

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

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			<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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	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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			<p>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.</p>	