

Caravans, boats and trailers Proposed new Local Law



Engagement Summary Report

November 2025



Acknowledgement of Country

Council respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respects to Elders past and present. We acknowledge and uphold their continuing relationship to this land.

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Executive Summary

In late 2025, the City of Port Phillip undertook a community engagement process to gather feedback on a proposed Local Law regulating the long-term parking of caravans, boats, and trailers on roads and public areas. This initiative responds to growing community concerns about parking scarcity, road safety, and the visual amenity of streets.

The engagement campaign used multiple communication channels - including corflutes, postcards, newsletters, social media, and a dedicated online platform, to ensure broad awareness. Feedback was collected via an online survey (454 participants), Neighbourhood Engagement Program (167 responses) and document/media submissions (5 submissions).

Key Findings

- **Strong Support:** 72% of survey respondents supported or strongly supported limiting the duration these vehicles can remain parked on streets.
- **Opposition:** 26% opposed the proposal, citing fairness, enforcement challenges, and hardship for residents without off-street parking or affordable storage options.
- **Neighbourhood Engagement Program:** 67% of participants supported or strongly supported the law across all suburbs.

Major Themes Raised by the Community:

- **Parking scarcity:** Frustration over caravans, boats, and trailers occupying limited street parking.
- **Fairness and Equity:** Concerns about equal treatment for residents with and without off-street parking, and between recreational and commercial vehicles.
- **Visual amenity:** Large or neglected vehicles seen as detracting from neighbourhood character.
- **Safety:** Obstructed sightlines at intersections, driveways, and crossings.
- **Lifestyle impact:** Some value recreational vehicles for family and community life; others worry about people living in them.
- **Storage responsibility:** Calls for owners to use off-street or commercial storage rather than public roads.
- **Enforcement:** Questions about practical enforcement of the Local Law.
- **Permit options:** Suggestions for special permits allowing limited on-street parking under certain conditions.

The feedback highlights the need for clear rules, fairness, practical enforcement, and ongoing communication to balance competing interests.

Next Steps:

Findings will be communicated to the community, and presented at an upcoming Council meeting to determine whether to proceed with the statutory process for adopting the Local Law.

This engagement report provides valuable insights to guide Council's decision-making, aiming to ensure fair access to parking, improved road safety, and enhanced street amenity across the City of Port Phillip.

About this report

Before reading this report

The following should be considered in reading this report:

- The information in this report is based on qualitative research and does not necessarily reflect the views of a statistically representative sample of the community.
- City of Port Phillip strives to include diverse voices in our engagement activities. We acknowledge, however, that some people are likely to have experienced barriers to participation in the activities that are outlined in this report – including people with disability, multicultural communities, older people, Aboriginal and Torres Strait Islander people and others.
- The word 'participants' is used to describe the total group of community members and stakeholders who contributed to this engagement process.
- The information and views presented in this report are a summary of the opinions, perceptions and feedback heard from across all the engagement activities. The feedback has not been independently validated. As such, some information may be factually incorrect, unfeasible or outside of the scope of this project.
- This report summarises key feedback from participants and does not preclude the project team from considering community feedback in its original format.
- The report summarises the feedback from engagement activities. While every effort is made to include the full breadth of feedback provided, not all comments, views or advice are shown in the findings of this report. Where appropriate, a mix of quotes, themes and metrics are used to convey community feedback.
- We acknowledge that, while efforts are taken to manage duplication, there is potential for double-counting where participants have attended multiple events, and/or completed online activities via the Have Your Say website.

- This report focuses on the communication and engagement activities delivered by Council. It does not necessarily include events, meetings, surveys, or communications organised by the community or third parties.

Introduction

Project background

Proposed Change to Local Law: Parking of Caravans, Boats, and Trailers

Council is proposing a change to the Local Law to better manage long-term parking of caravans, boats, and trailers on roads and public areas. This change responds to community concerns about safety, amenity, and the growing demand for on-street parking as our city expands.

What we set out to achieve

The purpose of this project is to address community concerns and improve the management of on-street parking. Specifically, we aim to:

- **Introduce clear rules** for long-term parking of caravans, boats, and trailers on roads and public areas.
- **Balance competing demands** for limited on-street parking as our city grows.
- **Enhance road safety** by reducing visibility risks for drivers and pedestrians.
- **Protect the amenity of our streets** by preventing prolonged storage of large vehicles in public spaces.
- **Provide guidance** to vehicle owners on appropriate long-term storage options.

This change is intended to create fairer access to parking, improve safety, and maintain the visual appeal of our streets.



How people could provide feedback

We offered multiple ways for the community to share their views on the proposed Local Law:

- **Online Survey via Have Your Say (HYS) Wednesday**

From Wednesday 8 October to Thursday 20 November 2025,

The survey included three questions, to determine if someone owns a caravan, a Likert scale question about the proposed Local Law and space for additional comments/feedback.

- **Pop-Ups through our Neighbourhood Engagement Program.**

From 9 October until 17 October 2025 to speak with Council staff and provide feedback in person.

- **Upload their feedback**

Between Wednesday 8 October and Thursday 20 November 2025, participants could upload Word documents, pictures, drawings, or short video/audio files to share their views.

These options ensured that residents had multiple opportunities to participate and have their say.

What could be influenced

Community input was sought on whether to introduce a new Local Law to regulate long-term parking of caravans, boats, and trailers on roads and public areas

What could not be influenced

Some aspects of the project were fixed and could not be changed through community feedback, including:

- Implementation timelines for the proposed changes
- Budget allocation for the project

Purpose of Engagement

The purpose of this engagement was to **seek community feedback on the proposed introduction of a Local Law** to regulate long-term parking of caravans, boats, and trailers on roads, road-related areas, and council land.

This engagement aimed to:

- **Inform the community** about the proposed changes and why they are needed.
- **Understand community views** on whether a Local Law should be introduced to limit long-term parking of these vehicles.
- **Identify potential impacts** on residents, businesses, and visitors, including parking availability, street amenity, and safety concerns.
- **Gather suggestions and insights** to help shape the final approach and ensure it reflects community priorities where possible.

Community feedback was critical in guiding Council's decision-making and ensuring the proposed changes balance **fair access to parking, road safety, and the visual appeal of our streets**.

What we did

Communications activities

To increase awareness of the engagement process, we did the following:



Corflutes
26

26 corflutes about the engagement process and the opportunity to provide feedback. Strategically placed in key problem hotspots, including:

Lyndon Street, Shelley Street, Mitford Street, St Kilda Botanic Gardens, Alma Street, Alexandra Street, Murchison Street, Derham Street, Farrell Street, Rosny Street, Beacon Road, Evans Street, Station Street, Esplanade East and Raglan Street.



Postcards
3,971

3,971 postcards were distributed to the above locations, explaining the engagement process and inviting people to provide feedback.



Newsletters
2

Project information and an invitation to engage was included in Divercity e-newsletter (October 2025) and our Port Phillip's engagement e-newsletter (October 2025).



Social media posts

1 social media post was posted on Facebook and Instagram to promote the engagement process.

The community showed strong engagement, with the Facebook post receiving a significant number of comments.

Results:

Facebook: 64K Impressions – 213 Link clicks – 182 comments – 125 reactions

Instagram: 5.7K Impressions – 13 Link clicks – 132 interactions



'Have your say' website

Council's dedicated engagement website, 'Have your say' included a page for this project, with information on the process, a timeline, contact details, and opportunities to engage.

Engagement activities

To collect feedback from the community we did the following activities:



**Online survey
454 participants**

The community survey collected demographic information and invited feedback on proposed changes to local laws regarding the parking of caravans, boats, and trailers. Participants were asked three key questions: whether they own a caravan, boat, or trailer; their level of support for a new local law that would limit how long these vehicles can be parked on residential streets; and any additional comments explaining their views.

Response rates were very strong, with 99.4% of participants answering the ownership question and 99.8% responding to the question on support for the proposed law. A high proportion (83.3%) also provided written comments, offering valuable insights into community perspectives. The survey was available in English, with translation services offered upon request to ensure accessibility for all community members.

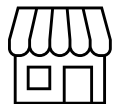


Uploaded submissions

X 1

Participants could upload Word documents, pictures, drawings, or short video/audio files to share their views.

We received 1 detailed submission and six photos.



Neighbourhood Engagement Program

x8

We went to eight neighbourhoods in our City and asked:
To what extent do you support a new local law, that would place a time limit on how long these vehicles can be parked on your street.

Who we heard from

Through our surveys we asked questions about participants' demographic details. Of the total 454 survey participants, 100% shared their demographic information with us. The following explores those demographics.

Demographics

Gender

Among the 491 respondents who provided gender information, most identified as female (53.8%, 264 respondents), followed by male (39.5%, 194 respondents). A small proportion identified as non-binary (0.8%, 4 respondents), while 5.7% (28 respondents) preferred not to disclose their gender. One respondent (0.2%) selected another gender identity. This shows that women formed the largest group, with men the second largest,

and other identities representing a smaller but important part of the community. The results are shown in Figure 1.

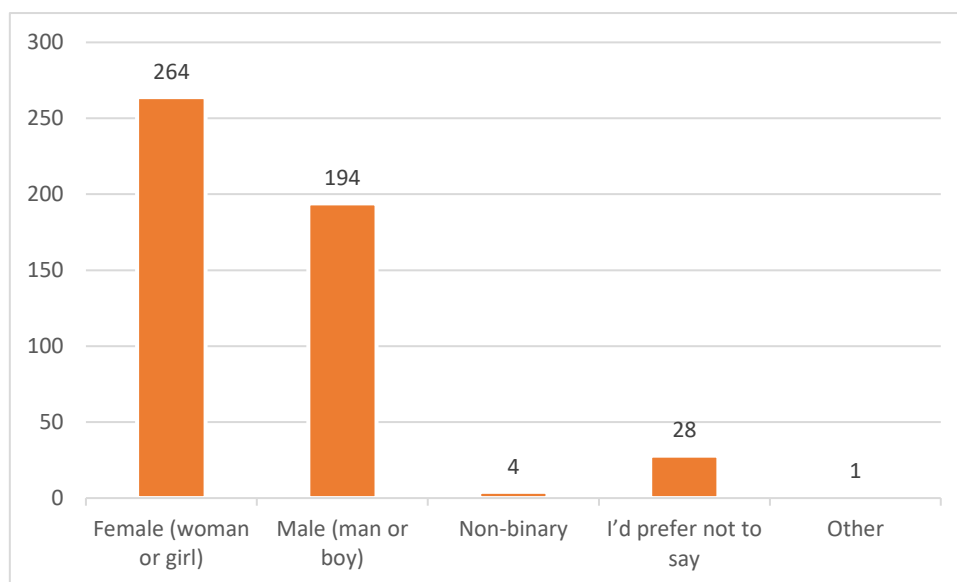


Figure 1 Participation by gender

The results for gender are atypical for community engagement, with women usually being over-represented in participation.

Age

Participants who completed the survey were asked to indicate their age. The most common age bracket was 35–49 years, selected by 33.8% of respondents. The second most frequently selected age group was 50–59 years, representing 29.1% (143 respondents). Other age brackets included 25–34 years, 18–24 years, 60–69 years, and 70 years and over, each with smaller proportions.

The survey sample is not fully aligned with the age distribution of the local population. Respondents aged 35–49 years and 50–59 years were over-represented compared to Census benchmarks for Greater Melbourne, while younger adults (18–24 years) and older residents (70 years and over) were under-represented. This pattern is common in community engagement and should be considered when interpreting results.

The following graph provides a further breakdown:

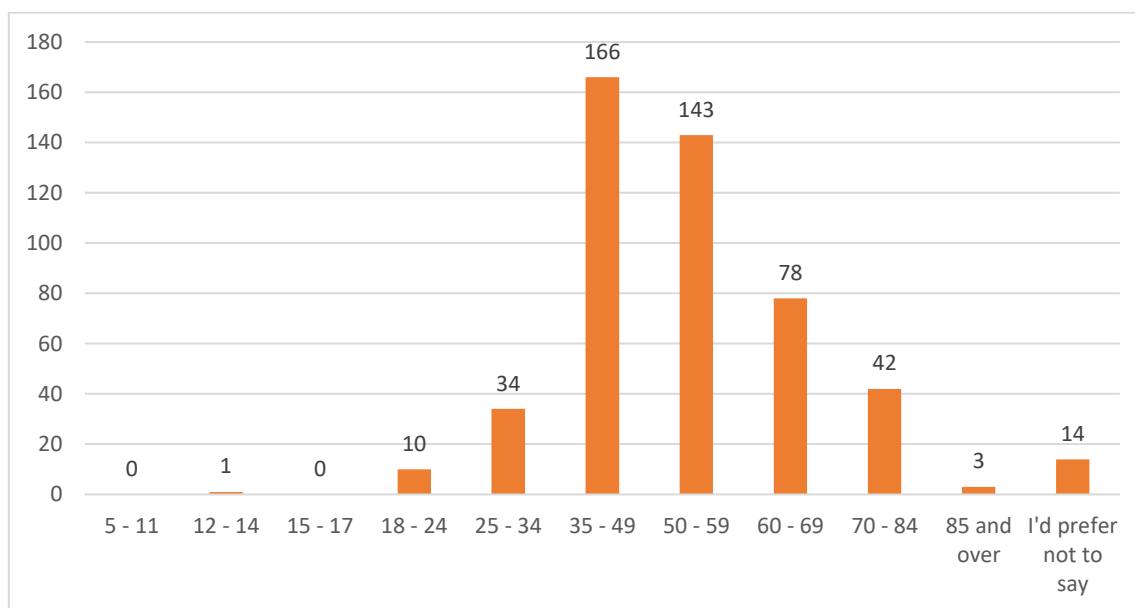


Figure 2 Participation by age

Suburb

All 491 survey respondents provided their suburb of residence. The largest proportion came from Port Melbourne, representing 31.8% (156 respondents). Other notable suburbs included Elwood (18.9%, 93 respondents), St Kilda East (13.2%, 65 respondents), St Kilda (8.6%, 42 respondents), and Albert Park (8.2%, 40 respondents). Smaller numbers of participants were from Middle Park, Balaclava, South Melbourne, Ripponlea, and other areas within the City of Port Phillip. A few respondents either preferred not to disclose their suburb or indicated they live outside of the Council area. Figure 3 (below) shows these responses as a graph.

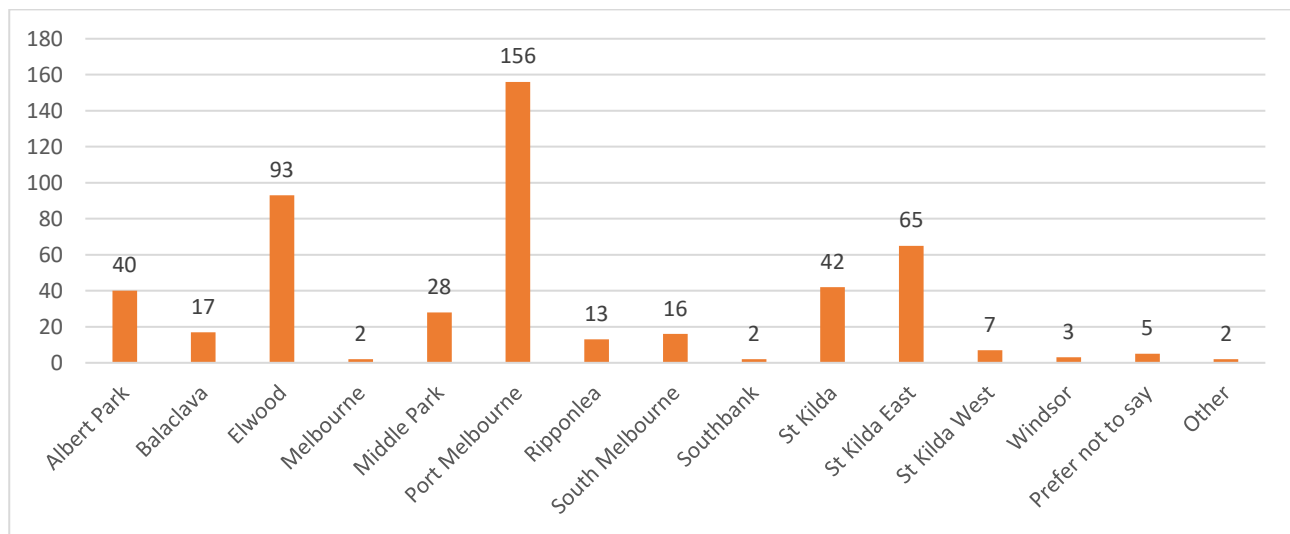


Figure 3 Participation by suburb

Port Melbourne is likely over-represented in suburb selections because there are more parking sites that allow for unrestricted parking of caravan's boats and trailers.

Diversity and inclusion

We asked people if they identified with any of the following statements. The statements included:

- 'I identify as LGBTIQ+' (50 responses, 10.18%).
- 'I speak a language other than English at home' (27 responses, 5.5%).
- 'I am a person with disability' (26 responses, 5.3%).
- 'I am from an Aboriginal and/or Torres Strait Islander background' (7 responses, 1.43%).

Prior feedback on Council projects

To help us understand if we were engaging with new community members, we asked participants had provided feedback on any other Council projects in the past 12 months.

In total, 276 participants (56%) had not provided feedback, 153 participants (31%) had provided feedback, and 62 participants (13%) were unsure. Figure 4 (below) shows these responses as a graph.

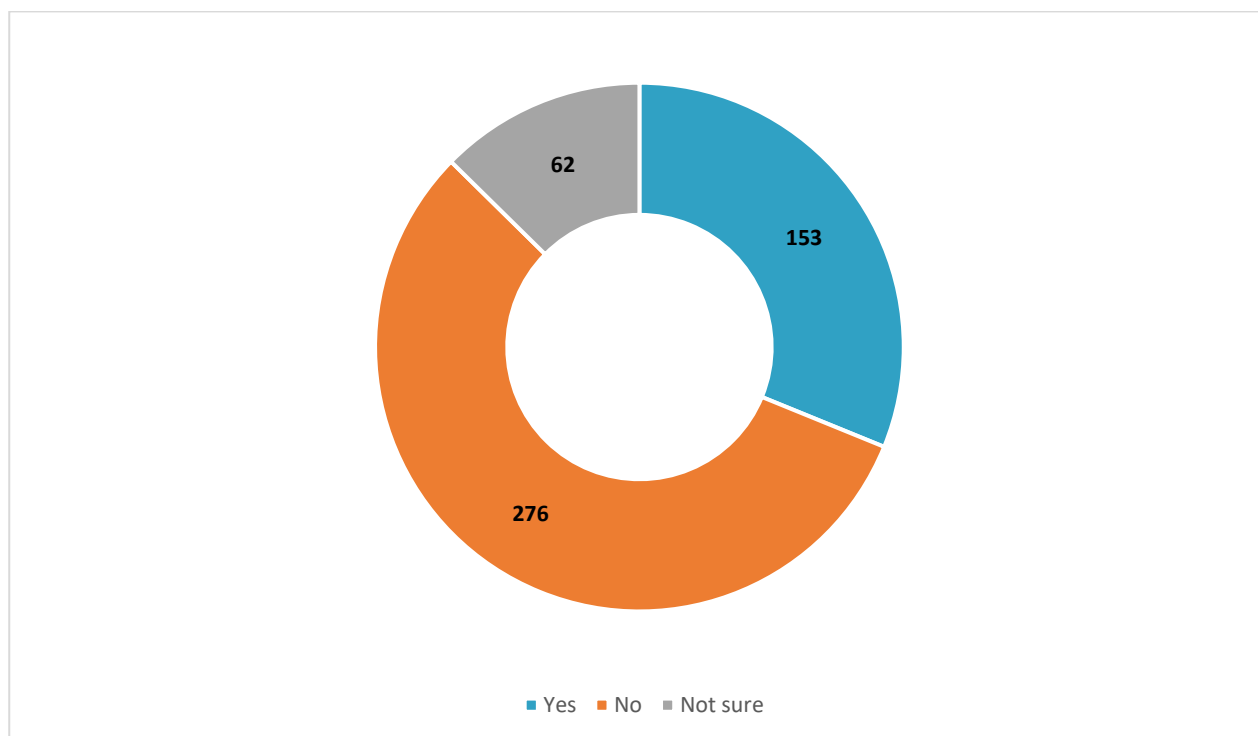


Figure 4 Prior feedback on Council projects

What we heard –Neighbourhood Engagement Program.

Overall, the majority of respondents across **most suburbs strongly support the proposed local law** limiting caravan, boats and trailers parking time on roads. **Opposition and strong opposition are generally low but noticeable in Port Melbourne and Elwood.** The data also includes qualitative comments reflecting concerns about cost, permits, people sleeping in caravans

To what extent do you support a new local law, that would place a time limit on how long these vehicles can be parked on your street.

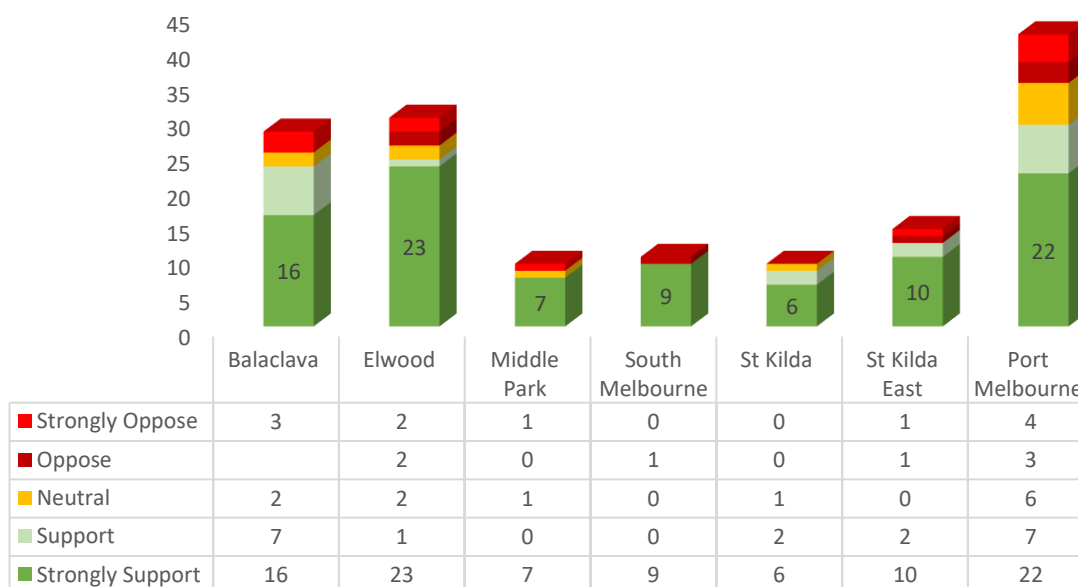


Figure 5 Participants responses by suburb

What we heard –Survey

The following sections provide a summary of the major themes that emerged from the Have You Say survey. All qualitative data has been analysed and themed across received via online survey, HYS, submissions.

Comments from participants that related to multiple themes have been split to allow for accurate theme counts. As such, the number of total comments may differ from the total number of people who participated in the survey.

1. Ownership of Recreational assets

Survey results indicate that a notable proportion of respondents own recreational assets such as caravans, boats, or trailers. Specifically, 7.79% reported owning a caravan, 5.12% own a boat, and 10.66% own a trailer. When combined, this represents **23.57% of respondents who own a caravans, boats, or trailers**, highlighting a significant segment with interests in outdoor and leisure activities.

2. Community support for proposed Local Law

Survey findings reveal strong community backing for the proposed Local Law restricting the duration that caravans, boats, or trailers can be parked on the street. Of the 490 respondents (with only one person skipping the question), **68.57% (n=336 respondents) indicated they *strongly support* the measure, while an additional 3.27% (n=16 respondents) expressed *support***. A small proportion, 2.24% (11 respondents), reported a neutral stance. **These results demonstrate overwhelming support for the initiative**, suggesting broad alignment with community expectations regarding street parking regulations.

3. Community opposition to proposed Local Law

While the majority of respondents expressed support for the proposed Local Law, a significant minority indicated opposition. Survey results show that **16.53% (n=81 respondents) *strongly oppose* the law, and an additional 9.39% (n=46 respondents) *oppose* it**. In total, approximately **25.92% of respondents** expressed

some level of opposition. This indicates that while support is dominant, there remains a notable proportion of the community with concerns about the proposed restrictions.

Open text Feedback: Sentiment Analysis

Sentiment analysis of open text feedback

The analysis of open-text feedback on the proposed Local Law restricting the parking duration of caravans, boats, or trailers shows a community divided, yet leaning toward support. Key findings include:

- **Positive Support 41% (n=167 respondents):** Many respondents emphasised the need to improve parking availability, safety, and neighbourhood amenity. Comments frequently highlighted the negative impact of long-term parking of large vehicles on street parking supply, visibility, and visual appeal.
- **Mixed Views 27% (n=110 respondents):** These respondents generally acknowledged the need for regulation but raised concerns about fairness, enforcement, and the challenges faced by residents without off-street parking or affordable storage. Suggestions included permit systems, exemptions for locals, and alternative storage options.
- **Negative Feedback 20% (n=81 respondents):** Opposition centered on perceived unfairness and exclusionary effects, particularly for residents without off-street parking or those with limited means to pay for storage. Some feared the law could force them to sell recreational vehicles or impose undue hardship. Concerns also included disparities between commercial and private vehicle treatment and impacts on lifestyle and family recreation.
- **Neutral Responses 13% (n=52 respondents):** These comments often expressed conditional support or stressed the need for clear rules, permits, and enforcement mechanisms to balance competing interests.

While support for the proposed law is relatively strong, nearly half of respondents expressed nuanced or critical views, reflecting concerns about equity, practicality, and enforcement. This underscores the importance of ongoing community consultation and transparent communication to address these concerns and build broad consensus.

This analysis aligns with documented feedback themes, illustrating a community seeking both improved parking management and fairness for all residents, including those with recreational vehicles and limited parking options.

Themes:

Parking Scarcity and Competition (n=167):

Many respondents expressed frustration about limited parking availability, noting that caravans, boats, and trailers take up valuable parking spaces needed by residents and visitors.

- *"We live in a street where it can be difficult to find a car park close to our house. There are usually at least one caravan and 2 trailers taking up multiple car parks."*
- *"Parking is a premium and priority should be given to cars."*
- *"Caravans and trailers take up valuable street parking that is in short supply."*
- *"It's so hard to get a park in this area, people shouldn't be able to take up parks with their trailers and boats."*

Fairness and Equity (n=109):

Several comments focus on fairness between residents with off-street parking and those without, as well as comparisons between commercial and private use of parking spaces:

- *"We pay the same rates that they do, we should have access to the same number of parking spots."*
- *"Residents with companies and fleets of vehicles should not be given a free pass to use public roadways for business storage, while ordinary residents face restrictive measures."*
- *"Why are trucks excluded in this proposal, they cause more complications."*
- *"Residents should be able to use their parking permits for a car/trailer or caravan - not just for a car."*

Visual Amenity and Street Appeal (n=81):

Many respondents described caravans and trailers as "eyesores," negatively impacting the streetscape and neighbourhood character:

- *"The street looks like a junk yard with caravans and trailers permanently parked."*
- *"It is an eyesore and unattractive."*
- *"It creates a dumping ground and trashy feel to our otherwise beautiful neighbourhood."*
- *"Caravans are large and take up lots of room, many of them are dilapidated."*

Safety and Visibility (n=73):

Concerns were frequently raised about reduced visibility at intersections, driveways, schools, and pedestrian crossings, posing risks to pedestrians, cyclists, and drivers:

- *"Caravans and trailers block the view of vehicles coming from Crichton Av & turning right into Beacon Road."*
- *"It is dangerous for children crossing roads as the vans obstruct visibility."*
- *"Reduced visibility for drivers and pedestrians crossing the road between parked vehicles."*
- *"Caravans restrict view of road and oncoming traffic when exiting driveways."*

Impact on Community and Liveability (n=75):

Feedback highlighted the broader impact on community wellbeing, lifestyle, and neighbourhood character:

- *"Caravans and boats are part of the lifestyle and recreation of many local families."*
- *"Removing the ability to maintain recreational vehicles hurts community spirit."*
- *"Makes residents feel unsafe as no way of knowing who or why people are living in these vehicles."*

- *"It reduces parking spaces for residents and visitors and blocks views of parks."*

Storage Responsibility (n=57):

Many respondents argued that owners should store caravans, boats, and trailers off-street or in commercial storage rather than on public streets:

- *"If you want a caravan, pay for storage like everyone else."*
- *"There are facilities that rent space for these vehicles."*
- *"Owners should be required to store them privately or the council should seize and sell them."*
- *"It is unfair to expect the community to subsidize private storage on public land."*

Enforcement and Regulation (n=53):

Concerns about how the proposed restrictions would be enforced and whether compliance could be effectively managed were raised:

- *"How will this proposed new law be policed and enforced? The City of Port Phillip only employs one parking inspector."*
- *"People will just move their vehicles around to avoid fines."*
- *"Compliance would be key, and a one-week limit might be stronger."*

Special Parking Permits (n=53):

Several suggestions were made to introduce permit systems allowing residents to park caravans, boats, or trailers near their homes:

- *"Residents should be able to use their existing parking permits for a car/van/trailer/boat."*
- *"There could be designated spots for such vehicles subsidized by special permits."*
- *"Permit parking for trailers for work purposes only could be considered."*
- *"Permit systems might be worth a trial, possibly seasonal."*

2. **Fairness for Recreational Vehicles (n=81):**

Some respondents argued that registered caravans and boats should be treated like other vehicles and allowed to park on streets:

- *"If a trailer or caravan is legally registered and fits within a standard parking space, it should be treated no differently than any other vehicle."*
- *"Caravans and boats create a healthy lifestyle for families and should be supported."*
- *"Many of the complaints come from residents who themselves have garages but park on the street."*

3. **Out of Scope (n=53):**

Some comments addressed unrelated issues such as crime, potholes, homelessness, or other council priorities:

- *"Please focus on crime and potholes."*
- *"Fix crime, fix playgrounds, fix Acland Street."*
- *"Council should address homelessness rather than parking."*

Summary of themes

Respondents express a tension between the need for parking fairness and space management, the desire to preserve community amenity and safety, and the rights and needs of recreational vehicle owners. Permit systems and clear enforcement strategies were commonly proposed as balanced solutions.

What we heard via submissions

Council received one submission from a Port Melbourne resident (postcode 3207) who has lived in the area for 39 years. The submission raises concerns about the parking of caravans, boats, and trailers in the suburb.

Key issues raised

Current restrictions prevent residents from parking these vehicles in permit zones, despite frequent use of these spaces by non-residents.

Vehicles left for extended periods by non-residents – including workers, nearby apartment residents with insufficient parking, and abandoned vehicles are causing problems.

Evidence provided

Observations and photographs showing permit parking areas often vacant, while free parking areas are heavily occupied by non-resident vehicles.

Requests and suggestions

Allow residents to park caravans in permit zones near their property, either through a permit system or for short periods when packing/unpacking.

Prioritise enforcement against non-resident vehicles parked long-term rather than restricting legally registered resident vehicles.

Parking a caravan adjacent to the resident's property is less obtrusive than alternative locations.

Next steps

Findings will be, communicated to the community, and presented at an upcoming Council meeting to determine whether to proceed with the statutory process for adopting the Local Law.

This engagement report provides valuable insights to guide Council's decision-making, aiming to ensure fair access to parking, improved road safety, and enhanced street amenity across the City of Port Phillip.