



MINUTES OF MEETING
SUSTAINABLE TRANSPORT ADVISORY COMMITTEE
HELD THURSDAY 5 DECEMBER 2013

NOTE: All minutes are subject to confirmation at a subsequent Council or Planning and Strategy Committee meeting.

PRESENT:

Councillors

Cllr Cathy Griffin (Chair)	Manly Council
Cllr Hugh Burns	Manly Council

Other Representatives

Jonathan Gunn	Community representative
Peter Hopper	Community representative
Melisa Palermo	Community representative

Council Staff

Ben Hubbard	Traffic & Transport Manager
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TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Sustainable Transport Advisory Committee** met on Thursday 5 December 2013, to consider the matters referred to it and now provides the following advice to Council.

ITEM 1	APOLOGIES AND LEAVE OF ABSENCE	ACTION
	Mayor Jean Hay	
ITEM 2	DECLARATION OF INTEREST	
	Peter Hopper declared membership of the GoGet car share.	
ITEM 3	CONFIRMATION OF MINUTES	
	Minutes of the 3 rd October 2013 – confirmed	

ITEM 4	MATTERS ARISING / ITEM TRACKER The item tracker was discussed. Those items included in the agenda are minute with their report. The following were raised as matters arising: 1. The STAC has identified a need for additional cycle racks close to Benbray Burgers on Sydney Road. This site will need to be added to the cycle rack upgrade program. 2. Cycle racks are required at Stocklands Balgowlah at road level. It is suggested that these are installed under the stairs and that Council should write to Stocklands to ask them to provide cycle racks at this location. (Note: The Traffic manager has visited this site and cycle racks are already provided in this location). 3. It was reported that the cycle rack at Honolulu Grill (North Steyne) has been removed / damaged and should be replaced. 4. It was requested that an item 'safety issues' be added to future agendas. 5. It was requested that a report on the operation of the Cycle Central cycle parking station is returned to a future STAC meeting. The report to include: details of how current scheme is administered; use of the spaces and maintenance of parking station. 6. It was requested that accident statistics relating to walking and cycling be reported to a future meeting of the STAC . 7. The need for STOP signs on roads adjacent to Raglan Street was raised .	ACTION
ITEM 5	Residential Transport Hubs (ITEM 05, 5/12/2013) SUMMARY For the General Manager to consider installing a trial Residential Transport Hub within Addison Road and undertake monitoring to assess user behavior patterns. REPORT Council will recall that the STC has proposed a concept for improving the uptake of active and sustainable travel by introducing "Residential Transport Hubs" that would co-locate bus stops, cycle facilities, travel information and potentially in the future car share parking spaces. To assess the benefit of this concept it is proposed to undertake a trial of a Residential Transport Hub outside Number 140 Addison Road (refer to Figure 1). The trial will consist of installing a pair of cycle hoop stands, a 'Hop Skip Jump stop' sign and an active travel / sustainable travel information board.	ACTION

The trial site will be monitored and a survey of users will be undertaken. The information from the trial would then be used to inform the development of the residential transport hub concept.

DISCUSSION

The report was discussed and the recommendations agreed. There was some discussion about the location of the trial and about how car share could be incorporated into a transport hub in the future. The need for a shelter was also discussed.

RECOMMENDATION

That the General Manager approves:

- Implement a trial Residential Transport Hub by installing two cycle hoops, a Hop Skip Jump stop sign and an active and sustainable travel information board in Addison Road.
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- Monitor the trial and undertake a user survey to assess the Residential Transport Hub concept.
- Staff to also consider other suitable locations for residential transport hubs

ITEM 6

ITEM 06 Additional Bike Racks at Manly Wharf (ITEM 06, 5/12/2013)

ACTION

SUMMARY

For General Manager to consider installing high density bike racks at location of the removed bike lockers at Manly Wharf.

REPORT

The damaged bike lockers, at the Wharf, have been recently removed by Transport of NSW. The removal of the bike lockers provides the additional space of 3.9 metres for bike racks.

Council's traffic and transport staff are investigating the best solution to utilise this space for the bike parking purpose. In this location high density bike racks are the most appropriate solution as they provide the maximum amount of cycle parking in the minimum amount of space. This is a high demand area for cycle parking.

The following high density bike racks are under consideration and if approved, are planned for installation by the end of February 2014:

- Compact Bike rack 4 bike capacity (refer to Figure 1)
- 'Double Decker'- Compact bicycle rack 8 bike capacity dual height (refer to Figure 2) and

Cost implications / Value for money

Three high density compact bike racks, similar to those currently installed to the east side of the wharf, could be installed providing 12 bike parking spaces at an approximate cost of \$3,000.

Two double decker racks could be installed within the 3.9m space. These racks would provide 16 cycle parking spaces at an approximate cost of \$8,000.

It is therefore recommended that compact bike racks are installed as they represent better value for money.

It is also recommended that further sites for cycle parking at the wharf be investigated at this is still a location that has some pressure for cycle parking.

DISCUSSION

The recommendation was discussed. The committee's preferred option would be the introduction of double decker cycle parking.

RECOMMENDATION

That the General Manager approves installation of additional compact bike racks at Manly Wharf.

ITEM 7

Bicycle Public Repair Station and Public Cycle Pump (ITEM 07, 5/12/2013)

ACTION

SUMMARY

For the General Manager to consider the installation of a public bicycle repair station at Lagoon Park and a vandal resistant cycle pump at the Wharf.

REPORT

With the continued growth in bicycle use there is a need to provide some public cycle repair stands. These provide a basic facility that allows cyclists to maintain their bicycle and are likely to reduce the amount of abandoned damaged bicycles.

It may be feasible to install a trial public cycle repair stand adjacent to the existing cycle racks in Lagoon Park. A bicycle repair station has an approximate cost of \$1,000 installed (refer to Figure 1).

The Wharf is a central hub for a large number of cycle journeys. Cyclists need few facilities but benefit greatly from easy access to water and air. There are no public bicycle air pumps in Manly.

Providing a pump at the wharf would likely be a much welcomed addition to the current cycle infrastructure.

A cycle pump could be located adjacent to the proposed cycle racks replacing the now removed cycle lockers. A vandal resistant cycle pump has an estimated cost of \$500 installed (refer to Figure 2).

DISCUSSION

The committee considered the report and suggested that a cycle pump would also be appropriate at other locations such as the proposed swimming pool. The committee supported the idea of providing such end of trip facilities for cyclists.

RECOMMENDATION

That the General Manager considers installing a bicycle repair station in Lagoon Park and an air pump at the wharf.

ITEM 8

Car share report (ITEM 08, 5/12/2013)

ACTION

SUMMARY

For the General Manager to note.

REPORT

A report on the feasibility and implications on residential parking will be returned to Council in accord with Council resolution 119/2013 which resolved:

That staff prepare a report on the feasibility and implications for residents of adopting a car sharing policy for the Manly LGA using examples such as Waverley and the City of Sydney Car Sharing Policies as examples.

This report provides some additional background for the STAC members on the viability of car share in Manly.

Background

Car share is promoted as a convenient and cost effective alternative to private car ownership. It complements, rather than competes with, sustainable transport and can contribute to reducing private vehicle use and parking demand.

Car share schemes allow users to hire a car on a short term basis from a few hours to several days (generally for less than 4 days). The key feature that differentiates car share from car hire is that to use a car share vehicle a user must sign up to a car share club and pay a membership fee. Members effectively buy in to the ownership of a car which they can use on demand usually booking the vehicle via the internet or via a telephone booking system (the booking system must be available 24hours a day).

Car sharing has been operating successfully in NSW for a number of years. The Councils which already provided some of their parking facilities for car sharing include:

- City of Sydney Council;
- Marrickville Council;
- Waverley Council;
- Leichardt Municipal Council;
- Parramatta City Council;
- North Sydney Council;
- Canada Bay Council;
- Mosman Council;
- Randwick Council ;and
- Willoughby Council

Each of these councils has provided a different amount of on-street and off-street parking for use by car share clubs. All have set similar car share policies to manage the use of public parking for car share. Many of the provisions within car share policies are standard conditions required by the Roads and Maritime Service.

The need for car share in Manly

To understand whether the Manly LGA has the potential to achieve reduced car ownership and increased active and public transport, through providing dedicated on-street car share parking spaces, a comparative study has been undertaken using 2011 census data (refer to Attachment A).

This comparison has looked at the residential, business and population density, travel to work method and car ownership for several of the metropolitan areas currently providing dedicated car share spaces on-street. Some key highlights from the data include:

- Manly ranks 17th out of all metropolitan areas in terms of residential density (see Attachment A). This is significantly lower than the City of Sydney, North Sydney and Waverley Council (which rank 1 to 3 respectively). The lower residential and business densities of Manly mean that car ownership is more viable and attractive. This in turn is likely to be a restraint to the adoption of car share. Manly does not have the same transport pressures as the City of Sydney, North Sydney and Waverley.
- Manly has a lower number of homes with no cars and a greater number of homes with 2 or more cars than the City of Sydney, North Sydney and Waverley (see table 2). This suggests that providing dedicated car share spaces would be servicing a small percentage of our population and may in the short term increase the number of car trips and increase parking demand. Longer term there is a greater potential to free up kerbside parking by reducing second and third car ownership (however, this is likely to be driven more by cost factors than improved convenience to public transport and the availability of car share).

- Manly has a similar journey to work profile as Mosman with approximately 41 percent of users travelling to work by car. Public transit between Manly in the city is frequent and accessible. However, other destinations are not as attractive by public transit and so travel mode change and reduced car ownership are unlikely to be driven solely by public service improvements or the provision of services such as car share.

The data would suggest that Manly does not share the same travel demand characteristics as the City of Sydney, North Sydney or Waverley. Manly is better compared with Mosman who currently provide 5 car share parking spaces on-street. These spaces are well used and observations of one space suggest that the space is often vacant – suggesting the scheme is a success.

Manly has an affluent population and high car ownership / car use. This high car ownership in turn creates a high demand for parking. Car share may contribute to reducing car ownership in the long term. However, in the short term providing dedicated car share parking spaces is likely to increase parking pressures in those areas with greatest demand. This is because car share is mostly of use to residents without access to a car (about 12% of our households, this includes a percentage of residents who can't or who choose not to drive).

Existing car share schemes in Manly

Car share schemes have been operation in Manly since 2007 when a tender was awarded to Flexi-car with Council providing several parking spaces off street for the use of this scheme.

Flexi-car has since been acquired by “Hertz 24/7” who have removed all their vehicles from Manly and moved them to the city.

Currently, the only car share scheme operating in Manly is managed by the Company GoGet who operates 20 vehicles without dedicated parking spaces. According to GoGet, the scheme has nearly 700 member in Manly with approximately 100 corporate “business use” members (approximately 13% of members). Membership in the GoGet car share scheme has been growing steadily for the past 3 years (see also Appendix1).

The Go Get car share scheme in Manly currently has vehicles based within the following locations: Victoria Parade; Central Ave Car Park; Asburner Street; Quinton Road (at the corner of Raglan Rd); Darley Road; Steinton Street; Addison Rd; Wood Street.

As dedicated spaces are not currently provided on-street in Manly, GoGet say that they ensure there is parking available by:

- renting privately owned spaces
- utilising unused residential permits from members in Manly
- placing cars on-street in areas without parking restrictions

The lack of dedicated parking spaces in Manly causes some inconvenience to GoGet parking scheme members as the vehicles often need to be returned to different locations from where they were collected. This means that members will sometimes have to spend some extra time driving around at the end of their booked time, searching for a parking spot, and the car will not always be where it is expected by the following member at the start of their booking, which considerably reduce the convenience in the service. Despite these issues GoGet car share in Manly has increased its membership steadily for the past 3 years.

GoGet has requested to have dedicated car sharing parking spaces in Manly. Ideally these dedicated car sharing spaces would be within the Manly CBD and so also readily accessible by public transport.

Priority of parking spaces

The Roads and Maritime Service recommends that councils considering providing car share parking spaces on-street should formalise an on-street parking strategy that reflects generic land uses such as residential, commercial and retail. This strategy would provide guidance to decision makers on where car share spaces fit within the competing demands for road space.

Parking Impact of providing dedicated car share spaces

Dedicated car share parking spaces usually require approximately 6m of kerb-side road space. It is usual to place these spaces close to intersections (not within the 10m no stopping).

Where practical car share spaces should be located adjacent to commercial or public buildings or land so to minimise the impact on residential properties. Car share parking spaces have to be available to car share schemes 24 hours a day and so any space dedicated to car share is no longer available for general use.

All the areas where car share vehicles are currently located are in high demand by residents and visitors.

Conclusions

1. Car share has been shown in areas such as the City of Sydney, North Sydney and Waverley to complement public transport and, in the long term, assist to reduce car ownership and thus reduce car use.
2. The City of Sydney, North Sydney and Waverley are ranked 1st to 3rd in terms of population density and thus transport and parking pressures. Manly is ranked 17th and Mosman 10th. The inner city areas have far greater population density which makes car ownership unattractive and very good public transport which makes car ownership less necessary. This is not the same as the transport situation in Manly.
3. Manly has a high proportion of households who own 2 or more

cars. This reduces the need for car share and suggests that in the short term dedicated car share spaces would increase parking pressures.

4. The GoGet parking scheme in Manly would benefit from dedicated parking spaces on-street as these would reduce the traffic circulation of GoGet members seeking a suitable space and thus make the service more attractive. However, any provision of dedicated parking spaces by Council on-street would reduce the parking supply available to residents and visitors in streets that currently have among the highest parking demand in the LGA.
5. The GoGet scheme in Manly appears to be growing in use. This despite the lack of dedicated parking facilities provided by Council to assist the scheme. It is thus not clear what additional benefit to the community dedicated spaces would provide as the scheme appears to function adequately without.
6. A way forward may be for Council to adopt a car share policy and consider a trial 'car share' parking space:
 - a dedicated car share parking space is provided on-street at a trial location, subject to the car share policy requirements being met and on the recommendation of the Traffic Committee;
 - The space be provided at an annual cost to the car share operator and that the costs of installing a car share space be recovered from the operator.
 - that the implementation of the trial be subject to the car share operator providing a trial evaluation report after 12 months that clearly demonstrates, against criteria set by council, the benefits to the community, and not just to members of the scheme (demonstrable benefits could include a local reduction in car ownership). This trial will also give Council the opportunity to evaluate public opinion to dedicated car share parking on-street.

DISCUSSION

The committee discussed the report and noted that this would be debated at council.

The committee commented that in section 6 of the conclusions the wording should be changed to say "the space be provided at a reasonable annual cost subject to further evaluation to the car share operator".

RECOMMENDATION

	That the General Manager notes the above report and that a car share report is to be prepared for Council.	
ITEM 9	<i>Budgets Bid Preparation 2014/2015 (ITEM 9, 5/12/2013)</i> SUMMARY For General Manager to note the capital projects that are a priority for the Sustainable Transport Advisory Committee REPORT Several Projects have been identified by the Sustainable Transport Committee as priorities for funding in 2014/2015. For each of these projects a budget bids needs to be prepared and submitted as part of the budget process. The projects are shown in Table 1. In addition, the whole list of the budgets which haven't been included in the Capital Budget 2012/13 would be included for the projects bid 2014/15. The Sustainable Transport Committee is to review all project lists and to prepare the priority advice for the funding bid 2014/15. The draft list of all projects for funding bid 2014/15 is shown at table1, at Appendix C. DISCUSSION The committee discussed the program of sustainable transport projects and agreed the priorities identified. The committee reaffirmed its desire to see a scheme to introduce a shared zone in Kangaroo Lane. RECOMMENDATION It is recommended that General Manager notes the Sustainable Transport Advisory committee's funding priorities for funding in 2014/15.	ACTION
ITEM 10	<i>Sustainable Transport Committee Dates for 2014 (ITEM 10, 5/12/2013)</i> 1. INTRODUCTION Below are proposed meeting dates for the Sustainable Transport Advisory Committee for 2014. 2. INFORMATION The following table sets out the proposed meeting dates for the Sustainable Transport Advisory Committee meetings for 2014. The meetings have been scheduled bi monthly for the first 1st	ACTION

Thursday of the month, meeting to commence at 6.30pm, Manly Town Hall, 1 Belgrave Street, Manly and will run for a maximum of 2 hours, as per the current meeting schedule.

Feb 2014	April 2014	June 2014	Aug 2014	Oct 2014	Dec 2014
6	3	5	7	2	4

3. RECOMMENDATION:

That committee members note the proposed dates for 2014

Appendix A- Tables and Figures to Reports

ITEM 05 Residential Transport Hubs (ITEM 05, 5/12/2013)

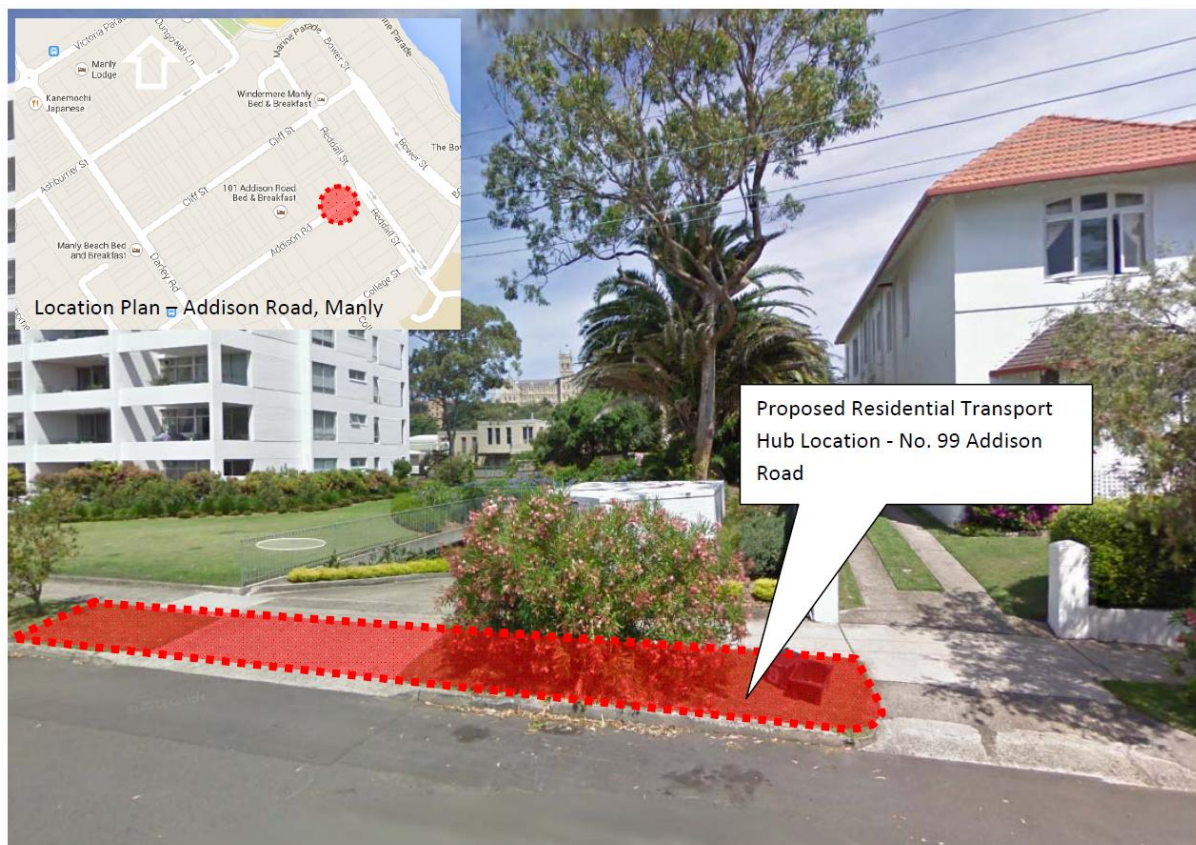


Figure 1: Proposed location of trial Residential Transport Hub

ITEM 06 Additional Bike Racks at Manly Wharf



Figure 1 Public Bicycle repair station

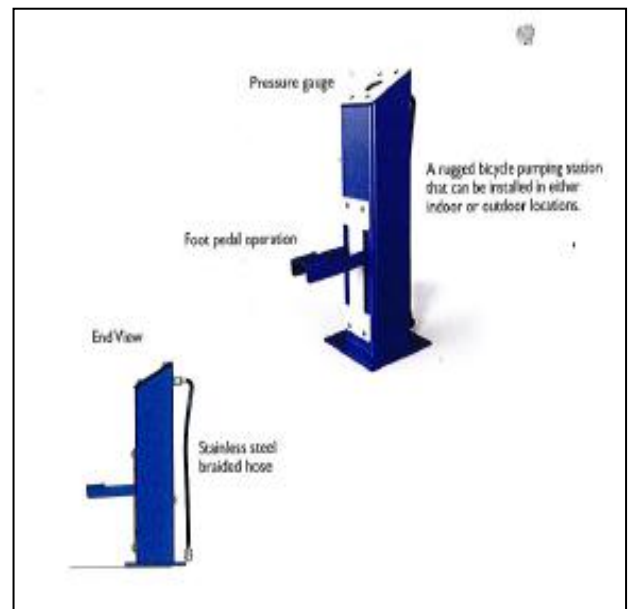


Figure 2 Public bicycle pump

ITEM 08 Car share report (ITEM 08, 5/12/2013)

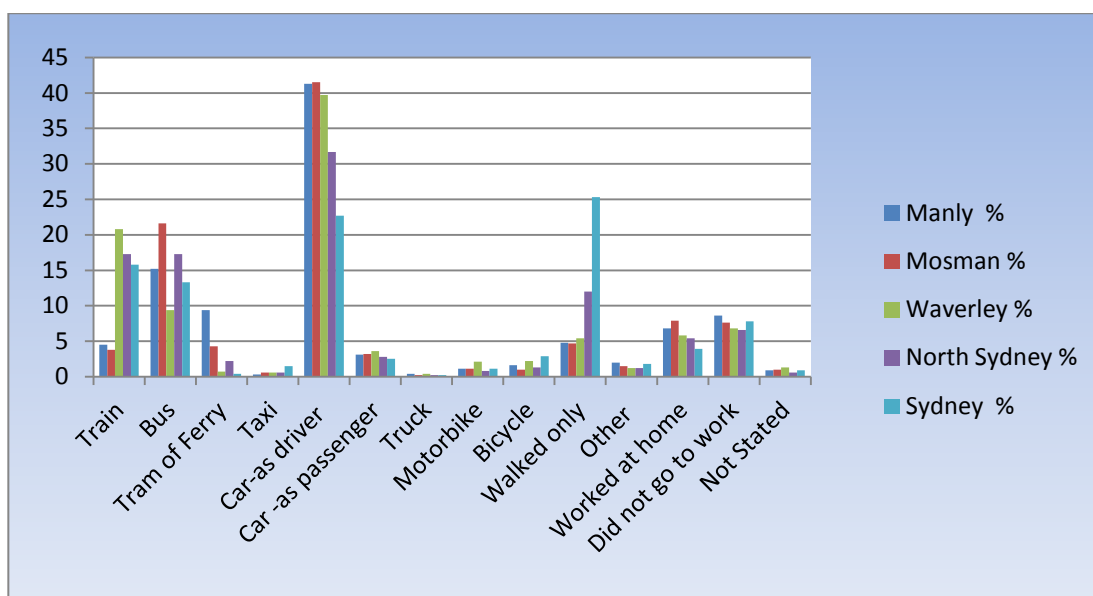
Council	Residential Density		Business Density		Population Density	
	Per sq km	Rank	Per sq km	Rank	Per sq km	Rank
Sydney City Council	3,134	1	669	1	6,664	2
North Sydney Council	3,110	2	347	2	6,087	3
Waverley Council	2,983	3	192	4	7,426	1
Mosman Municipal Council	1,432	10	69	19	3,307	15
Manly Council	1,195	17	78	14	2,843	18

Table 1: The lists of Local Government areas sorted by Residential Density, Business Density and Population Density

Method of Travel to work	Council area								
	Manly		Mosman		Waverley	North Sydney		Sydney	
		%		%	%		%		%
Train		4.5		3.8	20.8		17.3		15.8
Bus		15.2		21.6	9.4		17.3		13.3
Tram or Ferry		9.4		4.3	0.7		2.2		0.4
Taxi		0.3		0.6	0.6		0.6		1.5
Car-as driver		41.3		41.5	39.7		31.7		22.7

Car -as passenger	3.1	3.2	3.6	2.8	2.5
Truck	0.4	0.2	0.4	0.2	0.2
Motorbike	1.1	1.1	2.1	0.8	1.1
Bicycle	1.6	1.0	2.2	1.3	2.9
Walked only	4.8	4.7	5.4	12.0	25.3
Other	2	1.5	1.2	1.2	1.8
Worked at home	6.8	7.9	5.8	5.4	3.9
Did not go to work	8.6	7.6	6.8	6.6	7.8
Not Stated	0.9	1.0	1.3	0.6	0.9
Total employed person age 15+	100.0	100.0	100.0	100.0	100.0

Table 2: Method of Travel to Work, source Australian Bureau of Statistics, Method of Travel to work 2011.

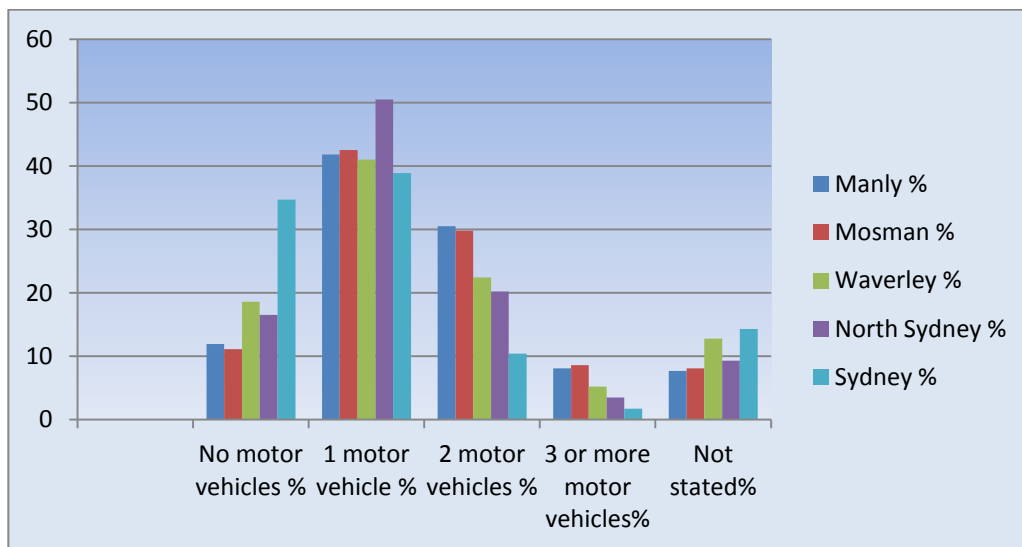


Graph 1: Method of Travel to Work, source Australian Bureau of Statistics, Method of Travel to work 2011.)

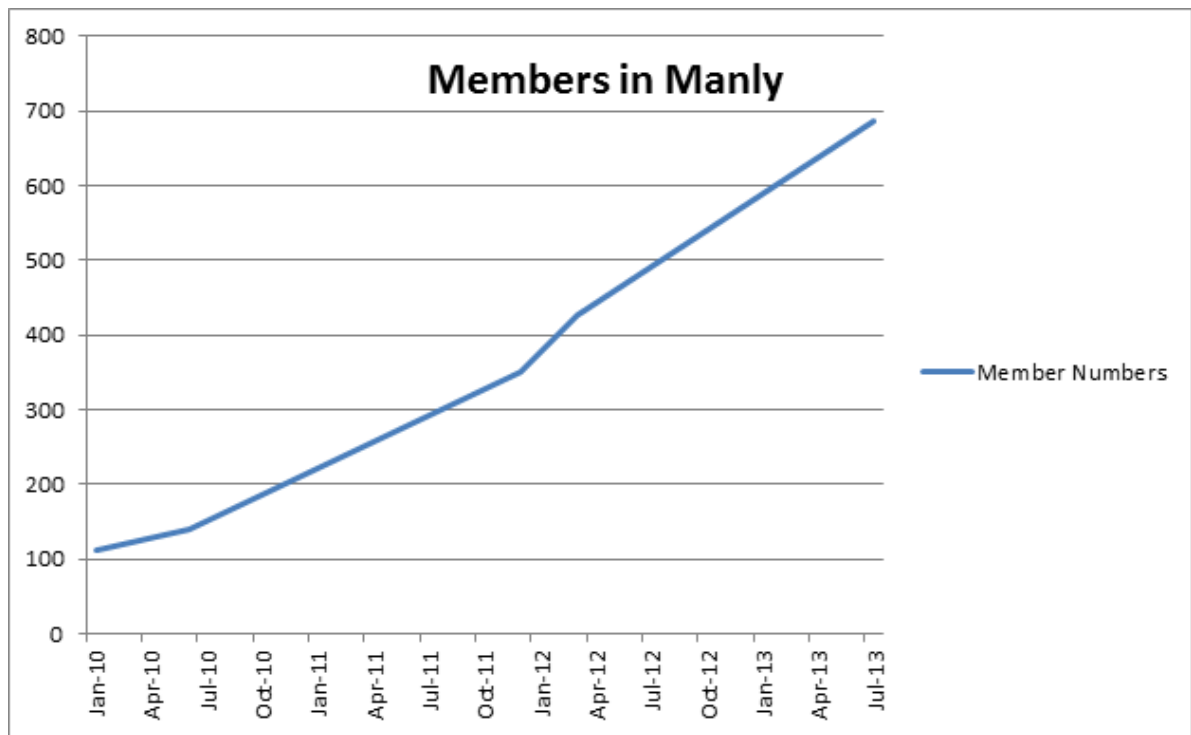
Car ownership					
Council area	Manly	Mosman	Waverley	North Sydney	Sydney
Number of cars %	%	%	%	%	%
No motor vehicles %	11.9	11.1	18.6	16.5	34.7
1 motor vehicle %	41.8	42.5	41.0	50.5	38.9
2 motor vehicles %	30.5	29.8	22.4	20.2	10.4

3 or more motor vehicles%	8.1	8.6	5.2	3.5	1.7
Not stated%	7.7	8.1	12.8	9.3	14.3
Total households	100.0	100.0	100.0	100.0	100.0

Table 3: Car Ownership -source: Australian Bureau of Statistics 2011.



Graf 2: Car Ownership -source: Australian Bureau of Statistics 2011.



Graph 3: Go Get member growth in Manly between the start of 2010 and Jul 2013 -source: Go Get 2013

ITEM 9 Budgets Bid Preparation 2014/2015 (ITEM 9, 5/12/2013)

escription	Budget 2014/15	Comments
Kangaroo Lane shared zone	\$30,000	Revised scheme to be prepared and signed off by RMS prior project bid.
Cycle route connection between Balgowlah Heights and Burn bridge creek	\$40,000	Project identified by STC – Project needs investigation and design.
Shared path on east side of Balgowlah Road between Kenneth Road and Pittwater Road	\$25,000	Project identified by STC. Project would require investigation and design.

Table1 - Sustainable Transport draft Project Priorities for 2014/2015 funding

Draft List of all projects for project bid 2014/2015

	Project Description	Comment	Total Estimated Cost
	<u>New cycle routes</u>		
1	Cycle link between Balgowlah Road and Kenneth Road through LM Graeme Reserve	Project identified by STC. Would require investigation and design. To be returned to STAC.	\$ 25,000.00
2	Seaforth cycle link - Seaforth Oval to Lister Avenue	Identified by audits. Needs investigation and design.	\$ 60,000.00
3	Cycle link - Balgowlah Heights and Burnt Bridge Creek	Identified by STC. Project would require investigation and design. Route options to be returned to STAC.	\$ 40,000.00
4	Connection between East Esplanade / Commonwealth Parade Shared Path	Staff identified missing cycle network link. Requires investigation and design. Options to be returned to STAC	\$ 20,000.00
5	Hill Street connection between Griffith Street and Sydney Road	Identified by Cycle route user audits - needs detailed design and	\$ 20,000.00
6	Woodland Street connection between Lauderdale Avenue and Rosedale Avenue	Needs investigation and design. Options to be returned to STAC.	\$ 40,000.00
		SUB TOTAL	\$ 205,000.00

	<u>Cycle route improvements</u>		
1	Green paint surface - key sites (sites along Pittwater and Sydney Road) approximately 10 sites (12m x 2 m x 40 per m2 = 960 say \$1000 per site * 10 sites)	Project identified by STC - this project will require approval of the RMS.	\$10,000
2	Cycle route intersection treatment - Commonwealth Parade / Commonwealth Parade access road to Manly Scenic Walkway	Project identified by STC - needs investigation and design. Design Option to be returned to STAC.	\$ 3,000.00
4	Resheeting / Green surfacing - Victoria Avenue bike path reseating = 40m2 * 200m*2.5m = 20,000 + green surface treatment @ 40m2 x 200*2.5 = 20,000	Project identified by STC - would need to be investigated by Urban Services	\$ 40,000.00
6	Side road crossing treatments - Lauderdale Avenue shared path (11 sites @\$3,000 per site) treatment could include coloured road , additional signs	Project identified by staff. Requires detailed design. Options / proposals to be taken for future STAC.	\$ 33,000.00
7	Strategic cycle route direction signs (\$500 per sign * 10 signs)	Project identified by STC. Options / proposal to be taken to a future STAC.	\$ 5,000.00
8	Drainage grate upgrade program . To provide cycle friendly drainage grates	sites to be identified. Cost not identified	\$ 50,000.00
		SUB TOTAL	\$91,000

	<u>Cycle racks and end of trip facilities</u>		
1	Manly surf club (upgrade cycle racks - 6 high density racks)	STC cycle parking priority - needs investigation	\$ 6,000.00
2	Manly Lagoon Park (upgrade cycle racks - 6 high density racks)	Site identified by staff	\$ 6,000.00
3	Shelly Beach (upgrade cycle racks - 4 high density racks)	Site identified by staff	\$ 4,000.00
6	Public cycle repair stations - Locations to be confirmed (approx \$25,000 each). Locations could include LM Graeme Reserve, Ocean Beach, Kerlie Park. Repair station include bike stand and tools and vandal proof air pump.	Project identified by staff - needs investigation / design	\$ 50,000.00
9	Cycle and ride facilities - bike racks , cctv or cycle lockers at locations close to express and limited stop bus stops (say 2 sites with 10 lockers each @ \$1,000 per locker + \$2,000 for signs)	STC identified project . Requires detailed investigation and design	\$ 32,000.00
10	Residential transport hubs	requires further investigation and sites to be identified. Estimated cost of 1,000 per site say 5 sites = \$ 5,000	\$ 5,000.00
11	Cycle racks on Corso (8 racks , 4 on either end)	STC identified project. Proposal would require detailed investigation and design	\$ 8,000.00
		SUB TOTAL	\$ 111,000.00

Campaigns			
1	bike week 2014	funded via community safety budgets	\$ 1,000.00
2	Update cycle route maps (cost dependent on quality of map @ 60c per map for 2000 maps = \$1,200) + artwork cost say \$ 500	STC identified project. Maps would need to be revised and costs of printing investigated further.	\$ 1,500.00
4	Regional walking maps contribution	Regional walking maps have been developed. The continued development is contingent on support from coastal councils. Manly's contribution would be \$3,000	\$3,000
		SUB TOTAL	\$ 5,500.00
Pedestrian crossing			
2	Balgowlah Road (nr Swim centre) - zebra crossing	Traffic committee identified project - requires additional design and consultation	\$15,000
3	Balgowlah Road (nr Hill Street) - pedestrian refuge island	Traffic committee identified project -requires design / consultation	\$10,000
4	Kenneth Road (nr Swim Centre / LM Graeme Reserve) - Zebra Crossing	Traffic committee identified project -requires design / consultation	\$15,000
5	Balgowlah Road (nr Golf Parade) - Zebra Crossing	Traffic committee identified project - RMS does not support without and Area wide PAMP (funding bid applied for)	\$15,000
2	Pedestrian Access and Mobility Plan - Area around Pittwater Road / Balgowlah Road roundabout	RMS approved the 50% fund.Awaiting on the Council 's 50% fund approval. PAMP to be prepared by consultant	\$ 40,000.00
3	PAMP manly wide	RM Approved the 50% fund.Awaiting on the Council 's 50% fund approval. PAMP to be prepared by consultant	\$ 80,000.00
		SUB TOTAL	\$ 180,000.00
Local Area Traffic Management (LATM)			
	Kangaroo Lane Shared Zone	STC identified project . Consultation undertaken , consultation results to be taken to LMTC for consideration.	\$ 30,000.00
		SUB TOTAL	\$ 30,000.00
		GRAND TOTAL	\$ 647,500.00