



3. DECLARATIONS OF CONFLICTS OF INTEREST

4. PETITIONS AND JOINT LETTERS

Item 4.1 Petition response – Parking and street access affected by the Melbourne Grand Prix

A Petition containing 29 signatures, was received from residents living in Richardson Street, between McGregor and Langridge Streets, Middle Park.

The Petition states the following: -

We are residents living in Richardson Street, between McGregor and Langridge Streets, Middle Park. We were seriously disadvantaged throughout the four days of the 2019 Grand Prix due to serious parking problems and the impact of increased traffic. Many other residents are also willing to endorse our concerns. Our block has unrestricted parking, unlike surrounding streets which have restricted 2-hour parking. This intensifies the parking pressures on our block, as evidenced by the many vacant parking spots in the surrounding streets.

Summary of Concerns

Parking problems:

- *Non-resident traffic seeking parking spots each day of the Grand Prix as early as 6.00 am in the morning, causing every parking space in our street to be occupied. The problem begins at the start of the Grand Prix week when employees take advantage of the unrestricted parking. (See Appendix for further information).*
- *Residents who drove to work in the morning or those who needed to go shopping or needing to meet appointments throughout the day found that local parking was at saturation point when they returned and often had to park several blocks away. Many residents who live in our block are either elderly or who have young families. Parking difficulties placed great stress on such people.*

Increased traffic movement, volume, and noise:

- *Non-resident traffic seeking a place to park from early in the morning generated substantial traffic noise. This detrimentally affected peoples' sleep.*
- *It was noticeable that many such drivers using our street drove excessively fast and had vehicles with noisy engines.*
- *There was a marked traffic increase through to 10.00 pm along our section of Richardson St and, surprisingly, along Canterbury place between McGregor and Langridge streets.*

Supply and Distribution of LAZ parking permits:

- **Issue of parking permits:** *According to the Grand Prix Community Information Guide, Free permits will be issued to eligible residents and businesses within the Local Access Zone (LAZ) <https://www.grandprix.com.au/community>. We understand that LAZ parking permits were freely available to anyone who asked for them, including local residents*



who requested beyond their two allocated permits, Grand Prix staff, organizations including the Port Phillip U3A, and no doubt, Grand Prix patrons who knew of their availability days before the Grand Prix event. This was a major contributing factor that caused a saturation of vehicles parking in our area.

- **Non-issue of parking permits to local residents:** *Many local residents did not receive their LAZ permits. This also caused much anxiety and the possibility of our letter boxes raided following the distribution of LAZ permits to residents.*
- **Lack of enforcement of (LAZ) parking regulations:** *Throughout the four days of the Grand Prix, a large number of non-resident vehicles parked in our LAZ without parking permits. No fines were ever issued, nor was there any sign of a parking infringement officer seen. Why?*

Control of traffic entering the Middle Park LAZ.

- *The above-mentioned guide states further: “Only vehicles displaying the (LAZ) permit will be allowed access to the LAZ during the event ... Permits are for access only and DO NOT override local government parking regulations/restrictions. To avoid possible parking fines, vehicles should always adhere to displayed local council parking sign”. Vehicles appeared to be permitted to enter the LAZ by traffic controllers whether they had LAZ permit stickers or not (See Appendix). The exercise of employing traffic controllers proved to be ineffectual and, no doubt costly.*

Changes we are seeking

Implementation of blanket 2 hour restrictions throughout the LAZ with exemptions for residents and local businesses (subject to strict criteria).

Surrounding streets with 2 hour restricted parking did not experience the same pressures on parking.

Stricter control regarding the supply and distribution of LAZ parking permits:

- *We wish to see the distribution of LAZ parking permits become the responsibility of the one authority, preferably the CoPP.*
- *The distribution of permits be restricted to local residents residing in the LAZ and local LAZ businesses (only a justifiable number to be issued).*
- *Strict controls and sound reasons if LAZ residents or businesses request additional LAZ permits (criteria need to be determined as to what the justifiable reasons should be).*
- *We suggest that permits be delivered either by Australia Post in addressed envelopes or by local volunteers. We are happy to assist.*

Stricter Controls of LAZ traffic management and enforcement of penalties:

- *The LAZ entry points be strictly controlled in accordance with the Grand Prix Community Information Guide 2019 that states: “Free permits will be issued to eligible residents and businesses within the Local Access Zone (LAZ) in February 2019. Only vehicles displaying this permit will be allowed access to the LAZ during the event. (must display sticker for access).”*
- *LAZ entry points needs to be controlled by 6.00 am over the four days of the Grand Prix, to avoid vehicles illegally entering the LAZ.*

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- *Parking infringements be enforced for vehicles without authorized LAZ parking permits, with recurrent fines and tow away for offenders and those exceeding time limits*
- *That a traffic count be undertaken during the four days of the Grand Prix, but also during the week leading up to, and the week after the event to ascertain traffic movement and volume.*

We are seeking an invitation from CoPP for a representative from our area to meet with Councillors and/or attend the CoPP or GP debrief on our concerns over the 2019 Grand Prix event.

As this year's parking and traffic problems associated with the Grand Prix were particularly stressful to many local residents, we request that you support the changes we are seeking.

OFFICER COMMENT

History:

Since the Australian Grand Prix Formula 1 Event commenced (1996), a Local Area Traffic Management (LATM) has been implemented annually in the residential and business areas surrounding Albert Park Reserve during the event. The LATM was developed to manage the parking and traffic impacts on local streets near the Australian Formula 1 Grand Prix event. In 2017 the LATM was modified to open Canterbury and Albert Roads to through traffic. Apart from this change, the LATM plan has been satisfactorily implemented as planned over the past 23 years.

Regarding the matters raised in the petition, officers have responded as follows:

1. Request to restrict supply and distribution of LAZ parking permits

A Local Area Traffic Management (LATM) plan applies to local areas surrounding the Grand Prix event. The LATM plan comprises two zones, the Local Access Zones (LAZ) and Restricted Parking Zone, as shown in Attachment 1. The LATM plan is implemented over the four event days (Thursday to Sunday).

The matters raised in the petition relate primarily to the section of Richardson Street between McGregor St and Langridge St, which is located within the Middle Park LAZ (LAZ 1).

The purpose of the LAZ is to restrict event visitors accessing local streets during event times. The permits are designed to allow restricted local vehicle access to enter the LAZ areas during event times. They do not function as parking permits

Since its introduction, the Grand Prix Corporation (GPC), at no cost to Council, engages contractors to install barriers and enforce the access requirements of the LAZ.

The GPC distributes free permits to schools, businesses, churches and residents to maximise the accessibility of school communities, customers, residents and their visitors to these facilities and services in the local area during the Grand Prix event. All properties within the LAZ are mailed access permits, with an option to request further permits. There are no restrictions to the number of access passes issued as it is difficult to predict how many will be required based on the diverse range of activities occurring in the LAZ area.

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Both the GPC and Council ensure that if a property owner advises that they have not received their access permits, permits will be made available via mail or at Council's Town Hall offices. Council's traffic engineers will review the distribution of access permits by GPC to local services and conducting traffic surveys (section 3 of this response) to determine if any changes are required prior to the 2020 Grand Prix event.

Only vehicles displaying local access permits are permitted to enter the restricted zone between 9am and 3pm. Security guards man checkpoints along the perimeter during these hours. Other intersections along the perimeter are closed using water-filled barriers during the four days of the event. The LAZ operates only during the main event times over the four days. These times have been specifically chosen, as they are the hours that most visitors attend and leave the Grand Prix event. The cost to Council of increasing the security guard monitoring hours would be approximately \$1,500 per hour. The results of the traffic surveys proposed in section 3 of the officer response will help to determine the need to increase these hours.

Event traffic management contractors enforce the vehicle access restrictions of the LAZ; however, it is acknowledged that some vehicles in the LAZ may not have local access permits displayed. This tends to occur when vehicles have entered pre/post the event times or are owned by residents who have not displayed their access permit. Council issued infringements in the first two years permits were introduced, however the decision was made not to continue to issue infringements as in most of the cases they were issued to residents entitled to park in the LAZ and needed to be withdrawn. The residents had forgotten to display their permits.

2. Request to apply blanket 2-hour restrictions throughout the LAZ with exemptions for residents and local businesses

At the time, the LATM plan was first introduced, the Local Access Zone for the Middle Park precinct (including Richardson Street) 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. A blanket 2-hour (2P) parking restrictions, as requested by the petitioners, for the whole Middle Park LAZ with an exemption for residents and local businesses, would require extensive consultation and significant support from property owners within the LAZ area. Upon further discussions with the organisers of the petition, it was clarified to Council officers that this was not the intent of the request. The petition only relates to requesting temporary 2-hour parking restrictions on Richardson St between Langridge St and McGregor St during the times of the event.

Based on this understanding, a proposed Council officer response is to apply temporary 2-hour parking restrictions in Richardson Street, between McGregor and Langridge Streets for the four days of the Grand Prix event. This could be achieved, at minimal cost to Council, by applying 2-hour overlay stickers on the existing angle parking signage in this location. Temporary parking permits (2), would be issued to each property, like the process already applied to the Restricted Parking Zone area shown on Attachment 1.



Council would consult with all properties affected by this proposal to determine support for these changes prior to the next Grand Prix event. The application of the temporary 2-hour parking restriction would ensure less likelihood of event visitors parking in this location addressing many of the parking concerns raised in the petition, without the need to review the LAZ access permit distribution and management processes.

3. Request to reduce traffic

Richardson Street functions as a collector road. Typical volumes for collector roads are between 3,000 – 8,000 vehicles per day. Traffic surveys conducted in this section of Richardson Street on a typical business day in August 2017 showed an average of 2,679 vehicles per day, 224 vehicles between 8 - 9 am, 204 vehicles between 6 – 8 am and 42 vehicles between 9 – 10 pm. This is acceptable traffic volumes for a collector road.

To determine if traffic volumes are acceptable during event days, Council officers propose to undertake traffic volume and speed surveys in Richardson Street and Canterbury Place during the 2020 Grand Prix. This will enable comparison of traffic volume data, local traffic impacts and the speed of vehicles during the Grand Prix event.

It is considered that the temporary parking restrictions proposed in this section of Richardson Street will reduce the number of vehicles in this location and any associated noise.

4. Request for petition organisers to meet with Council Officers.

Council officers met the petition organisers and having considered concerns raised suggested introducing a proposal of temporary 2-hour (2P) parking restrictions to the parking controls on Richardson St between McGregor St and Langridge St during the Grand Prix event times. Residents at this meeting were generally supportive of the proposed changes and acknowledged that this would address many of the associated issues raised in the petition, without the need to review the LAZ access permit process. There was support for Council officers to undertake traffic volume counts to determine traffic impacts and speeds on Richardson Street during Grand Prix events.

OFFICER RECOMMENDATION

That Council:

1. Acknowledges the concerns raised in the petition regarding parking, traffic and enforcement of the LAZ controls.
2. Consults with all residents located in Richardson Street, between McGregor and Langridge Streets, Middle Park on the proposed introduction of temporary 2-hour (2P) parking restrictions during the Australian Formula 1 Grand Prix event.
3. Dependent on obtaining majority support for the proposed parking changes, endorses Council's Coordinator Transport, Safety Engineering to change all parking spaces in Richardson Street, between McGregor and Langridge Streets to temporary 2-hour (2P) parking restrictions over the four event days of the annual Australian Formula 1 Grand Prix.

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4. Issues temporary parking permits exempting affected residents from these restrictions if temporary 2-hour (2P) parking restrictions in Richardson Street, between McGregor and Langridge Streets, Middle Park are implemented.
5. Notes that traffic volumes will be monitored in Richardson Street and in Canterbury Place, between McGregor and Langridge Streets, Middle Park during the 2020 Australian Formula 1 Grand Prix event and that Council's transport officers will advise the petition organisers of the results and outcome of this traffic assessment.
6. Advises the petition organiser of Council's resolution and the outcome of this petition.

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ATTACHMENTS Nil