

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 17 August 2021
Time	10.30am
Committee Members	Penny Sutton – Transport for NSW Detective Chief Inspector Matt Kehoe – Police Cr Basil Cameron Tamara Smith MP

Distributed 10/08/21

REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 17 AUGUST 2021

File No: I2021/2697

MEETING COMMENCED:10:31 am

PRESENT:

Councillor: Cr Basil Cameron

Transport for NSW: Penny Sutton and John G Carey

Police: Detective Chief Inspector Matt Kehoe

Tamara Smith MP (represented by Siobhan Foley)

Staff: Evan Elford, Andrew Pearce, James Flockton, Renan Solatan, Gray Blunden,
Michelle Wilcox

Minutes Taker: Dominika Tomanek

APOLOGIES:

There were no apologies.

DECLARATIONS OF INTEREST

There were no declarations of interest raised.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Committee Recommendation:

That the minutes of the Local Traffic Committee Meeting held on 15 June 2021 be confirmed.

(Cameron/Kehoe)

The recommendation was put to the vote and declared carried.

MATTERS ARISING

N/A

OUTSTANDING ISSUES/RESOLUTIONS

N/A

REGULATORY MATTERS

Report No. 6.1 Lilium Love Cafe, Huonbrook Rd (No Stopping)
File No: I2021/1001

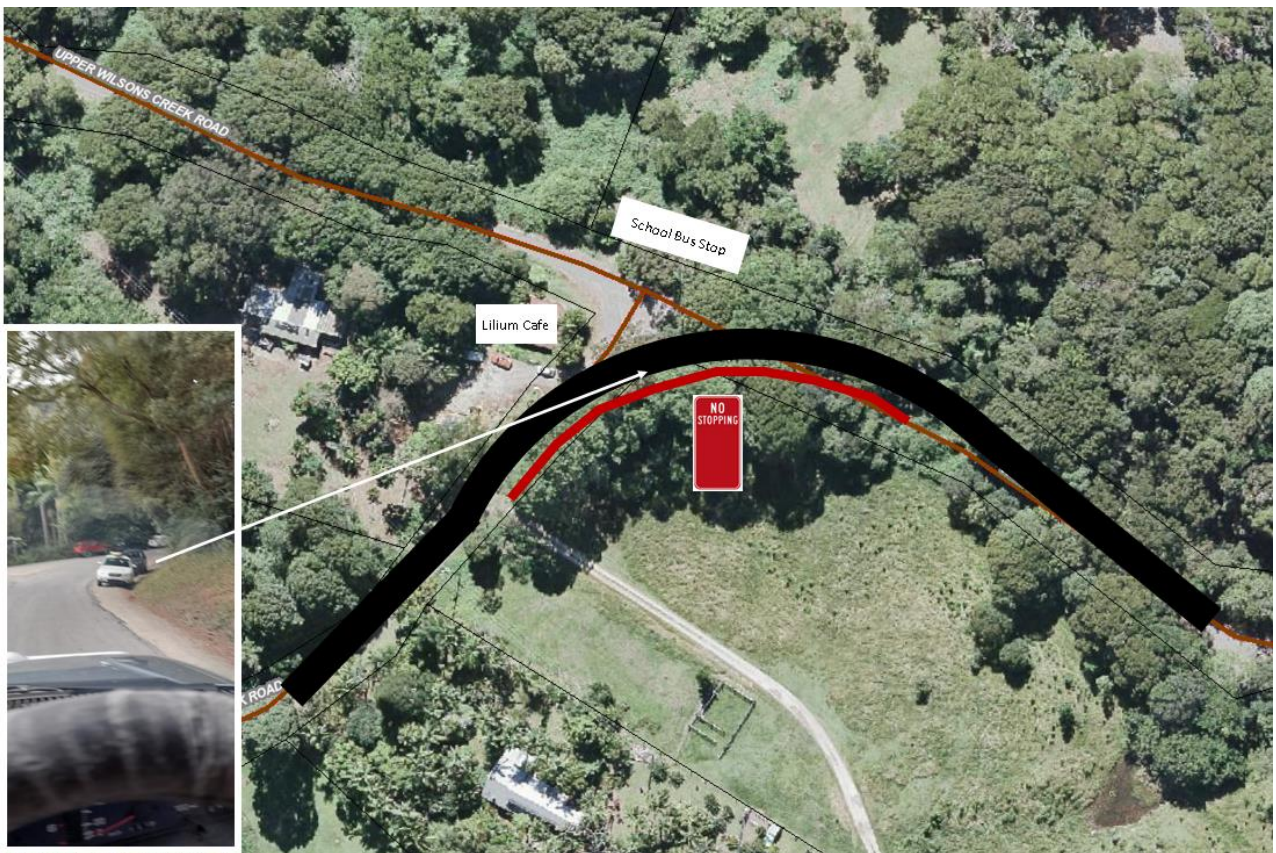
Staff request LTC and Council support to install regulatory signage at different locations.

The locations and proposed signs are summarised below.

Lilium Love Cafe, Huonbrook Rd (No Stopping)

Lilium Love Café is located at the intersection of 3 roads: Wilsons Creek Road, Upper Wilsons Creek Road and Huonbrook Road. In addition, there is a busy informal school bus stop located here. Especially during peak drop off and pick up times cars parking in dangerous locations and the installation of No Stopping signs in the location shown by the red line below will help reduce the risk associated with this intersection.

Therefore, staff propose to install No Stopping signs along the inside curve of Hounbrook Road / Wilson Creek Rd intersection.



Committee Comments

Note the situation of conflicted bus zone safety issues are replicated in multiple locations on hinterland road network and serious safety issues detailed in recent Council survey feedback on provision of bus stops and zones. There is a disconnect between funding for DDA 'compliant' bus stops and the fact that the majority of bus patrons do not use these sites and remain largely unprotected at drop off and pick locations along routes.

Management Comments

N/A

Committee Recommendation:

- 1. That Council supports the installation of No Stopping signs along the inside curve of Hounbrook Road / Wilson Creek Rd intersection for approximately 50m either side of the intersection.**
- 2. That Council considers advisory signs for bus stop/routes ahead to improve safety for bus passenger along Hinterland roads.**

(Cameron/Kehoe)

The recommendation was put to the vote and declared carried .

Report No. 6.2	Car share - request from provider Popcar for four additional designated parking bays
File No:	I2021/726

The purpose of this report is to seek Local Traffic Committee support for car share service Popcar to lease 4 additional designated parking bays in Byron Bay.

Popcar currently operates out of 10 bays in Byron Shire: 2 in Mullumbimby and 8 in Byron Bay.

Background

In June 2019, car share service Popcar was designated 10 parking bays in the Shire to operate from. At the 18 June 2020 Ordinary Meeting, Council resolved that staff liaise with Popcar and the Local Traffic Committee about possible expansion of car parking spaces (**resolution 20-271**).

At the 24 June 2021 Council Meeting, Council noted that community usage of the share cars increased notably in 2020/21 compared to the 12 month trial in 2019/20 (bookings increased by 157% and hours booked increased by 238%). Council also noted that Popcar's proposal for 6 additional parking bays in Byron Bay would be reported to Council through the 17 August 2021 Local Traffic Committee Meeting (**resolution 21-200**).

Proposed additional bays: locations, neighbour feedback and recommendations

Popcar approached Sustainability staff to propose 6 additional parking bays in Byron Bay, at the following locations:

- a) 32 Shirley Street
- b) 139 Jonson Street
- c) 26 Ruskin Street
- d) 28 Lawson Street
- e) 97-101 Bangalow Road
- f) Clarkes Beach Carpark

Two of the locations ((e) & (f)) were immediately flagged as unsuitable. The location on Bangalow Road is now a bike lane, and Clarkes Beach carpark is Crown Land and would involve a separate process that Popcar wasn't prepared to undertake. A letter box drop was done for the other four locations, and Manager Social & Cultural Planning was advised of location (d) as it is adjacent to the Byron Bay Library. Feedback can be found in Attachment 1 (E2021/97431).

Based on the feedback, and in consultation with Council's Traffic Engineer, Sustainability staff suggested alternative locations to Popcar for (a), (b), and (c), as well as alternative suggestions for the immediately dismissed (e) and (f). Location (d) received no feedback. Popcar approved of the suggested new locations, and a mailout was done to neighbours of the following addresses:

- a) 24 Shirley Street
- b) 122 Jonson Street
- c) 41 Cowper Street
- d) 28 Lawson Street (no mail out done; deemed not necessary as no feedback received from initial letterbox drop)
- e) 1 Oakland Court
- f) 1 Massinger Street

For a map of the proposed locations see Attachment 2 (E2021/97219). For neighbour feedback on the locations see Attachment 3 (E2021/97432). Neighbour feedback for the second round of proposed locations can be summarised as follows:

Location	Summary of feedback
a) 24 Shirley Street	No feedback in round 2.
b) 122 Jonson Street	No feedback in round 2.
c) 41 Cowper Street	Overwhelming negative feedback from numerous neighbours.
d) 28 Lawson Street	Did not send mailout as no feedback was

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	received in round 1 letterbox drop; was not considered necessary.
e) 1 Oakland Court	Overwhelming negative feedback from numerous neighbours.
f) 1 Massinger Street	Two pieces of feedback received: one supporting and one not supporting.

Given that community usage trends have been increasing notably since 2019, staff consider Popcar's request for additional bays reasonable and support the four proposed bays with minimal or no negative feedback on (a) Shirley, (b) Jonson, (d) Lawson and (f) Massinger Streets. Given the negative community feedback on proposed bays on (c) Cowper Street and (e) Oakland Court, staff do not recommend proceeding with those bays. [The reasoning for suggesting car share bays in those predominantly residential locations is because there is a significant amount of holiday accommodation in those areas (holiday houses on and near Cowper Street and a motel on Oakland Court).]

As an alternative, staff recommend that two further additional bays be considered once the four recommended additional bays have been operational until 29 July 2022 (when the leases for the current and additional bays will be up for review by Council and Popcar will have had time to assess the usage of the additional bays). Council's Traffic Engineer has suggested Carlyle Street as a potential location for the bays (north side of road between Tennyson and Cowper Streets, adjacent to the Recreational Grounds). This location is currently unmarked gravel/grass parking but has been earmarked for asphaltting and line marking in the coming 12 months if funding allows. Popcar was amenable to this location and is happy to wait.

Committee Comments

Copy of the plans to be provided to members before installation of any signs.

Management Comments

Recommendations to include regulatory signage

Committee Recommendation:

1. That LTC support the car share service 'Popcar', to lease four additional designated parking bays in Byron Bay at the following locations:

- a) 24 Shirley Street**
- b) 122 Jonson Street**
- c) 39 Lawson Street**
- d) 1 Massinger Street**

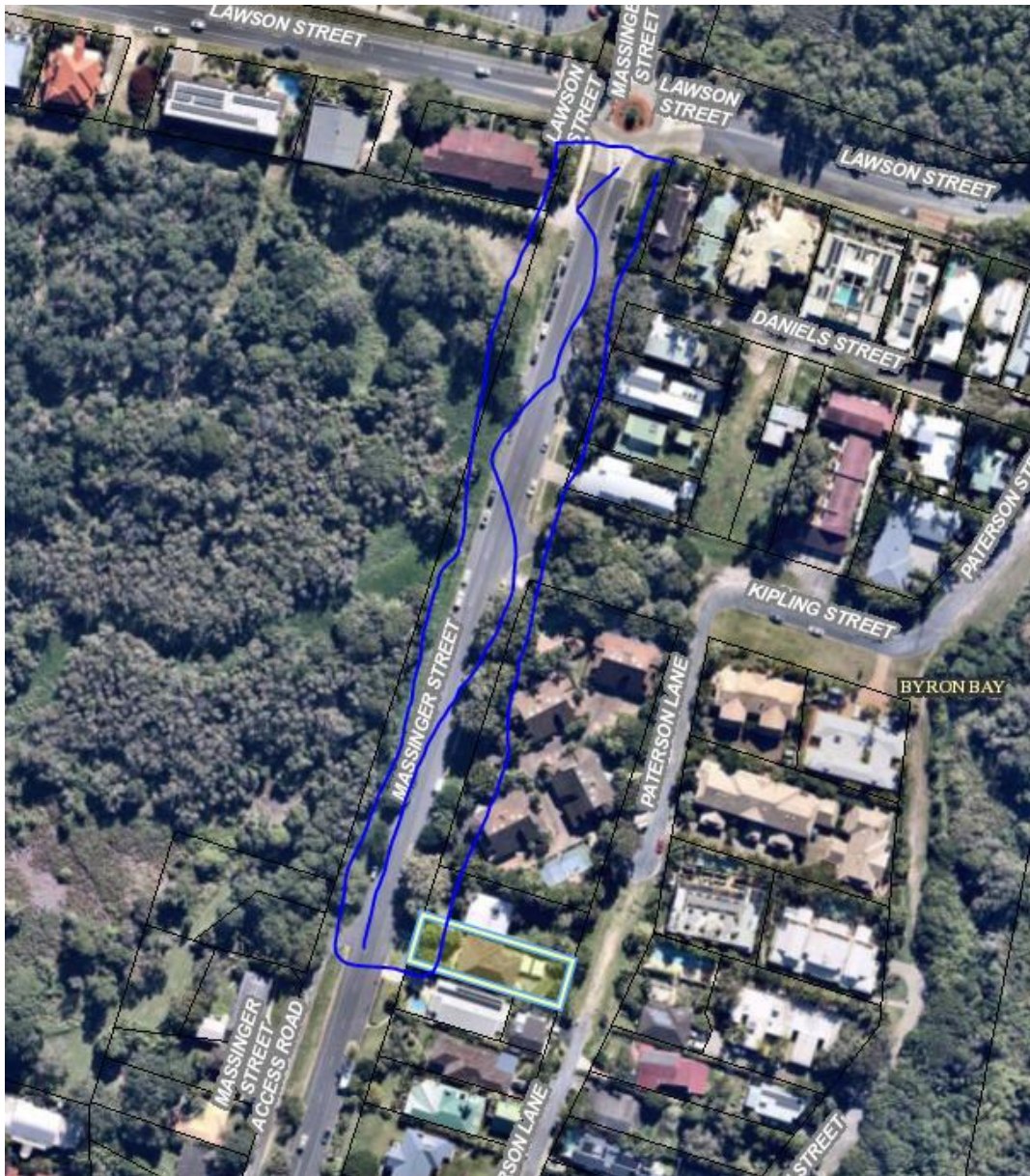
2. That Council includes installation of regulatory signage in accordance with TfNSW Guidance for on street fixed space car share parking.

(Cameron/Sutton)

The recommendation was put to the vote and declared carried.

Report No. 6.3 **No Parking 1am-5am - Massinger St, Byron Bay**
File No: I2021/1130

The purpose of this report is to request the installation of No Parking 1am – 5am signs in Massinger Street, Byron Bay on the east and west side shown below:



This equates to about 6-8 signs, 3-4 on each side of Massinger St. This request has been made by local residents who are concerned with the growing number of camper vans parking in this section overnight. The request also has the support of Council's enforcement team.

Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

This report has been deferred to the next meeting.

(Cameron/Sutton)

The recommendation was put to the vote and declared carried.

Report No. 6.4 Event application - Compass Club East Marathon - Byron Bay
File No: I2021/1168

Council has received an application for a new event, the fifth in a marathon series at each of Australia's compass points. The Byron event will be Compass Club East Marathon.

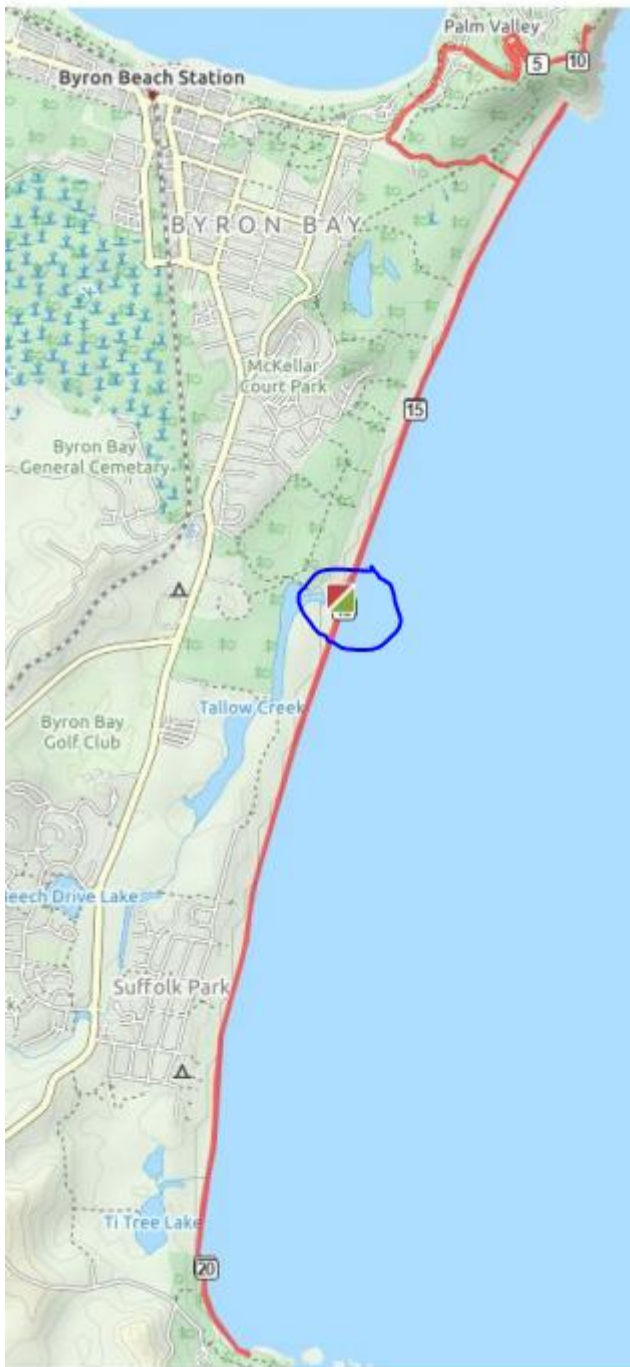
The event includes a 42km full marathon and a 21km half marathon, combining 12km of road running around the Byron Bay lighthouse and 30km of beach running on Tallow Beach.

The event is proposed for Sunday 7 November 2021, with set up from 4am, and pack down by 4pm. The application is for 200 competitors.

The image below shows the proposed route and impacted roads. In summary, the route follows the following approximate path:

- Start / finish point is halfway down Tallows Beach. Refer to the blue circle in the image below.
- Courses heads north along the beach towards Tallows Beach Road
- North along Tallows Beach Road to Lighthouse Road (subject to NPWS support)
- East along Lighthouse Road to the lighthouse
- Return along Lighthouse Road and Tallows Beach Road to Tallows Beach
- South along Tallows Beach to Broken Head
- From Broken Head return north to finish line.
- It is proposed to control traffic along Lighthouse Road between 6am to 8am. Full

traffic access will be reinstated after 8am. This is included in the recommendations.

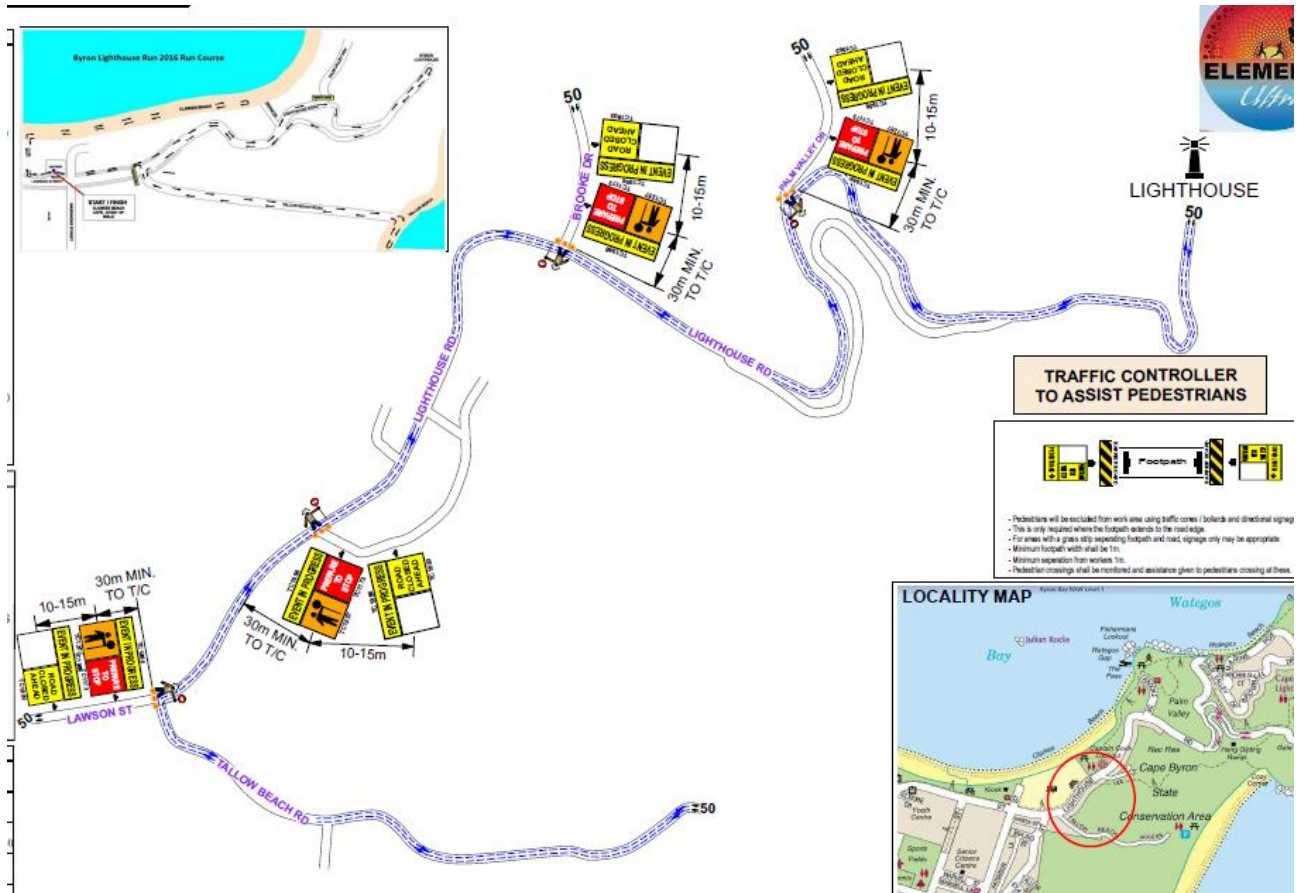


It is proposed that runners will utilise the Byron Bay High School car park (subject to the school's permission).

The organiser anticipates that being an inaugural event, there would be a maximum of 200 runners, up to 75 runners in the 42km and 125 runners in the 21km event. To ensure the event remains manageable for the first occasion it is recommended capping the event to a maximum of 200 competitors.

While a TMP or event specific TCP have not been submitted, a TCP related to the 2016

Byron Half Marathon has been submitted to demonstrate the expected road closures outlined above for Tallows Beach Road and Lighthouse Road. Refer to attachment 1.



Committee Comments

Police: Residents should be able to access Wategos, the Pass etc. Not supporting total closure of Lighthouse Road.

TfNSW: devices that organisers want to implement to be approved

Committee to receive: Detailed plans with regulatory signages, COVID-19 plans, full traffic management plan

Management Comments

Plans to be put for public feedback after LTC approve

Committee Recommendation:

This report to be deferred to the next extraordinary meeting of LTC in October after receiving detailed plans from organisers.

(Cameron/Kehoe)

The recommendation was put to the vote and declared carried.

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LOCAL TRAFFIC COMMITTEE MEETING MINUTES

17 AUGUST 2021

MATTERS FOR TRAFFIC ENGINEERING ADVICE**Report No. 7.1 Speed Zone Reviews**
File No: I2021/1002

The purpose of this report is to present known speed zone requests for LTC comment.

Below is a table summarising known speed zone reviews raised with TfNSW since the last LTC meeting and which staff are aware of.

Road	Extents	Current Speed	Requested Speed	Requested by	Status
McAuleys Lane	Mullumbimbi Rd intersection and west for 1.6km	100	<100	Community	Pending
Alcorn St	All	50	<50	Community email	-
New Brighton Rd	Redgate Rd to Casons Rd	50	40	Community email	
Paterson St	Browning St to Bangalow Rd	50	<50	Community email	
Coolamon Scenic Drive	Azalea St to Myocum Rd	100	50 to south of the Golf Club	Community email	
Seven Mile Beach Rd	Full length	100	<50	Community submission pending	

Committee Comments

Cr Cameron: Note recent resolution 21-295 4(c) 'consistent 40kph speed limit for Tincogan Street from Main Arm Rd to Station Street'.

Management Comments

N/A

Committee Recommendation:

- 1. That Council notes the speed zone reviews raised with TfNSW as listed in the report.**
- 2. That Council requests speed zone review for a consistent 40kph speed zone for Tincogan Street between Main Arm Road and Station Street (res 21-295, 4c) be completed in conjunction speed zone review request.**

(Cameron/Sutton)

The recommendation was put to the vote and declared carried.

DEVELOPMENT APPLICATIONS

Report No. 8.1 5 Lot sub-division - 84-92 Broken Head Road
File No: I2021/1131

Council has received a Subdivision Works Certificate application (11.2019.429.1) and associated Roads Act application (51.2019.429.1) for a 5 Lot subdivision at 84-92 Broken Head Road, Byron Bay.

The applications propose works on Broken Head Road, including central median, precast recycled plastic kerb with safety guide post and cycleway improvements, as identified in plans submitted with the above applications – refer Attachment 1 (E2021/97196).

Broken Head Road is a classified (regional) road, requiring TfNSW concurrence for these works. TfNSW have given concurrence, subject to conditions, for the installation of a raised island and recycled plastic barrier kerb with safety guide post – refer Attachment 2 (E2021/97200).

Refer to image below for the site location circled in blue.



Below are the conditions of consent imposed on the DA approval:

Condition 5 (part of):

Committee Comments

Cr Cameron: Clear signage to give priority for shared path movement

Management Comments

NA

Committee Recommendation:

That regulatory signage, delineation and devices be placed at the crossover requiring vehicles to give way to pedestrians and cyclist using the shared path and details be provided to LTC prior to installation.

The recommendation was put to the vote and declared carried.

Member Kehoe left the meeting at 11:47 AM.

File No: I2021/1186

Development Application seeks to modify the conditions of consent of DA10.2013.587.1 (as amended). The conditions identified to be modified in the application involve a new access arrangement, new design of Jonson Street and Carlyle Street intersection and pedestrian crossing in Jonson Street, Byron Bay. The proposal also will involve the reconfiguration of the development access to limit the traffic flows of the development into a left-in and left-out movement in Jonson Street.



Site Plan



Inset of Affected Area
Locality Plan

The following conditions of DA10.2013.587.7 are proposed to be modified.

23) Consent required for works within the road reserve

Consent from Council, with concurrence from Roads & Maritime Services (RMS), must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.

All regulatory signs and markings must be approved by Council's Local Traffic

Committee prior to approval of the works.

Such plans are to be in accordance with Council's current Design & Construction Manuals and are to provide for the following works:

e) Roundabout

A roundabout at the Jonson Street / Carlyle Street intersection in accordance with AustRoads, Part 4B: Roundabouts. The design is to address pedestrians, cyclist movements (preferably by bicycle lanes), siting, signs, linemarking, parking restrictions and night-time visibility. The pavement in the roundabout must be upgraded to a concrete pavement designed for the expected traffic loads and there turning movements. The design plans are to include swept paths demonstrating that the roundabout can accommodate u-turns for heavy rigid and articulated vehicles.

g) Taxi Zone

A taxi zone with suitable tapers to allow smooth access from the traffic lane, accommodating a minimum of 2 taxis, on Jonson Street adjacent to the frontage of the site. The taxi zone is to be designed in accordance with AS 2890.5-1993: Parking facilities - On-street parking and AS 1742.11-1999: Manual of uniform traffic control devices - Parking controls. The design is to address the NSW Taxi Council Taxi Zone Guidelines, including but not limited to signage, line marking, parking restrictions, shelter, seating, kerb side space, trolley stowage, lighting and disability access.

The following are the proposed modified conditions. See attachment 1 (E2021/80545).

23) Consent required for works within the road reserve

Consent from Council, with concurrence from Roads & Maritime Services (RMS), must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.

All regulatory signs and markings must be approved by Council's Local Traffic Committee prior to approval of the works.

Such plans are to be in accordance with Council's current Design & Construction Manuals and are to provide for the following works:

e) Site access from Jonson St

Access to the site is to be provided from Jonson Street via a left in/left out arrangement only, in accordance with Functional Layout - Proposed Access Arrangement, prepared by TTM, dated 23 April 2021, drawing number 18GCT0271-14, version A.

g) Taxi Zone

A taxi zone with suitable tapers to allow smooth access from the traffic lane, accommodating a minimum of 1 taxi, on Jonson Street adjacent to the frontage of the site. The taxi zone is to be designed in accordance with AS 2890.5-1993: Parking facilities - On-street parking and AS 1742.11-1999: Manual of uniform traffic control devices - Parking controls. The design is to address the NSW Taxi Council Taxi Zone Guidelines, including but not limited to signage, line marking, parking restrictions, shelter, seating, kerb side space, trolley stowage, lighting and disability access.

It is noted that Jonson St is currently a classified road. TfNSW concurrence is required to determine the suitability of the proposed intersection treatment in Jonson St and Carlyle St

and proposed access design of the development. TfNSW have given comments to Council requiring further consideration to assess traffic impact and design requirements to comply with the safety and traffic efficiency requirements in Jonson St and to seek Local Traffic Committee comments. See attachment 2 (E2021/95176) and attachment 3 (E2020/46550).

The purpose of this LTC report is to seek comment as recommended by TfNSW and approval for the following:

DA Matters

1. Removal of the Roundabout Treatment at the intersection of Jonson St & Carly St intersection as recommended in development condition 23e) of DA10.2013.587.1;
2. Approve the Priority Intersection Treatment subject to traffic efficiency assessment and detailed design as part of Section 138 Roads Act Application no. 51.2021.1035.1; and
3. Approve the location of the Pedestrian Aids as recommended in development condition 23f) of DA10.2013.587.1.

Regulatory Matters

1. Approve the existing Taxi Zone as recommended in development condition 23g) of DA10.2013.587.1;
2. Approve the existing Bus Zone as recommended in development condition 23h) of DA10.2013.587.1;
3. Approve the existing Motorcycle parking and advise parking timing limit is required; and
4. Approve Regulatory signage of the priority intersection treatment at the intersection of Jonson St & Carlyle St.

Discussion**DA Matters**

1. Removal of the Roundabout and installation of Priority Intersection Treatment at the intersection of Jonson St and Carlyle St.

This matter has already been argued in the Land & Environment Court with case name on 30 October 2020.

- Item 24 of the judgement acknowledges *“that the construction of the roundabout at the intersection of Carlyle and Jonson Streets, as envisaged under Condition 23(e), was “not warranted by the Mercato development”.*
- Item 25 of the judgement states: *“The Court should consider imposing one of two alternative version of modified Condition 23(e) that they proposed, as follows:*
 - (1) *the Applicant explained that whilst initially it had sought to modify the conditions of the original consent by deletion of Condition 23(e), it now sought to amend that application and proposed that Condition 23(e) be modified to read as follows:*

“Site access and Jonson Street/Carlyle Street

Access to the development sites and Carlyle Street, is to be constructed as shown in the ‘Access Arrangement drawing P3414 1 005’ and in accordance with AustRoads, Part 4A: Unsignalised and Signalised Intersections (2017 Edition).

The design plans are to include swept paths demonstrating that the access can accommodate u-turns for heavy rigid and articulated vehicles.”

- (2) *The Respondent, while not opposing the Court granting leave to the Applicant to amend its modification application, nevertheless proffered an alternate Condition 23(e) for imposition by the Court as follows:*

“Jonson Street

Within 3 months of Modification Application No. 10.2013.587.5 being approved, the Applicant shall lodge an application with Council for the installation of a traffic island/median on Jonson Street and a mountable roundabout at the intersection of Jonson and Kingsley Street in accordance with Concept plan Number 2814 – CP01 Issue B dated 3/7/20 prepared by Byron Shire Council and with AustRoads.

The design is to address pedestrians, cyclist movements (preferably by bicycle lanes), siting, signs, linemarking, parking restrictions and night-time visibility.

The design plans are to include swept paths demonstrating that the median strip exit on Jonson Street is of suitable width to accommodate heavy rigid and articulated vehicles.

The island must include a mountable section that is able to be traversed by trucks turning right out of the site, whilst also being undesirable for cars. Appropriate signage must also be provided at the driveway to enforce this restriction.

The works the subject of the above application shall be completed by the Applicant within 6 months of any consent being granted by the Council in relation to such an application.”

- *Item 49 of the judgement states: “Based on my findings above (at [37] and [43], I conclude that the Applicant’s proposed modified Condition 23(e) is contrary to the provisions of cl 101(2)(b) of SEPP (at [15] as I am not satisfied that the efficiency and safety, and as a consequence the ongoing operation, of the classified road will not be adversely affected by the development should the Applicant’s proposed Condition 23(e) be imposed.”*

- *Item 61 of the judgement states: “Having considered the submissions of the Parties, I agree with the submission of the Applicant in relation to the Respondent’s alternative Condition 23(e) that, without a detailed design for the alternative roundabout at the intersection of Jonson and Kingston Streets, it is not possible for the Court to determine that the works that would be required to fulfil the condition were feasible and reasonable, for the reasons that the Applicant provided above (at [58]).”*

- *Item 64 of the judgement states: “Having considered the submissions of the Parties, and the testimony of the experts, I conclude that:*
 - (1) *the Applicant’s proposal to modify Condition 23(e) of consent no.*

- 10.2013.587.1 is not approved for reasons provided above at [49];
 (2) the Respondent's proposed alternative modified Condition 23(e) is also not approved for reasons provided above at [61].

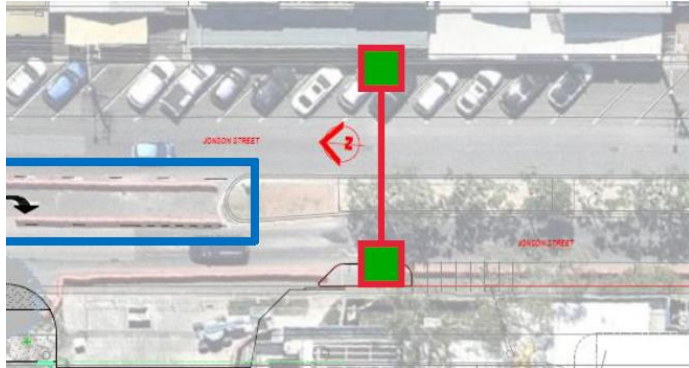
- Item 65 of the judgement states: "I note that, as a consequence of the dismissal of the Applicant's appeal in relation to its proposed modification application, as well as the non-imposition of the Respondent's proposed alternative condition 23(e), as identified by the expert traffic engineers (see above at [24), the matter of the safe and efficient access to, and egress from, the Subject Site remains unresolved"

2. Approval of the location of the Pedestrian Aids

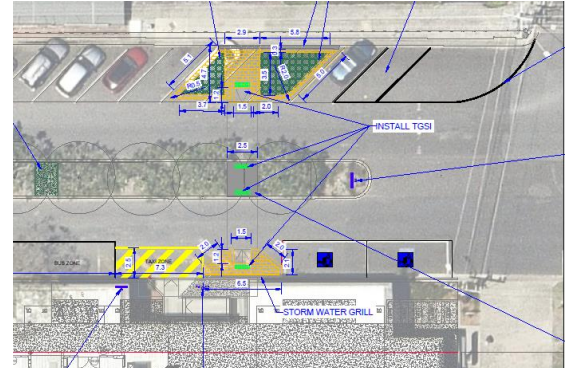
It is anticipated that the construction of a new pedestrian crossing will reduce the parking supply in Jonson St. The following criteria has been applied to determine the most suitable location of the pedestrian crossing;

- to ensure minimal number of existing parking spaces are affected; and
- to provide direct/efficient and safe passage of pedestrians to eastern side of Jonson St.

A comparison was made to the originally approved location of the pedestrian crossing against the new location according to the criteria above.



Original approved location



Proposed Location

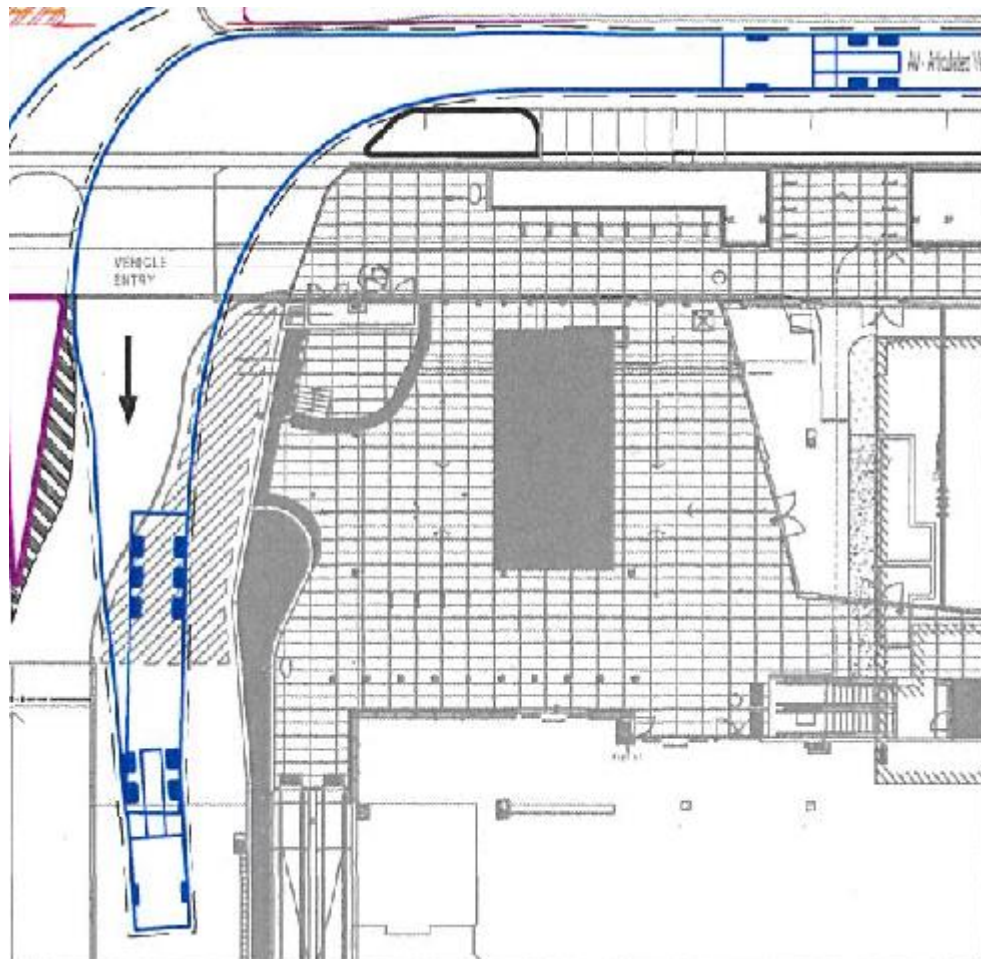
Original approved Location in DA10.2013.587.1

This is situated near the development access (see above). This location will reduce the angle parking supply by a maximum of 3 parking spaces on the east side of Jonson St and no reduction of parking spaces west of Jonson St. A net parking supply reduction of three (3).

This location is close to Mercato building's main entrance providing the shortest distance for pedestrians (approximately 5m) to gain entry and exit of the development and currently being used by the majority of pedestrian crossing in the Jonson St.



It is envisaged that the pedestrian crossing will be constructed within the raised island as shown on the access layout of the development (see below) and the maximum sized vehicle accessing the site is an articulated vehicle (AV). As shown below, the location of the raised island does not interfere against the traffic lines of the maximum sized vehicle accessing the development site.



AV Accessing the Site prepared by TTM - DA10.2013.587.5 (7/3/19)

Proposed Location

The proposed location is situated near Kingsley St intersection (see above). The proposal will involve the removal of one taxi rank space to accommodate a ramp down for pedestrians to cross the street. The works will also involve a ramp on the other side of the street with complimenting landscaping, new line marking and the relocation of one car space to make room for the pedestrian ramp across the road.

The proposal offers more details than the approved location however the proposal will provide a greater impact to the supply of the existing taxi ranks adjacent the development and parking.

The proposal also offers to relocate one angle car space close to Kingsley St intersection. This proposal does meet the no-stopping distance space requirement near a priority intersection (minimum 10m). The net parking supply reduction are three (3) angle parking and one (1) taxi rank. No justification provided why the reduction of one (1) taxi rank is acceptable.

This location also provides a longer travel path from the main entrance of Mercato to travel approximately forty (40m) minimum along the frontage of the development.

Comparison between the approved and proposed location

The comparison based on the criteria above found that the originally approved location in DA10.2013.587.1 will provide a more suitable location than the new proposal.

It is recommended that the new proposal is not supported and the adoption of the approved location in DA10.2013.587.1 be endorsed.

Regulatory Matters

- It is noted that the taxi and bus zones are the requirements of the DA.

The installation of the taxi zone, bus zone and motorbike parking in front of the development was made without a Section 138 Roads Act approval and without consultation with LTC.

The existing linemarking must be upgraded to the current standard.

- Regulatory signage of the priority intersection treatment at the intersection of Jonson St & Carlyle St be assessed as part of Section 138 Roads Act approval.

Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

1. That Local Traffic Committee supports in principle the removal of the Roundabout Treatment at the intersection of Jonson St & Carlyle St intersection from condition 23e) of DA10.2013.587.1 (as amended).

- 2. That LTC be provided with updated plans and details including pedestrian facility in original approved location, bus stop, taxi rank, motorcycle parking with relation to regulatory signage for consideration and recommendations for approval at the next LTC meeting.**
- 3. That a priority with supporting signage is established to the crossover to pedestrians and cyclists.**

(Cameron/Sutton)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 1:08 pm.