones (A-F). Area G is within the CoPP but outside the Parking and traffic management area. Area H, outside of CoPP is not shown on the map.

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Zone A

Bridport St, Ferrars St, Kerferd Rd, Montague St

Zone B

Kerferd St, Canterbury Rd, Wright St, Danks St

Zone C

Wright St, Canterbury Rd, Armstrong St, Danks St

Zone D

Armstrong St, Canterbury Rd, Fraser St, Danks St/Patterson St

Zone E

Fraser St, Canterbury Rd, Deakin St, Park St

Zone F

Deakin St, Canterbury Rd, Fitzroy St, Park St

Zone G

Inside City of Port Phillip but outside parking and traffic management area

Zone H

Outside City of Port Phillip (not included on map)

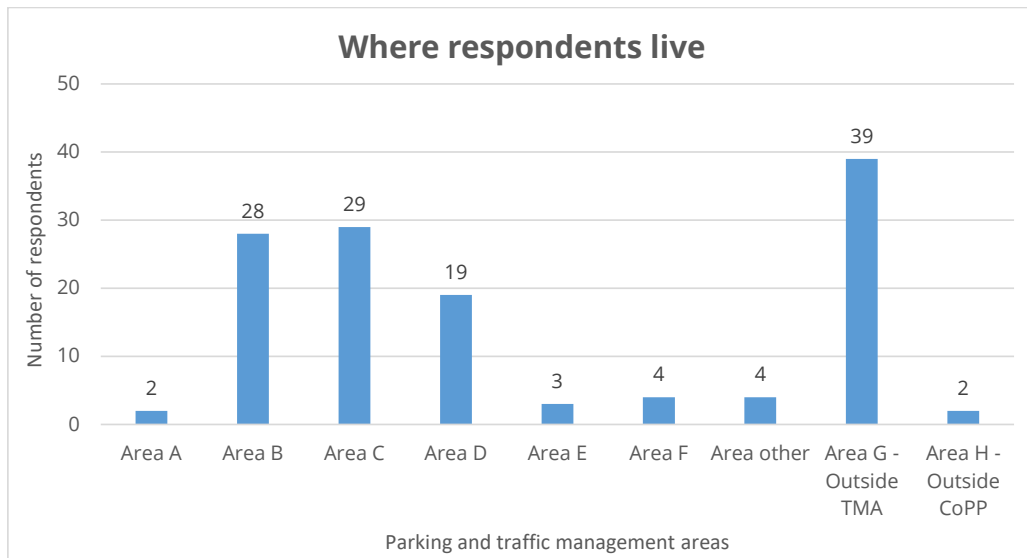


Figure 3: Chart reporting where respondents live

Results

- > Over two thirds of respondents lived within the TMA (68%).
- > Just under one third lived within the City of Port Phillip but outside the TMA (30%).
- > A small proportion of respondents lived outside CoPP (2%).

This result indicates that the majority of the responses were from those who were directly impacted by the Grand Prix parking and traffic management initiatives.

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Respondent connections to Port Phillip

Question

Respondents were asked about their connection to CoPP. They could select from:

- Resident: I live here
- I work or own a business
- I am a visitor
- Other (please write)
- I do not live, work, own a business, or visit the City of Port Phillip area

NOTE: Respondents could select more than one option, which is why the response number is greater than the total number of survey respondents.

Respondents who selected 'I work or own a business' were also asked to identify if they were either a worker, manager, business owner, or 'other'.

There were one hundred and thirty responses to this question.

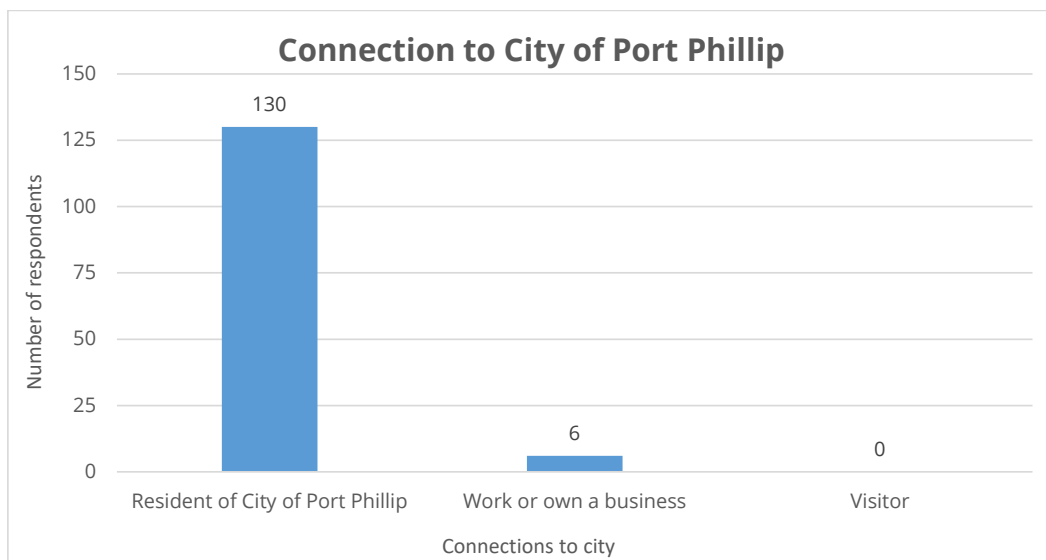


Figure 4: Chart reporting respondents' connections to City of Port Phillip

Results

- > All respondents stated that they were residents of CoPP.
- > A small proportion of respondents also worked or owned a business within the TMA (6).

Because of the small number of responses from those who were not residents, analysis has only been completed for residents.

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Respondent age

Question

Respondents were asked their age. The response options were:

- Under 18 years of age
- 18 to 24 years of age
- 25 to 34 years of age
- 35 to 49 years of age
- 50 to 59 years of age
- 60 to 69 years of age
- 70 to 85 years of age
- over 85 years of age
- Prefer not to say

One hundred and thirty respondents answered this question.

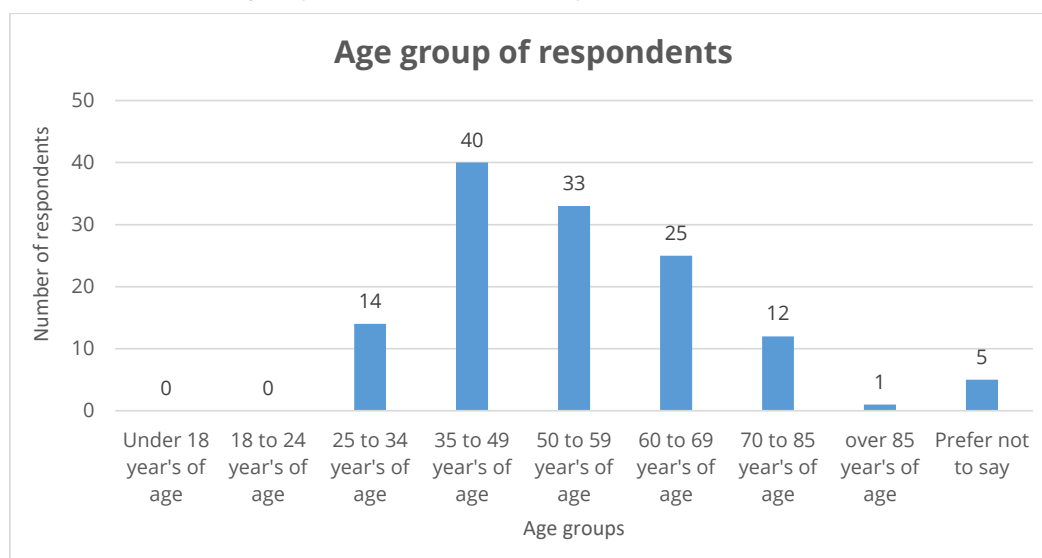


Figure 5: Chart reporting respondents' ages

Results

- > The largest group of respondents were aged between 35 and 49 years of age (31%).
- > Just over half of respondents were aged 50 years or older (55%).

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Respondent gender

Question

Respondents were asked what gender they identify as.

Response options were:

- Male
- Female
- Prefer not to say
- Prefer to self-describe

One hundred and thirty respondents answered this question.

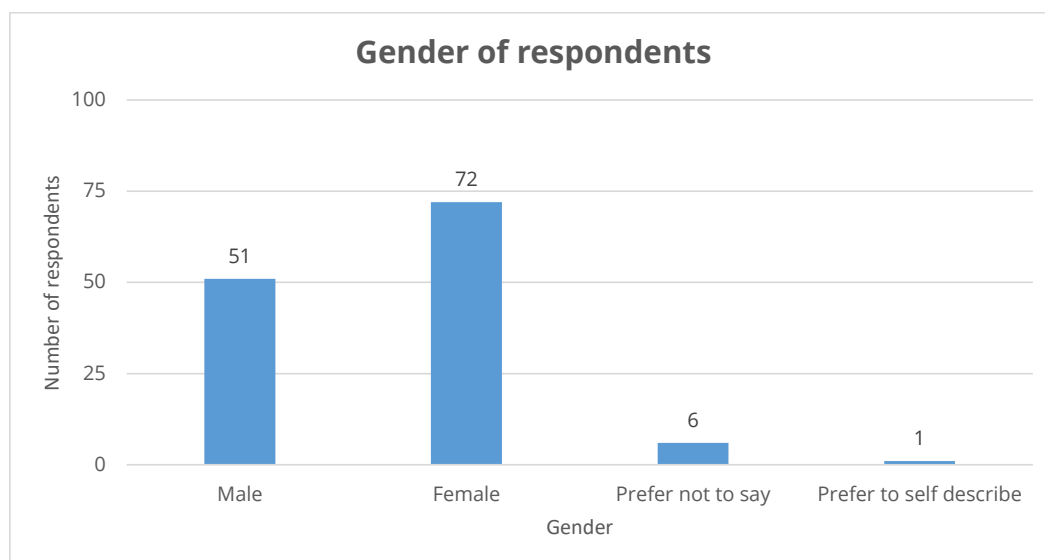


Figure 6: Chart reporting respondents' genders

Results

- > Females were the largest group of respondents based on gender (55%).
- > Males were a minority of respondents (39%).

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Previously attended Melbourne Grand Prix

Question

Respondents were asked if they had ever attended the Grand Prix.
One hundred and thirty respondents answered this question.

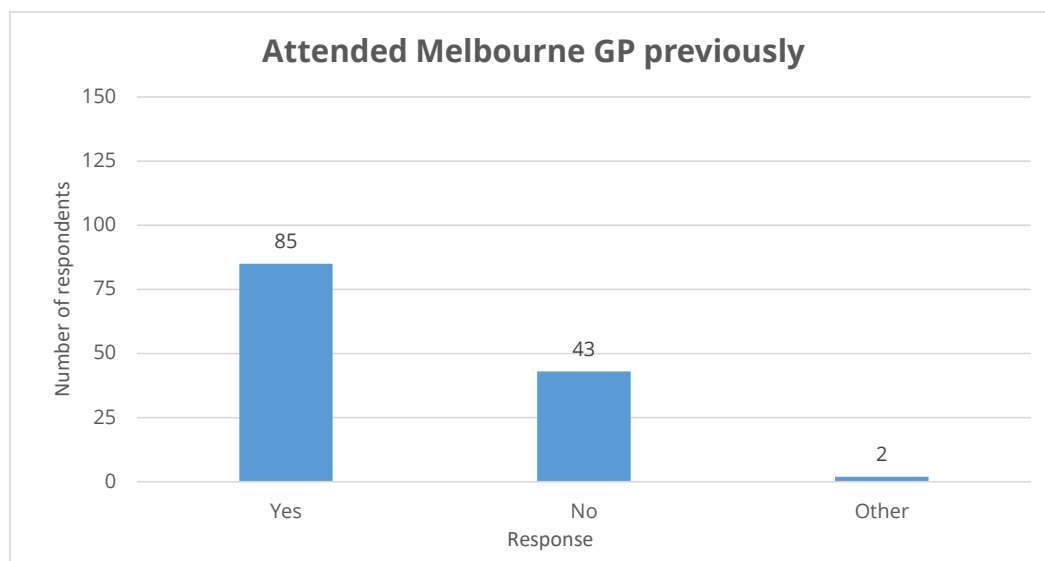


Figure 7: Chart reporting previous attendance at Melbourne Grand Prix

Results

- > Nearly two thirds of respondents had previously attended the Grand Prix (65%).
- > Around one third of respondents had not previously attended the Grand Prix (33%).

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Evaluation findings

Assessment of information provided to residents regarding parking and Traffic Management Approach

Question

Respondents were asked: Overall, how satisfied were you with the quality and timeliness of the information provided to you about the traffic management approach for the 2022 Grand Prix?

Response options were:

- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied
- Don't know

One hundred and twenty-nine respondents answered this question.

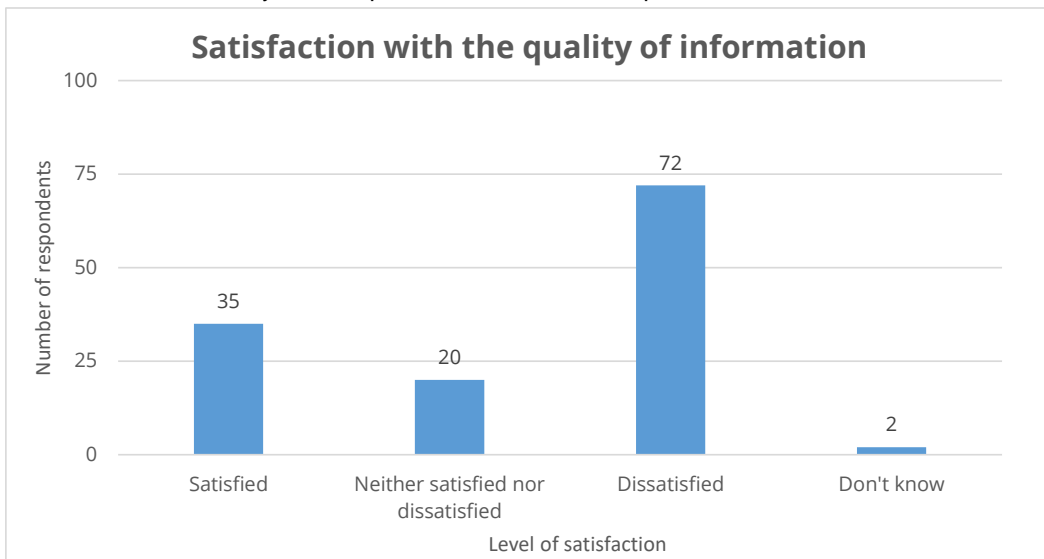


Figure 8: Chart reporting satisfaction with quality of TMA information

Results

- > Slightly more than half of respondents (56%) were dissatisfied with the quality and timeliness of information provided about the 2022 parking and traffic management approach.
- > Just over one quarter (27%) were satisfied with the information provided.
- > Less than one fifth (20%) were neither satisfied nor dissatisfied.

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What was said about the quality of information and receipt of parking permits **25 comments**

Receipt of parking permits **15 comments**

Several respondents stated that they did not receive the temporary parking permits that they were expecting. A similar number of respondents stated that they witnessed people who live outside the TMA with temporary parking permits and suggested that they were being stolen. One such comment follows:

“We know that Council cannot control people who have acquired Temporary Resident Parking Permits by other means (i.e stealing them from resident letterboxes soon after they are delivered!) but this too is an issue.”

Information provided **10 comments**

Overall, respondents were critical in their comments regarding the information provided about the new parking and traffic management approach. A small number of respondents made the point that they didn't receive information, while a few stated that the information they did receive was inadequate. One respondent stated that the information received was last minute and could not be responded to. The following is a typical response:

“Lack of updates to residents regarding new traffic management strategy. Increased volume of vehicular traffic very noticeable on Thursday and Friday. Uncertainty in the neighbourhood regarding parking as no temporary 2P signs erected nor permits delivered. No information provided to residents regarding new strategy.”

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Assessment of 2P parking restrictions

Question

From the perspective of a resident, how successful do you think the 2022 traffic management approach was in managing parking and traffic during the 2022 Grand Prix? – **Temporary 2P parking restrictions.**

Response options were:

- Successful
- Neither successful nor unsuccessful
- Unsuccessful
- Don't know

Seventy respondents answered this question.



Figure 9: Chart reporting success of 2P parking restrictions

Results

- > Around two thirds of respondents felt that the 2P parking restrictions were unsuccessful (64%).
- > Just under one quarter of respondents felt that the 2P parking restrictions were successful (23%).
- > Just under one tenth (9%) thought the 2P parking restrictions were neither successful nor unsuccessful, and 4% didn't know.

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What was said about the success of the 2P parking restrictions and why

135 comments

Enforcement of parking restrictions

66 comments

This was the most commonly discussed topic across the entire evaluation.

A considerable number of respondents were critical of enforcement notices not being issued. Respondents made the point that across all days and areas very few enforcement notices were issued to vehicles that were parked longer than they were allowed. This was a typical comment:

“We live on Richardson close to Armstrong St (Gate 1), this year was significantly worse for the impact on living in the area during the Grand Prix. We could not get a park near to our house and the parks were taken up by the majority of people without the resident parking permit. There seemed to be very few cars that were fined for parking in the area over the 2P limit.”

A similar number of respondents (23) made the point that they didn't observe many parking inspectors over the Grand Prix period. This was a representative comment:

“We live on Neville street between Armstrong and Nimmo, we had patrons park their cars all day in our street over the 4 days and did not see any parking inspectors over this time. We did see 2 cars with tickets on the Thursday and that was it, the other 3 days cars parked all day and no tickets. Could not park anywhere near our own house because of this.”

A moderate number of respondents made the point that the daily fine for infringing parking is not enough to deter people from parking illegally. The point was often made that this is likely to be cheaper than a taxi or ride share to the event. Other suggestions were to tow vehicles rather than fine them. This was a typical comment:

“A \$95 infringement notice is not enough of a deterrent - a number of drivers said that was relatively cheap parking and cheaper than a couple of Ubers/Taxis. Can the fines be increased temporarily for that weekend - and also why 2P; why not 1P during the GP weekend. Also needs a dedicated hotline to register issues/complaints such that the CoPP and / or AGPC can deal with them immediately.”

Other issues raised were that GP attendees receive pass outs during the day so they could move their vehicle and another respondent stated that they observed cars being angle parked at night to save a space for another vehicle the following day.

Local resident parking issues

39 comments

The respondents who commented on this topic consistently stated that they were forced to park an inconvenient or long distance from their home if they moved their vehicle during the Grand Prix period. A number of respondents explained their personal circumstances which exacerbated the issue for them such as having mobility issues; struggling to walk the distance from where they parked to their home; having to carry groceries long distances and some not leaving home, including cancelling appointments for fear of not being able to find a park close their home on returning. This was a typical comment:

“I support the removal of barriers IF the 2P restrictions were enforced, but they were not meaning I had to park many streets away from my house

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when I returned from community sport (relocated because of the GP) and there were 5 cars parked in my street without any passes displayed which remained there from 11am until 7pm.

Analysis was completed to identify where those who could not park close to their homes lived. Thirty one of the 39 comments received were from those who lived in the zones B (12), C (12), D (7) (refer to Figure 1).

Signage installation and effectiveness

30 comments

Several respondents made the point that temporary parking stickers either came off by themselves or were pulled off by motorists who then parked nearby. The point was made that signs were not replaced in a timely manner. Another respondent described a sign being physically removed; this was the comment:

“Alas, our temporary 2hr 'stickers' were removed at 3.am on Thursday morning (I actually witnessed this as I was awoken by the utes and the 4 men removing them). Despite calls made to Council via the ASSIST Team (who were always helpful and polite), the stickers were not replaced until late on the Friday- despite numerous other residents reporting the same thing. As a consequence the street was full by 8.00am on both Thursday and Friday, and no fines were issued because the parking signs indicated unrestricted parking. What we did notice over the entire Grand Prix was that people were often taking photos of the parking signs!”

Another respondent stated:

“The major problem in our area was that the temporary 2 hour restriction signs were removed overnight. The replacement was very slow especially on the first two days. As a consequence of the signs being destroyed every parking spot in the street was taken from early morning until late in the afternoon.”

Several respondents made the point that not enough signs were installed to inform the public of the rules and the restricted areas, expressed in comments like this:

“Furthermore, there needs to be more signage indicating the temporary changes to parking restrictions in the area and/or advertising to ticket holders to dissuade them from parking near the circuit.”

Several respondents were also critical of the way in which signs were installed, this included them requesting that a sign not be installed on their nature strip but this happening anyway at a later time, and also criticism of the dirt left from post hole digging. Some respondents expressed that they had heard that signs were non-conforming which limited the ability for parking to be enforced. This was one of the comments critical of how signs were installed:

“Further the placement of signs in people’s front lawns is an absolute blight on the area and makes a mockery of the effort residents put into beautifying their streetscapes.”

A couple of respondents questioned if the signs would become permanent and one respondent stated they thought the signs were OK. Other suggestions were made including having mid-road barrier to restrict to local vehicles, distributing passes a week earlier, and that fines need to be greater than \$100, even if only during the GP.

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Comparison of 2020 Grand Prix parking and traffic management with 2019

Question

From the perspective of a resident, do you think the 2022 Grand Prix traffic management approach was better or worse than the 2019 Grand Prix approach?

Response options were:

- Better
- Neither better nor worse
- Worse
- Don't know

Sixty-eight respondents answered this question.

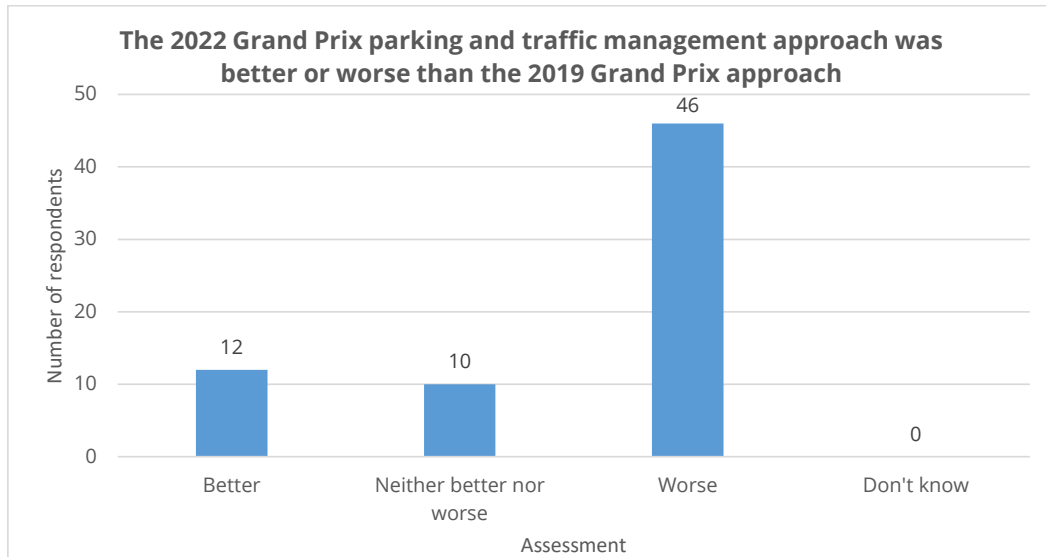


Figure 10: Chart reporting comparison assessment of the 2019 and 2022 parking and traffic management approach

Results

- > Just over two thirds of respondents felt that the traffic management approach was worse in 2022 than it was in 2019 (68%).
- > Just under one fifth of respondents felt that the that the traffic management approach was better in 2022 than it was in 2019 (18%).
- > The 10 respondents who stated the approach was neither better nor worse equated to 15% of respondents.

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What was said when 2022 and 2019 parking and traffic management approaches were compared **65 comments**

Note that many of the arguments which supported respondents' opinions have been presented in the section above, and are not repeated.

2019 approach preferred over 2022 **33 comments**

A moderate number of respondents compared the two approaches and stated they preferred the barriers with the overall sentiment in these comments being that the outcomes were better because there were fewer non-resident cars parking within the TMA area. The following point was representative of these comments:

"I much prefer the barriers and local area passes, as it deterred people from parking in the area."

Some comments directly stated that the bollard management approach was better than the use of 2P parking restrictions; this is reflected in comments such as the following:

"I thought the 2P was worse than the bollards. The amount of traffic increased significantly and there were a lot of cars parking in the area, meaning it was hard to get a park close to you home."

Positive assessments **17 comments**

A moderate number of comments were generally positive about the change to not using barriers, these comments were reasonably short in length and generally stated that the approach was better, and it was easier to get around. These respondents also seemed not to be inconvenienced by being unable to park outside their home. This was one of the positive comments:

"Good idea to put 2 hour time limits and monitor parking rather than barriers everywhere which people just move."

A nuanced assessment of barrier removal **15 comments**

A moderate number of respondents made a nuanced assessment of the effectiveness of the removal of barriers in 2022. The most common point made was that they would support the removal of barriers if parking regulations had been more strictly enforced. A small number of respondents felt that both barriers and parking restrictions are required. The point was also made that a key issue is stopping temporary parking permits getting into the hands of non-residents. This was one of the comments:

"The idea of a 2hr car park limit while good in theory was a disaster in practice. There was no enforcement of a 2hr limit and many areas were simply unmarked, both resulting in cars parked in the same spot all day on multiple days."

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Satisfaction with ability to park

Question

If you parked in the area during the 2022 Grand Prix event (7-10 April), how satisfied were you with the experience?

Response options were:

- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied

Sixty-one respondents answered this question.



Figure 11: Chart reporting satisfaction with parking

Results

- > Just over two thirds of respondents were dissatisfied with parking during the 2022 Grand Prix (69%).
- > Around one quarter of respondents were satisfied (25%).
- > The four respondents who stated they were neither satisfied nor dissatisfied made up 7% of respondents.

The comments made regarding the parking during the 2022 Grand Prix are discussed on pages 18-20.

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Assessment of traffic flow

Question

From the perspective of a resident, how successful do you think the 2022 traffic management approach was in managing parking and traffic during the 2022 Grand Prix? –

Traffic flow.

Response options were:

- Successful
- Neither successful nor unsuccessful
- Unsuccessful
- Don't know

Seventy respondents answered this question.

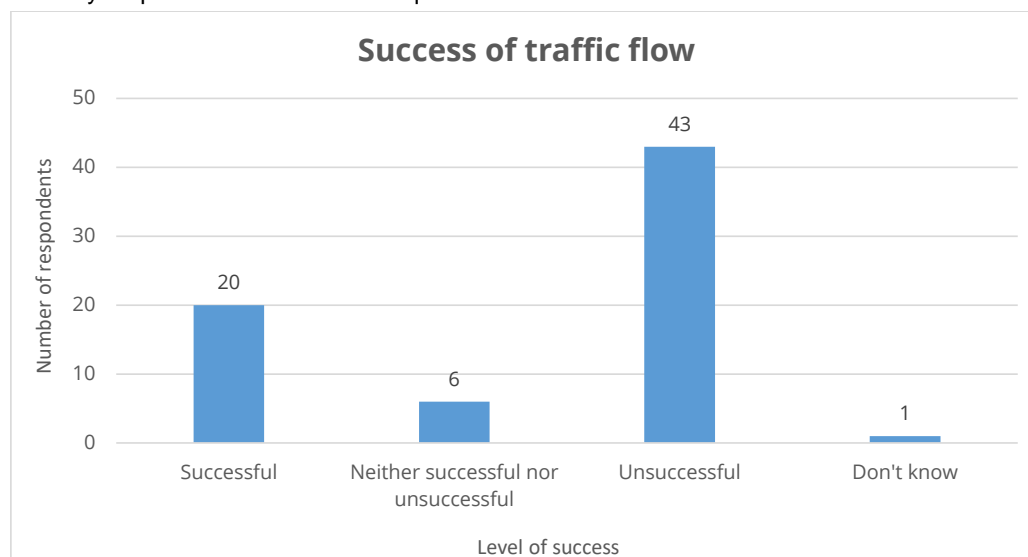


Figure 12: Chart reporting success of traffic flow

Results

- > Just under two thirds of respondents considered the traffic flow approach unsuccessfully managed (61%).
- > Just over one quarter of respondents considered it successful (29%).
- > The six respondents who stated they were neither satisfied nor dissatisfied made up 9% of respondents.

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What was said when traffic flow was discussed

20 comments

Traffic congestion

20 comments

A moderate number of respondents discussed the congestion that occurred on roads during the Grand Prix. Common points made were that there were significantly more vehicles travelling through the area than in previous years and that a significant amount of congestion occurred as a consequence, reflected in comments similar to this one:

“The traffic at the end of each day was terrible, as Ubers/Taxis were picking up along Armstrong Street, rather than Canterbury Road, which increased traffic considerably.”

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Satisfaction with amount and speed of traffic

Question

Considering normal traffic levels and the impacts of the 2022 Grand Prix, were you satisfied or dissatisfied with the amount and speed of vehicles in residential streets during the 2022 Grand Prix?

Response options were:

- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied
- I did not drive through the area or experience traffic during the period

Sixty-nine respondents answered this question.

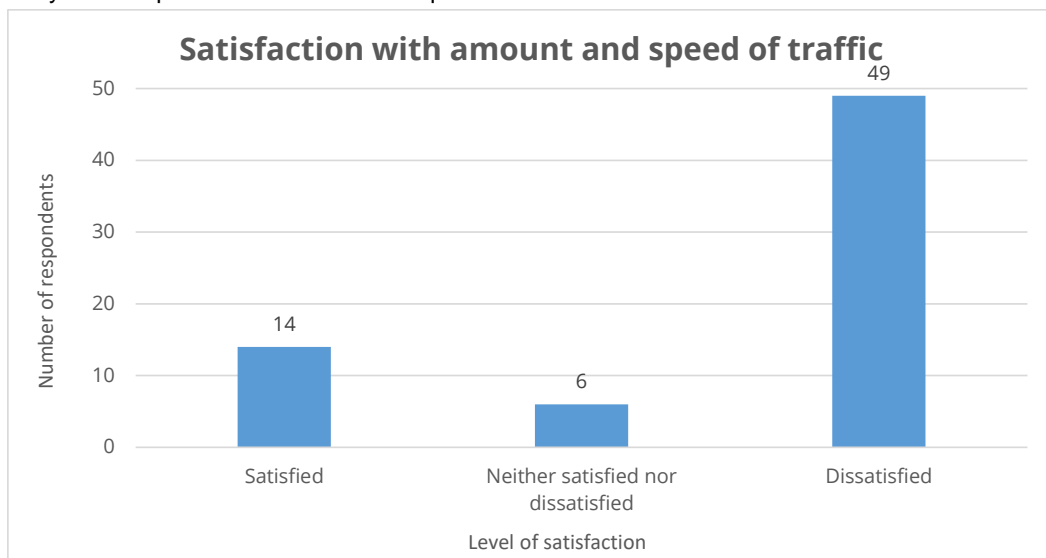


Figure 13: Chart reporting satisfaction with the amount and speed of traffic

Results

- > Just over two thirds of respondents were dissatisfied with parking during the 2022 Grand Prix (71%).
- > Just under one quarter of respondents were satisfied (20%).
- > The six respondents who stated they were neither satisfied nor dissatisfied made up 9% of respondents.

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What was said when traffic amount and speed was discussed 9 **comments**

Traffic speed and dangerous driving 9 comments

Several respondents observed that some vehicles travelled at high speed through the area. Other observations were made regarding dangerous driving. This comment was made:

“Increased congestion on residential roads with people exceeding speed limits, also looking at phones not ahead whilst driving.”

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Satisfaction with public transport

Question

If you used nonprivate vehicle modes (tram, train, bus, taxi, uber) during the 2022 Grand Prix event (7-10 April), how satisfied were you with the experience?

Response options were:

- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied

Twenty-nine respondents answered this question.

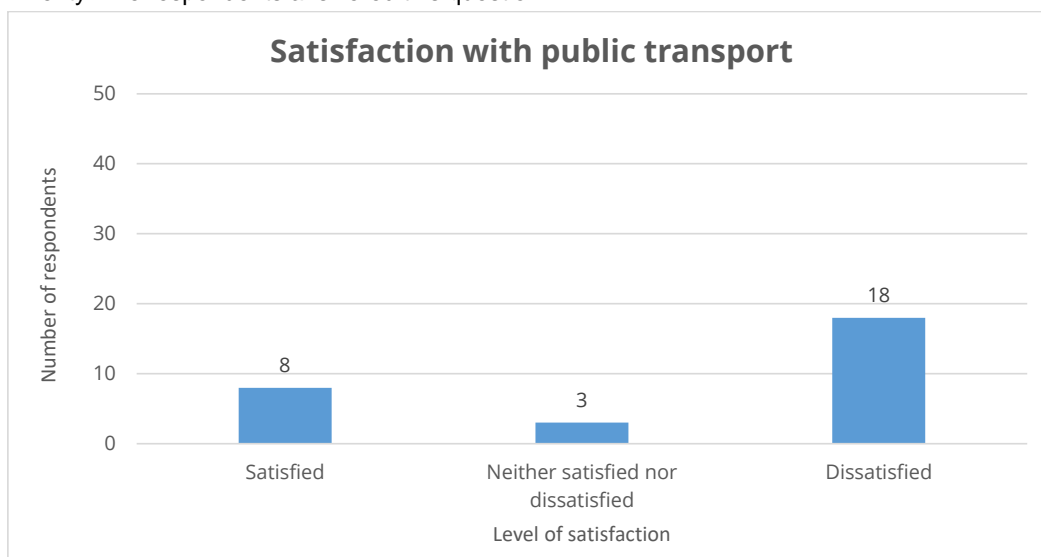


Figure 14: Chart reporting satisfaction with public transport

Results

- > Just under two thirds of respondents were dissatisfied with parking during the 2022 Grand Prix (62%).
- > Just over one quarter of respondents were satisfied (28%).
- > The three respondents who stated they were neither satisfied nor dissatisfied made up 10% of respondents.

What was said when public transport was discussed 34 comments

Ride share pick up and drop off

11 comments

Several respondents discussed the actions of ride share vehicles and GP attendees waiting for them. The most commonly discussed problem was where ride share vehicles were picking attendees up outside the event as there was already congestion identified and the presence of ride share vehicle activity was assessed to add to both the vehicle and

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pedestrian congestion. The activity was considered dangerous by some of the respondents. This was expressed in comments like this one:

“In addition, there needs to be a much better solution to uber pick-up and drop-off zones which takes them away from residential streets close to the park. In future there also needs to be a much stronger presence of police and parking enforcement officers to control the behaviours of uber/taxi/hire car drivers and also scooters so as to ensure that no one is injured.”

Difficulty accessing public transport

6 comments

The most common question asked by these respondents was why trams were replaced by buses during the Grand Prix period. Others stated that it was difficult accessing public transport or that it was very busy. This was one of the comments:

“I did need to use a tram around the time the Grand Prix finished for the day and that was very crowded but seemed to be managed OK.”

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Satisfaction with active transport

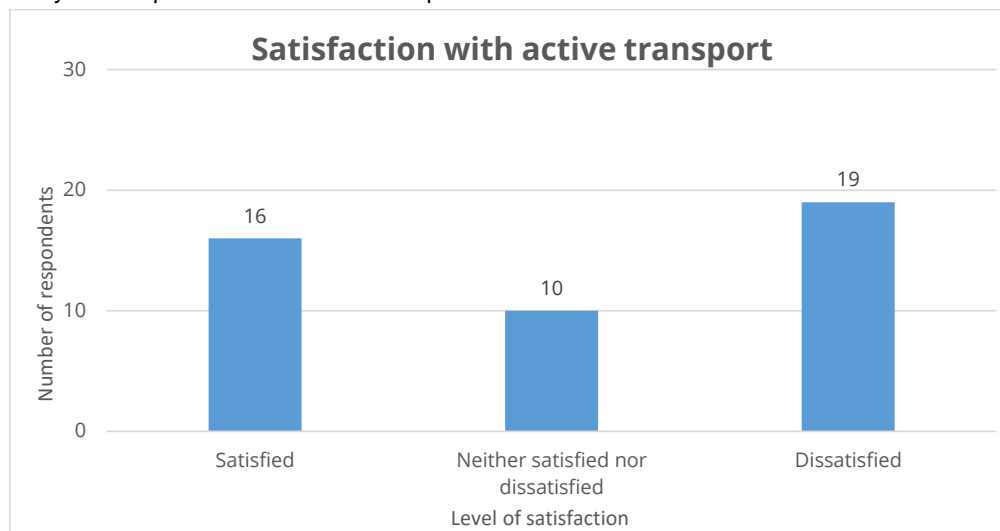
Question

If you used active transport modes (cycle, walk, run, shared e-scooter, skateboard) during the 2022 Grand Prix event (7-10 April), how satisfied were you with the experience?

Response options were:

- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied

Forty-five respondents answered this question.



Results

- > Just under half of respondents were dissatisfied with active transport during the 2022 Grand Prix (42%).
- > Just over one third of respondents were satisfied (36%).
- > The ten respondents who stated they were neither satisfied nor dissatisfied made up 22% of respondents.

What was said when active transport was discussed **9 comments**

Conflicts between modes

9 comments

Several respondents discussed the dangers they perceived from scooters being used on footpaths, particularly when ridden at high speed or with more than one person. This was one of the comments:

“Too many e-scooters on pedestrian paths. My primary school children and I nearly got hit by speeding e-scooter.”

One other comment raised the issue of a large number of people walking on roads.

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