

NEW SUMMARY OF SUBMISSIONS
Byford Train Station - Proposed Business Area Timed Parking Restrictions Consultation

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Unknown/Online	1	Why 4 hours, there is nothing locally that would require 4 hour parking, 4 hours would give commuters time to travel to their destination and return within the time limit, not going to deter many at all.	<p>The district is seen as a growing business area with much more to be built in the area. The combination of current and possible businesses and attractions could result in the need for up to 4 hours stay.</p> <p>This initial proposed timeframe will be re-assessed as both part of this consultation and as an ongoing nature with any timeframe that may be implemented at this location.</p> <p>The 4 hour limit would be seen adequate to have all day commuters(workers and such) use the train station parking.</p>	Implement as proposed and monitor the area, liaising with business to record any issues
Unknown/Online	2	Made no comment.		
Unknown/Online	3	<p>Whilst I totally agree with the limitations, I have 2 concerns .</p> <p>1. Everyone will park in the business areas eg Aldi and Coles Car Parks as they don't appear to be covered ?</p> <p>2. There needs to be some consideration (permits) for local business staff.</p>	<p>The Shire is not proposing to implement any restrictions on private property. These businesses can implement their own restrictions and engage private contractors to monitor the area.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business is supplying the staff parking as part of any initial building permit or other requirement for operating.</p>	Permits system to be drafted

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			<p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	
Unknown/Online	4	I live on the corner of Alexander and Evans Way. I anticipate having vehicles parking right outside my house trying to avoid parking charges, which is unfair on me and my visitors.	<p>The Shire has consulted with other local governments regarding new train stations being implemented near residential areas and has received mixed feedback on this topic.</p> <p>The Shire has considered expanding the 4 hour parking restriction to include the residential areas in close proximity to the station. Currently it is proposed to monitor the areas once the station is up and running and assess if there is an issue with parking within the residential areas.</p> <p>The 4 hour limit, or similar, can be implemented in the residential area and a signage plan has been drafted if it is required. Implementing this in residential is seen to likely raise concern amongst residents, who will not be able to park in</p>	Monitor the areas when the train station is implemented.

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			the public bays or road themselves for longer than the timed restriction.	
Unknown/Online	5	Four hours isn't enough. What about people who have to work in the area?? Why not build it so it's expandable in the future? Start off with a one story with the plan to add another 2/3 stories in later years.	<p>The proposed time restrictions are for the public area parking, not spanning any private car park or the train station parking itself.</p> <p>Multiple businesses in the area are required to supply staff parking on site.</p> <p>The Shire is not implementing any further parking area at this point in time and further businesses being built may be required to supply additional parking. The shire is proposing the timed restrictions to prevent train commuters using the local roads and car bays. The train commuters will be provided approximately 400 car bays by Perth Transit Authority.</p> <p>Parking permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p>	Permits system to be drafted

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			An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.	
Unknown/Online	6	I'd like to know why the parking bays for the train station are paid parking?? Surely if you're paying to commute on the train to work every day, Transperth could provide free parking!?!? Of course people are going to park elsewhere in "free" parking bays out the front of small businesses, if this is the case. Does the Shire have the resources to police the 4hr maximum parking bays, constantly throughout the day to ensure no one is doing the wrong thing?? My understanding is the Shire is already under resourced as it is.....	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority. Metronet currently have an engagement page available at Community encouraged to have their say on the new METRONET Byford Station - METRONET where you may provide feedback.</p> <p>The Shire will only be monitoring public areas where any time restrictions are implemented and not any private properties. The patrols of the area would be undertaken as part of standard patrols within the Shire.</p>	N/A
Unknown/Online	7	If this will be an issue create bigger parking for the train. Costs of everything is out of control without hitting people with fees and fines for over staying .	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority. Metronet currently have an engagement page available at Community encouraged to have their say on the new METRONET Byford Station - METRONET where you may provide feedback.</p>	N/A

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			<p>The train station parking will supply approximately 400 bays.</p> <p>The 4 hour limit will not be imposed by the Shire within the train station parking or any private property.</p>	
Unknown/Online	8	If you work at the shops, you will be impacted.	Will consider other feedback specifying what specific impacts may be perceived.	N/A
Unknown/Online	9	I'm not paying for parking. Make the train station parking suitable.	<p>The Shire is not implementing paid parking. The Shire is proposing time limits on public parking to ensure train commuters utilise the train station parking centre.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback.</p> <p>The train station parking will supply approximately 400 bays.</p>	N/A

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Unknown/Online	10	Employees at those businesses need parking passes to allow them to park for longer than the 4 hours	<p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	Permits system to be drafted
Unknown/Online	11	As a nearby resident I believe if we put parking restrictions in place people will park on the street in front of houses making it unsafe for our children.	<p>The Shire has consulted with other local governments regarding new train stations being implemented near residential areas and has received mixed feedback on this topic.</p> <p>The Shire has considered expanding the 4 hour parking restriction to include the residential areas in close proximity to the station. Currently it is proposed to monitor the areas once the station is up and running and assess if there is an issue with parking within the residential areas.</p>	<p>Monitor the areas when the train station is implemented.</p> <p>Asked for clarification on "Unsafe"</p>

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			The 4 hour limit, or similar, can be implemented in the residential area and a signage plan has been drafted if it is required. Implementing this in residential is seen to likely raise concern amongst residents, who will not be able to park in the public bays or road themselves for longer than the timed restriction.	
Unknown/Online	12	I commute to the Perth CBD daily for work and am planning to commute from the Byford train station when it is completed. I am concerned that the number of parking bays at the train station will be inadequate if the Shire are already considering parking restrictions in surrounding areas.	<p>The timed restrictions on public roads and car bays was proposed as it has been shown in the past by other local governments that a high amount of train commuters try to avoid the train station parking fees and utilise the side roads and road parking bays.</p> <p>The train station parking will have approximately 400 car bays and will not form part of the Shires time restrictions.</p>	
Unknown/Online	13	Parking in Byford town is limited now once the train station is here it will be mayhem	The train station parking will have approximately 400 car bays and will not form part of the Shires time restrictions.	
Unknown/Online	14	Even though I agree with the proposal - I hope the planners of the new train station have planned for population growth and have allowed enough parking spaces at the new station to accommodate	The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority. Metronet currently have an engagement page available at	

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		<p>future growth of population. Planning this now would save the council a lot of money in the future trying to fix lack of parking spaces. I'm sure the success of public commuting will be because the council has made it easy for commuters to park and ride.</p>	<p>https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station</p> <p>where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The timed restrictions on public roads and car bays was proposed as it has been shown in the past by other local governments that a high amount of train commuters try to avoid the train station parking fees and utilise the side roads and road parking bays.</p>	
Unknown/Online	15	<p>I agree as long as you have longer stay parking somewhere for commuters to use</p>	<p>The timed restrictions on public roads and car bays were proposed as it has been shown in the past by other local governments that a high amount of train commuters try to avoid the train station parking fees and utilise the side roads and road parking bays.</p> <p>The train station parking provided by Metronet will have approximately 400 bays</p>	

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			and not form part of the Shire proposed time restrictions.	
Unknown/Online	16	I will be a train commuter (am currently using the buses as I used to park at Sherwood station and train to the city for work each day). I've seen how at Sherwood, Challis and even Kelmscott stations, people would park on vacant land and/or side of the road to avoid paying the \$2 (cheap as!) Transperth parking fee. I think you implementing the proposed 4 hour max limit will deter people from parking at local businesses. I also think you might need to consider any vacant land that may be close to the new station as I'm sure people will try to park elsewhere to avoid the Transperth parking fee. Every time I parked at Sherwood or Challis I was able to get a bay (unless I arrived after 8am) and the street would be lined with cars, so it's not a 'there's no parking' issue, it's a people don't want to pay issue.	This is noted as a very good point regarding vacant land – the proposed signs will include road, verge and car bays in the shown areas. Most other land will be private property and will not be under the authority of the Shire. Metronet propose approximately 400 car bays for the Train station parking.	Check LG vacant land in area
Unknown/Online	17	The shire should not be raising revenue from issues they've created due to poor planning. If anything, authority should be given to businesses to have vehicles towed who are obstructing business parking spots, as long as the business can provide proof of misuse (time stamped photos aren't hard to come by) by commuters then the car gets towed.	The timed restrictions on public roads and car bays were proposed as it has been shown in the past by other local governments that a high amount of train commuters try to avoid the train station parking fees and utilise the side roads and road parking bays.	

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			<p>The Train station, implemented by Metronet, will supply approximately 400 car bays.</p> <p>The Shire proposed restrictions will not be imposed on private property(businesses).</p> <p>The extreme action of towing a vehicle would not be sought by the Shire unless an urgent safety issue is shown.</p> <p>The restrictions are proposed to aid with the above concerns with current data and continuing data showing the enforcement of parking issues to be in the interest of public safety and amenity access.</p>	
Unknown/Online	18	Wholeheartedly agree but think the time limit should be 3 or even 2 hours	Can be considered	
Unknown/Online	19	<p>Build more parking spaces for commuters especially on the Coles and Woolworths side of the train tracks for the future when Byford begins to expand AND/OR increase the frequency of the bus service so I don't have to drive to the station. For example start the bus service at 4am so I can get to the city for a 6am start.</p> <p>I should not have to pay for 4hour parking (which is away from the station) to use the train, when it's \$2 for the whole day.</p>	<p>As per the plan detailed on Your Say SJ, the train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-</p>	

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		<p>I work in the city and use the train to work and back and am there for the whole day returning in the evening and it's dark during winter.</p> <p>For safety reasons, I park at the station and not anywhere else, so that I can get to my car quickly and back home safely.</p> <p>Build more train station parking if you don't want anyone else parking in front of business houses for the whole day AND/OR increase the frequency of the buses to start at 4am.</p> <p>Thank you.</p>	<p>have-their-say-on-the-new-metronet-byford-station</p> <p>where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The Shire has been further advocating for a higher bus service to the Shire.</p> <p>The Shire will not be implementing any paid parking in this area, the only paid parking will be the train station parking, implemented by Metronet.</p> <p>The four hour limit on the public roads and car bays is proposed to ensure access to all business customers in the area and to promote train commuters to use the train station carpark.</p>	
Unknown/Online	20	<p>If the carpark isn't built yet, and it's already too small, increase the size of the carpark instead of penalising the people for just trying to get by. Businesses shouldn't be impacted by lack of planning and nor should people be using the train line or carparks.</p>	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/lat</p>	<p>Asked for clarification on how businesses will be impacted</p>

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			<p>est-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p>	
Unknown/Online	21	I would be implementing a tow away zone at my business if I find any commuters using my parking bays at 800 South Western Hwy Byford	Land owners may engage contractor services to provide this.	N/A
Unknown/Online	22	Yes, I agree with the proposal, I am a part time carer for my mother in law who is 94 yrs old and I take her shopping , and to pay her bills in Byford . The parking in the area around the shops is a pain at any time of the day, and with people commuting on the train and parking in these spaces all day while they are at work, is going to make things harder for people to find a parking space to access the shopping centre. So yes, I am all for the 4hour parking limit.	Feedback in favour of restrictions.	N/A
Unknown/Online	23	I agree but I think it should be a 2 or 3 hour limit as most people who are shopping at those businesses wouldn't be spending much more than 2 hours there	Can be considered	
Unknown/Online	24	We need to ensure that parking spaces are available for shoppers at local businesses. This is	The train station parking itself is being implemented by Metronet and operated by	

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		not only to benefit the shoppers but will also ensure local businesses continue to receive local support. Commuters WILL DEFINITELY park in spaces all day if they are permitted. Prevent it BEFORE if happens	Perth Transit Authority and will not be part of the 4 hour parking restrictions. The train station parking will supply approximately 400 bays and require a fee to park at the station. The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure.	
Unknown/Online	25	IN rural areas to get to the train stations you need a car, the busses are not sufficient at all. So plan extra parking for train users, no limited, so residents get no overflow parking and shoppers have plenty of parking space left. If you want to promote public transport, offer free parking. It is not Perth central it is Byford and rural surrounds and also people around Byford Serpy, Mundi and Jarrahdale would like to use it.	The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day. The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas for local businesses.	
Unknown/Online	26	I'm all for it. When those of us who have to travel into Byford to shop, we would prefer somewhere close to park and not have to drive around because other inconsiderate people who use the train are too lazy.	Feedback in favour of restrictions.	

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Unknown/Online	27	I use a lot of the businesses on George St such as the newsagency and bakery and parking can already get quite short there. Fully agree we need to protect the bays in the streets for people using the businesses. I believe adequate train station parking is being provided on the west side of station.	Feedback in favour of restrictions.	
Unknown/Online	28	I agree with the 4hr parking BUT there needs to be passes for staff in the area so they're not being fined! Also speak to the businesses, places like hairdressers may need exceptions for clients. There needs to be exceptions so it's not impacting local business and their loyal customers as it's a deterrent for impacting them not a money grab that will discourage customers from going to the area!	<p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p> <p>The restrictions are proposed to aid with the concerns with current data and continuing data showing the enforcement of parking issues to be in the interest of public safety and amenity access.</p>	Permits system to be drafted

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Unknown/Online	29	If I am catching the train into the city for work, and my work day is typically 8 hours I would need more than 4 hours of parking.	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	
Unknown/Online	30	Build sufficient parking for the train station in the first place? You're already anticipating that there will be over flow, and it hasn't even started construction yet...	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	

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Unknown/Online	31	<p>"Please to not introduce parking tickets. One really nice part about living in Byford is not having to stress about getting parking tickets. They are wasteful, inconvenient and a nuisance.</p> <p>I agree to the proposal if no parking tickets/parking machines will be introduced, and workers in the local shops can be given permits to park at work. "</p>	<p>No paid parking will be implemented by the Shire.</p> <p>The parking station implemented by Metronet will have a \$2 per day fee and will be patrolled by Perth Transit Authority.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	Permits system to be drafted
Unknown/Online	32	I feel this is a Metronet issue and should be addressed with them. We are an outer lying Shire, where this will be our only true form of public transport. Many residents (I would think the majority) do not have an option to walk to the train	<p>The measures of timed parking has been proposed to prevent any adverse effects from the train station being implemented.</p> <p>The train station parking itself is being implemented by Metronet and operated by</p>	

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		<p>station, as they do in inner suburbs. The majority of our population would have to drive. Many live over 20kms away from Byford. The State Govt is making long term savings by encouraging more patronage of the rail system, this saves on air pollution, road wear and tear amongst many other things, which in turn are huge savings. In areas such as ours, Metronet should consider free parking for residents of SJ Shire, why should residents pick up the costs of monitoring 4 hour parking restrictions, we already have enough expense, living in such a vast Shire? Local business should not be adversely affected by Metronet in this way</p>	<p>Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p>	
Unknown/Online	33	<p>We're encouraged to use public transport but if we use it and work any longer than 4 hours SJ is going to penalise us. Revenue raising at its best!</p>	<p>The measures of timed parking has been proposed to prevent any adverse effects from the train station being implemented.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-</p>	

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			<p>byford-station where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>The restrictions are proposed to aid with the concerns with current data and continuing data showing the enforcement of parking issues to be in the interest of public safety and amenity access.</p>	
Unknown/Online	34	I shop in Byford and 4 hours is ample time. The system should allow employees of businesses to park without penalty	<p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	Permits system to be drafted

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Unknown/Online	35	I believe this will help with congestion down in that area of Byford. I use the post office and F45, so for me, it will allow for parking still.	Feedback in favour of restrictions.	
Unknown/Online	36	4 hours is not enough time allocated for people to park and go to whatever their desired destination is and get back in time to their vehicle when the reason they are parking at the train station is most likely due to an event they are going to in the city or Optus stadium to watch a concert or watch the footy. The parking should also be a service that we should not have to pay for after all the rates the shire already receives	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	
Unknown/Online	37	I agree with the proposal to limit local business parking to 4 hours. I also think we need more Transperth Bus Routes in the Shire and especially Byford, to encourage commuters to leave their cars at home.	Feedback in favour of restrictions.	
Unknown/Online	38	I will be a regular user of the new Byford train station to get to work in the city. I happily pay to use the train station parking. I also shop at businesses surrounding that area and would be very annoyed to have no bays to use when visiting	<p>Feedback in favour of restrictions.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the</p>	Permits system to be drafted

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		Aldi or the Post Office etc. I do suggest providing parking passes or stickers etc so that staff working in surrounding businesses can use so they are not negatively affected.	<p>business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	
Unknown/Online	39	I think this is a great suggestion to avoid train commenters blocking up parking in other areas within the town centre.	Feedback in favour of restrictions.	
Unknown/Online	40	I think people who work in that area need somewhere to park or be given a permit for parking around that area.	<p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be</p>	

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			implemented if this is seen as a requirement.	
Unknown/Online	41	Ensure the train parking is big enough to handle the daily needs allow easy access across the train line	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	
Unknown/Online	42	People work all day and need to use public transport, by only allowing people to park for 4 hours will cause issues in the community	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a</p>	

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Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			preventative measure, and as mapped on the documents on Your Say SJ.	
Unknown/Online	43	<p>"For Train-Bus commuters, a Multistorey carpark makes sense because:</p> <ol style="list-style-type: none"> 1. Provides shade over long work hours especially over 4 hotter months of year and Protection from rains and strong winds over the other 4 months this happens almost daily. 2. Easy to enforce \$2 parking fee. 3. Better security and lighting for cars. CCTV can be easily installed at entry exit points. 4. Frees up surrounding community spaces for shade trees and shorter walking routes to surrounding businesses, thus increasing use of space and increased income from more commercial building opportunities. <p>Carpark can be decorated with wall mural (e.g. wall overlooking Memorial Park Armadale)</p> <ol style="list-style-type: none"> 5. A multistorey carpark is simply more efficient use of space and can cater for Whitby and Jarrahdale commuters as population increases, especially considering main demographic in SJ is young families and Pensioners - a multistorey carpark is MUCH more accessible than walking 100s of metres to the station in the rain and heat. You won't be blocking anyone's view either since 	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit on has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	

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		<p>surrounding buildings are businesses not residential.</p> <p>6. A multistorey carpark means users of businesses won't have to compete with commuters parking in business spaces if entry/exit is funnelled directly to train/bus station, making the 4hr limit extraneous.</p> <p>7. Again, this funnelled passage to train station means commuters/wheelchair and pram users aren't exposed to rain and heat with a simple roof.</p> <p>Do NOT be shortsighted in the carpark solution. Look to why other countries use Multistorey carparks to great effect while increasing Shire income without impacting ratepayers negatively.</p> <p>"</p>		
Unknown/Online	44	<p>"I think that's great, so people can still visit the shops and find parking.</p> <p>I think people who work in these businesses should have a way of displaying a ticket or something to prove they work there, or they'll cop a fine when doing a shift of 4 hours"</p>	<p>Feedback in favour of restrictions.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p>	Permits system to be drafted

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Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.	
Unknown/Online	45	This doesn't allow enough time. Reconsider the time frame for this parking	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	Asked for clarification if they meant the on-road parking time period was too short and how this may impact customer.
Unknown/Online	46	Not enough time.	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p>	Asked for clarification if they meant the on-road parking time period was too short and how this may impact customer.

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			The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.	
Unknown/Online	47	<p>"Agree with the 4 hours as long as adequate long term parking for train commuter is also provide.</p> <p>I recall the parking fiasco at Warnbro when the State government encouraged public transport then only provided minimal parking. Then reaped the rewards from illegal parking fines."</p>	Feedback in favour of restrictions.	
Unknown/Online	48	Where are the train commuters meant to park for the day... this is ridiculous... perhaps a few 15 min or 1 hr parking bays but people who catch the train every day need to park there too	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	
Unknown/Online	49	"My family and I live, work and attend school in Byford. By the council imposing parking restrictions as per the proposal, and enforcing	Feedback in favour of restrictions.	

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		<p>these restrictions, I feel this will deter users of the train station from parking in the marked bays longer than the 4 hour time limit.</p> <p>If this restriction was not imposed, parking within the local business area would be limited as most of the commuters would likely be parking all day.</p> <p>Although it is not under the council's jurisdiction, it would be good for the private car parks of the Dome, Aldi and Lemas to also impose parking restrictions to prevent their limited parking being used by commuters. It would be an inconvenience to have these limited parking bays taken up all day by people using the Byford train station."</p>		
Unknown/Online	50	<p>My opinion I think having a restriction to only 4 hour parking is not very good because what happens if someone is going into the city or somewhere for more than 4 hours or even work in the city So with that people are gonna start driving and not gonna use your public transport you have provided because they don't want to get a fine or be stressing that they have the be back before 4 hours is up. I think that the parking should be all hours and free</p>	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	

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Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Unknown/Online	51	<p>"Parking and traffic flow are already an issue and this needs to be addressed as the area continues to grow.</p> <p>We need to encourage more use of the rail system to reduce the traffic congestion but there needs to be ease of access and parking is all part of that.</p> <p>Small businesses will also be impacted if potential customers are put off by poor traffic flow and limited parking.</p> <p>There needs to be easy and family friendly pedestrian ways that are landscaped to reduce heat and encourage people to stay and meet in the area.</p> <p>Parking needs to be available but not needlessly spread out over one level.</p> <p>Multi storey parking and shade provided for single storey parking needs to be available.</p> <p>Though thought must have been given to this at the early planning stage? It will be difficult to re plan retrospectively."</p>	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>There are also plans for road upgrades in the area.</p>	
Unknown/Online	52	<p>We need to ensure businesses can be accessed alongside train station parking. A 4 hour limit doesn't help either. A multi-story carpark with vertical garden could support the area to be vibrant and accessible for all.</p>	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ.</p>	

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Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions. Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p>	
Unknown/Online	53	I feel that if there were sufficient parking for people using the train line this would not be an issue. Fining people is a band aid at best and may discourage some from utilising public transport.	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p>	

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Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.	
Unknown/Online	54	<p>Agree with proposal to help local businesses but wish we didn't have to consider this you would hope to have enough parking at the train station and they have factored in future growth of the train station, I would like to know how many bays will be at the new station and what year they forecasted the bays growth at.</p> <p>Can I ask what you be doing about staff parking for those businesses?</p>	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses. The restrictions will not be implemented by the Shire on any private property(shop car parks).</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p>	Permits system to be drafted

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			<p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	
Unknown/Online	55	I agree with the 4 hour restriction, however concern is would this mean parking inspectors and therefore our rates will increase to cover this? I hope not, the restrictions is good as it will stop people parking at shops to avoid train parking fees	<p>In favour of the proposed restrictions.</p> <p>The Patrols are planned to be conducted by the current Ranger Team. Although expansion within this team will inevitably be required in the future due to Shire growth.</p>	
Unknown/Online	56	I think that the proposal is reasonable provided that there is ample parking at the train station, and that the parking at the train station has taken into consideration the increase in people living in the area in coming years.	In favour of the proposed restrictions	
Unknown/Online	57	You need to provide some all-day parking at the train station. Promoting the use of the train for commuting to work will help decongest the traffic on the roads. But perhaps a smaller amounting of short term parking closer to the businesses would be a happy middle ground. Without knowing what type of businesses are going to be there it's hard	The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses. The restrictions will not	

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		to say, but maybe 1 hour parking would be appropriate for this	<p>be implemented by the Shire on any private property(shop car parks)</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p>	
Unknown/Online	58	Please make a decent amount of Parks. Learn from other congested train station parks. Provide a double storey and parallel parking would be appreciated as well as would ease congestion of two way traffic	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p>	

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			<p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	
Unknown/Online	59	Biggest problem is never enough parking at railway station, and it should be free parking anyway.	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	

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Unknown/Online	60	<p>The whole point of building a train station is to allow people to find a better more affordable way to get to destinations within the metropolitan. Even a \$2 charge is an extra fee the people would be required to pay to get there. The city of Byford and the Metronet need to work together to determine an acceptable amount of bays to accommodate the people and put forth those bays. A simple survey like this one to get an estimate of people that would need to drive to the station may be a good start.</p>	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	
Unknown/Online	61	<p>Yes to 4 hour restrictions, my main concern is being able to find parking spaces for shopping, example Coles and Woolworths. As well as my</p>	<p>In favour of the proposed restrictions.</p>	

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		access not being restricted or made difficult by people parking on the street.		
Unknown/Online	62	Happy for parking to be restricted to four hours in places indicated. This will ensure parking will be available for business located in these areas.	In favour of the proposed restrictions.	
Unknown/Online	63	4 hours is too long	Can be considered.	
	64	I agree with the 4 hour parking restriction in order to deter train commuters using the shopping precinct parking. Wondering how this will be policed? Currently parking in the shopping precinct is free and should remain free. I hope the proposed restriction doesn't imply a paid parking scenario for shoppers.	In favour of the proposed restrictions The Patrols are planned to be conducted by the current Ranger Team. Although expansion within this team will inevitably be required in the future due to Shire growth. There is no intention of the Shire implementing paid parking.	
	65	I will not likely be impacted. I would use the train carpark, or ride my bike.		
	66	"4 hours are long enough for shoppers accessing local businesses free of charge. 4 hour is too short for commuters to park in the local business precinct without risking a parking fine. It will affect me slightly as I only spend up to 2 hours shopping in the area. Nothing more frustrating than trying to find a parking spot to shop weekly groceries. "	In favour of the proposed restrictions.	

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	67	Please include trailer bays for tradesman, there aren't any at local shops at this point and it's hard work finding somewhere to park while towing a trailer.	<p>This request can be looked at by the engineering team for feasibility.</p> <p>Currently there is verge parking on George Street, opposite the shops that allows for longer vehicles.</p> <p>The local shops in the area with private car parks do not form part of the Shires works and responsibilities and they may be contacted separately by customers to have this request within their carparks.</p>	Forward request to Engineering
	68	I agree there should be parking restrictions in existing car parks to deter commuters from using these facilities and preventing genuine business users being able to park. I do believe that some form of exemption should apply for local business owners and staff who are working locally. Maybe some form of 'pass' to be displayed in vehicle	<p>In favour of proposed restrictions.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p>	Permits system to be drafted

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	69	<p>No commuter parking along Evans way h Alexander especially bays outside homes on Evans. Parking permits for all day parking for business workers that will be impacted by parking restrictions. also angle parking at station carpark</p>	<p>The Shire has consulted with other local governments regarding new train stations being implemented near residential areas and has received mixed feedback on this topic.</p> <p>The Shire has considered expanding the 4 hour parking restriction to include the residential areas in close proximity to the station. Currently it is proposed to monitor the areas once the station is up and running and assess if there is an issue with parking within the residential areas.</p> <p>The 4 hour limit, or similar, can be implemented in the residential area and a signage plan has been drafted if it is required. Implementing this in residential is seen to likely raise concern amongst residents, who will not be able to park in the public bays or road themselves for longer than the timed restriction.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p>	

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			<p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	
	70	There is never enough parking at train stations. We are encouraging people to use the train. If they are constantly faced with a Full car park situation	The train station parking itself is being implemented by Metronet and operated by	

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		they will abandon the train and continue getting to places as they are now.	<p>Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	
	71	I agree with this proposal providing we receive passes for staff parking at our store as we are there longer than 4 hours.	<p>In favour of proposed restrictions</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be</p>	<p>Permits system to be drafted</p> <p>Feedback requested regarding specifics on permit requirements for staff</p>

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			implemented if this is seen as a requirement.	
	72	<p>"I visit some of these local businesses and park outside. I may choose to park at the new Byford train station.</p> <p>I note that the below should be considered implementing the proposed parking limits:</p> <ul style="list-style-type: none"> - if any of the applicable businesses provide services that may take longer than 4 hours, customers of these businesses should be exempt from the limit. - staff working at the applicable businesses should be exempt from the limit. - if the amount of parking provided at the train station is insufficient and commuters are limited to 4 hour parking at these businesses, the follow adverse outcomes will likely occur: <ol style="list-style-type: none"> 1) reduced benefit from the train station, as commuters may choose to drive to their destination or a further transit point instead 2) commuters may park on residential streets causing hazards and lack of parking for residents. <p>Due to the above considerations it may be more prudent to not implement the 4 hour limit at this</p>	<p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business were supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be implemented if this is seen as a requirement.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at</p>	Permits system to be drafted

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		<p>stage and instead wait to observe commuter behaviour.</p> <p>By avoiding implementing a limit that may not be required will contribute to limiting local government spending and use of resources on signage, community education and monitoring and enforcement that may be unnecessary if commuters park in the provided parking area.</p> <p>From my personal experience parking at multiple train stations, there appears to be little parking outside the train station area due to choice. Where I have observed this being a problem has been where the number of bays provided at the station are insufficient.</p> <p>If parking becomes problematic due to intentional parking outside the station despite plenty of parking being available a limit could be reconsidered, however I don't support the proposed limits being imposed if problematic parking occurs due to a lack of station parking.</p>	<p>https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station</p> <p>where you may provide feedback specific to this.</p>	
	73	<p>The 4 hour parking restriction is just a ruse to increase revenue with fines for the shire, an outright money grab. I suggest that you have enough land at the site of the station to provide adequate parking right from the get go so that this is not necessary.</p>	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefore ensuring access to people attending the local businesses.</p>	

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			<p>The restrictions are proposed to aid with the concerns with current data and continuing data showing the enforcement of parking issues to be in the interest of public safety and amenity access.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	
	74	I agree in principal with the suggested restrictions, however I am concerned as to who is going to police such restrictions, given that present parking restrictions at and around schools and other general parking restrictions tend to get policed on complaint only. Further as advised by Shire staff the Shire tends to prefer a more passive stance on	The Patrols are planned to be conducted by the current Ranger Team. Although expansion within this team will inevitably be required in the future due to Shire growth.	

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		<p>regulatory type matters. Should that stance remain in vogue then what is the point of implementing such restrictions. I note on the diagram of intended restrictions there does NOT seem to be any increase in ACROD and Loading Zone parking bays. Again the existing bays so marked in an around George St and Pittman at present are used illegally on a daily basis, which again raises the question as to who is going to police the restrictions?</p>	<p>School parking patrols are regularly undertaken at schools within the shire.</p> <p>In most cases the officer does take an educational approach, as we are trying to gain compliance, not an infringement. Further offences by an offender will incur an infringement. In saying this some offences do gain an infringement on the spot first time. Therefore, the point of the actions is to gain a safe and usable parking space for the whole community.</p> <p>There are no plans for any further ACROD bays or loading bays on the road bays currently, any further business developments will require these to be implemented by the business.</p> <p>The train station carpark itself will have multiple ACROD bays installed. The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>The George Street area is patrolled by the Ranger team and multiple warnings and</p>	

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			infringements have been issued in this area for multiple issues.	
	75	What about roads East of the South West highway?	<p>Asked for context and:</p> <p>The Shire has consulted with other local governments regarding new train stations being implemented near residential areas and has received mixed feedback on this topic.</p> <p>The Shire has considered expanding the 4 hour parking restriction to include the residential areas in close proximity to the station. Currently it is proposed to monitor the areas once the station is up and running and assess if there is an issue with parking within the residential areas.</p> <p>The 4 hour limit, or similar, can be implemented in the residential area and a signage plan has been drafted if it is required. Implementing this in residential is seen to likely raise concern amongst residents, who will not be able to park in the public bays or road themselves for longer than the timed restriction.</p>	
	76	I think there will be far more people needing to park in order to catch the train than there will be spaces available, if previous train station projects in the area are anything to go by. With the amount of	The train station parking itself is being implemented by Metronet and operated by	

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		residential expansion still to come in Byford, I think there'll be cars parked anywhere and everywhere by train commuters who have had to drive to the station because the bus services in the area are so diabolical! If buses ran from estates like The Glades, from Mundijong, and Oakford etc to & from the station regularly that would alleviate the problem hugely!	<p>Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p> <p>The Shire has been further advocating for a higher bus service to the Shire.</p>	
	77	Restricted parking is a good option if it is monitored and policed accordingly with fines being issued for non compliance otherwise it won't stop congestion. I think free parking should still be ticketed as this allows for monitoring and policing, no ticket means a fine just like usual ticketed parking. I think paid parking at station needs to be reasonable to make it a cost effective option to use the train instead of driving. At \$10.20 for a ticket from Byford to city plus parking will already put the cost on par with paid parking in the city. There is also little	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p>	

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		difference in commute time so the appeal is already minimised.	<p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p> <p>Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.</p>	
	78	As a resident that will use the train semi-regular, you must ensure that there will be enough bays at the train station for all who will use the train service.	<p>The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses.</p> <p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station, believed to be \$2 a day.</p>	

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			Metronet currently have an engagement page available at https://www.metronet.wa.gov.au/news/latest-news/category/byford-rail-extension/community-encouraged-to-have-their-say-on-the-new-metronet-byford-station where you may provide feedback specific to this.	
	79	I use the parking under the shady trees opposite the Dome when shopping there. Hoping the trees will not be removed when train parking is constructed. Wondering if 4 hour limit is too much, for example, with part time commuters to nearby suburbs. Would prefer a 3 hour limit.	Proposed time can be considered.	
	80	Who is going to police and cover the cost of implementing and ongoing management of the parking restrictions	The Patrols are planned to be conducted by the current Ranger Team. Although expansion within this team will inevitably be required in the future due to Shire growth.	
	81	I don't understand why you need to charge for parking at the train station I thought you wanted people to use this service. The price of the train ride is enough as it is. And what happens if there's not enough parking available and you have to use the business parking. You have four hours to rush into the city and do what you need to do (eg hospital visit) and then get back to your car before	The four hour limit has been proposed to have train commuters use the train station parking, not the public parking areas as a preventative measure, and as mapped on the documents on Your Say SJ, therefor ensuring access to people attending the local businesses.	

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		you're fined. Ridiculous!!! Just be kind and make it free. Don't say the money will be used to maintain the site as we've all seen how good the streets of Byford are maintained. It's a joke.	<p>The train station parking itself is being implemented by Metronet and operated by Perth Transit Authority and will not be part of the 4 hour parking restrictions.</p> <p>The all day train station parking will supply approximately 400 bays and require a fee to park at the station.</p>	
Local Business owner IN24/4196	82	<p>Submission can be found at this link: https://ftp.sjshire.wa.gov.au/main.html?download&web-link=bd9f250a2437908ba780063938939dee&realfilename=Byford%20Train%20Station%20and%20Town%20Centre%20Parking%20Management%20Submission%20(SW06)(DW05).pdf</p>	<p>The Shire has proposed the 4 hour limit in efforts to mitigate train commuters parking on the roads and road bays, therefore utilising the train station carpark.</p> <p>The submitted variation in time limits will be submitted for consideration by council.</p> <p>Permits for businesses can be considered where there is a requirement shown. Considerations for this would include if the business is supplying the staff parking as part of any initial building permit or other requirement for operating.</p> <p>Where permits are implemented, how and when permits are issued will depend on individual circumstances and limitations.</p> <p>An action from this feedback will be to present a draft Permit System for consideration and how this may be</p>	

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			<p>implemented if this is seen as a requirement.</p> <p>Initial proposal for permits is for issuing to a specific vehicle, and not a blanket permit that can be handed out by a third party, although again your request will be submitted to council for consideration.</p> <p>The train station itself would be implementing multiple ACROD bays and some emerging businesses would be required to supply further ACROD bays in the future, how many would depend on many factors.</p> <p>The monitoring methods provided within the feedback and other methods not mentioned have all been considered for implementation either immediately or as a consideration depending on exact circumstances.</p> <p>The use of private CCTV for evidence in this capacity is not practicable Any private footage gained to be used as evidence will require the owner to attend court to be a witness and actually present the evidence to the magistrate. Furthermore, the Shire would likely have an issue with privacy laws, as the footage being sought and used would be privately owned, held and</p>	

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			accessible after being taken for evidence. While the private CCTV system would be an outstanding asset for Police in serious issues such as theft or assault or even as a one off for specific shire matters, the use in the capacity of parking enforcement is not likely practicable as a daily tool.	