



ANNUAL REPORT 2018-2019

Presented at the Annual General Meeting

**Tuesday 22 October 2019
at 4.00pm**

**Elizabeth St conference room
Hobart Town Hall**



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ANNUAL REPORT INTRODUCTION

CyclingSouth is a regional organisation made up of the five Councils in the Greater Hobart area to provide a collaborative approach to increasing recreational and transportation usage of bicycles. This aim is to help Councils achieve their goals to improve community health and well-being, social inclusion, access and sustainability. Cycling South grew from the Southern Regional Councils Bicycle Committee (formed in the 1990s) and commenced in mid-2000.

Cycling South facilitates strategic regional planning of bicycle networks and provides advocacy on behalf of the member councils for more state government resources and policies supporting cycling in the region. It provides a forum for local government to engage with the community by promoting the achievements of the member councils in active transport and recreation.

The regional focus recognises that the member Councils are interconnected and cycling projects in one municipal area benefit residents in adjoining municipalities as people move across council boundaries when they use their bicycles to commute to work, get exercise, meet with friends or go places.

A part-time Executive Officer is employed to provide regional coordination for bicycle network planning as well as work directly with Council Officers to provide support and specialist advice including identifying network priorities and technical design guidance.

The activities of CyclingSouth are overseen by a Management Committee comprising representatives of the member councils. In addition, key stakeholder groups are invited to attend committee meetings.

The organisations and their nominees represented on the Committee in 2018-2019 were:

Hobart City Council

Ald Jeff Briscoe
Ald Bill Harvey
Ms Angela Moore (Manager – Traffic Engineering)

Glenorchy City Council

Ald Steven King
Ald Simon Fraser
Mr Frank Chen

Clarence City Council

Ald Dean Ewington
Mr Ross Graham (Treasurer/Public Officer)

Kingborough Council

Cr Richard Atkinson (Deputy Chair)

Brighton Council

Cr Leigh Gray
Mr Callum Pearce-Rasmussen

Bicycle Network Tasmania / Tasmanian Bicycle Council

Ms Alison Hetherington

The day-to day implementation of CyclingSouth's strategic and operational plans is managed by the Executive Officer, Ms Mary McParland. Glenorchy City Council has acted as the host agency since December 2004, providing office space. City of Hobart hosted Cycling South between September 2000 and December 2004 and recommenced managing the payroll in 2015/16.



STRATEGIC OBJECTIVES

CyclingSouth's strategic objectives are to assist local government to meet strategic goals to create and maintain healthy, sustainable and socially connected communities. This is achieved in the following ways:

- Facilitate and support the development of cycling infrastructure in the Southern Metropolitan Region of Tasmania to increase opportunities for residents to adopt active transport modes and participate in recreation for improved community health and well-being.
- Maintain strong communication with other stakeholders, in particular state government representatives and agencies and community-based cycling organisations.
- Increase the participation in cycling through encouragement and education programs such as Adult Cycling Courses.
- Promote cycling activities and events.



ANNUAL GENERAL MEETING NOTES & AGENDA

As required under the Rules of CyclingSouth Inc:

- The date and agenda of the Annual General Meeting was duly notified to members at least 14 days prior to the meeting date.
- Reports on the transactions of CyclingSouth Inc in the last preceding financial year are presented in this document for presentation to the Annual General Meeting.
- The following agenda shall apply for the Annual General Meeting on Tuesday 22 October 2019

AGENDA

1. Attendance and Apologies
2. Confirmation of minutes of preceding Annual General Meeting on 26 February 2019, and/or any other General Meeting held since.
3. Receipt from Management Committee, Auditor and servants of CyclingSouth Inc reports on the transactions of CyclingSouth Inc during the last preceding financial year.
 - 3.1. Chair report
 - 3.2. Executive Officer report
 - 3.3. Treasurer Report
4. Management Committee Members in accordance with Rule 22 of the Rules of CyclingSouth Inc.
 - 4.1. Hobart
 - 4.2. Clarence
 - 4.3. Kingborough
 - 4.4. Glenorchy
 - 4.5. Brighton
5. Appointment of Officers in accordance with Rule 22 of the Rules of CyclingSouth Inc.
 - 5.1. Deputy Chair (vacancy due to resignation of Cr Richard Atkinson)
 - 5.2. Secretary (vacancy)
6. Appointment of Auditor
7. Other business
8. Close



MINUTES OF PREVIOUS ANNUAL GENERAL MEETING

Tuesday 26 February 2019 at 4.00pm

Room 206

Hobart Council Centre

Meeting opened 4.05pm

1. PRESENT

Chair	Cr Richard Atkinson (Kingborough Council)
Members	Mary McParland (Executive Officer)
	Angela Moore (Hobart City Council)
	Luke Middleton (Dept of State Growth)
	Cr Flora Fox (Kingborough)
	Callum Pearce-Rasmussen (Brighton)
	Cr Bill Harvey (City of Hobart)
	Ald Jeff Briscoe
	Alison Hetherington (Bicycle Network Tasmania)
	Ald Dean Ewington (Clarence City Council)
	Frank Chen (Glenorchy City Council)

APOLOGIES

Ross Graham (Clarence City Council)
Ald Steven King (Glenorchy City Council)
David Ronaldson (Glenorchy City Council)
David Reeve (Kingborough Council)

2. PREVIOUS MINUTES

The Minutes of the previous meeting on 24 October 2017 were tabled

Moved Cr Bill Harvey, Seconded Angela Moore that the minutes be adopted

CARRIED

3. ANNUAL REPORT

3.1 Chair's Report

Cr Richard Atkinson presented the Chair's Report and gave an overview of Cycling South for the past year.

3.2 Executive Officer's Report

The Executive Officer reported on projects delivered in the 2017/18 financial year and outlined other activities carried out by Cycling South.

3.3 Financial Report

The unaudited financial reports for 2017/18 were presented.

Moved Ald Bill Harvey; Seconded Cr Richard Atkinson that the reports be received.

CARRIED

4 APPOINTMENT OF MANAGEMENT COMMITTEE MEMBERS

Management Committee members will remain unchanged until after the next local government election, unless otherwise advised. The members are:

4.1 Hobart City Council	Cr Bill Harvey Ald Jeff Briscoe Ms Angela Moore
4.2 Clarence City Council	Ald Dean Ewington Mr Ross Graham
4.3 Kingborough Council	Cr Richard Atkinson Mr David Reeve
4.4 Glenorchy City Council	Ald Steven King Ald Simon Fraser Mr Frank Chen
4.5 Brighton Council	Cr Leigh Grey Mr Callum Pearce-Rathmussen

5 APPOINTMENT OF MANAGEMENT COMMITTEE MEMBERS IN ACCORDANCE WITH RULE 22 OF THE RULES OF CYCLING SOUTH INC.

5.1 Chair

Nomination received from Cr Bill Harvey.

Moved: Cr Richard Atkinson; Seconded: Mary McParland CARRIED

5.2 Deputy Chair

Cr Richard Atkinson nominated from the floor.

Moved: Cr Bill Harvey, Seconded: Alison Hetherington CARRIED

5.3 Secretary

No nominations received. The position will remain vacant and appointment of the Secretary will be deferred until the next Cycling South committee meeting.

5.4 Treasurer/Public Officer

Ross Graham was nominated.

Moved: Callum Pearce-Rathmussen, Seconded: Cr Richard Atkinson CARRIED

6 APPOINTMENT OF AUDITOR

Moved Cr Richard Atkinson; Seconded Frank Chen that Peter Franklin be appointed auditor for 2018/19 financial year.

CARRIED

7. OTHER BUSINESS

The meeting closed at 4.35pm.



CHAIR'S REPORT

Overview of Year

This last nine months has seen the continued growing interest and debate in the issues around congestion and mobility in Hobart and surrounds. Car use and dependence continues to grow by around 2% per year exerting more and more pressure on the limited existing road systems that funnel people into the city - increasing travel times during morning and evening peak travel times.

Such has been the debate and concern, that the Royal Automobile Association of Tasmania (RACT) commissioned its own travel study and created its own vision for mobility into the future. <https://hobartvision.ract.com.au/>. Their effort and engagement should be considered a positive contribution to the debate with the RACT having a reach of more than 120,000 members and being a well-respected organisation. Their contribution has helped broaden the debate from cars and congestion to the broader issue of mobility and their support for a multi-model transport system, including bikes, as an integral component in reducing congestion, is very much welcomed.

Across the councils, gains and improvement continued to be achieved in bike infrastructure, but the structural and philosophical changes required at an engineering level and at the political level to really accelerate infrastructure and up-take of bike use is still to occur.

This is where our advocacy could increase within our respective councils, and also towards the state government, to raise the level of urgency and also the good fiscal outcomes of investing in and supporting a quicker roll out of cycling infrastructure to address multiple issues including: the health crisis, road congestion, the state's contribution to Co2 emission and our dependence on expensive fossil fuels which sees upwards of \$1 billion leave the state each year.

It therefore makes sense, that Cycling South should prioritise the development of its strategic plan which would focus our activities and priorities, actions, targets and pathways to achieve greater support for the benefits of bike riding and the urgency of safe separated bike paths.

This is not to diminish Mary's role in the technical aspects of local projects and her strong advocacy for good outcomes with cycling projects across the region, which she does so well, but more so give a focus and increased role to the elected members of Cycling South to advocate more strongly to their respective councils and to collectively advocate for stronger and more urgent action from the state government to prioritise bike projects.

Finally, I'd like to thank Mary McParland for her knowledge and dedication to Cycling South and her advocacy to improve bike riding in greater Hobart. I'd also like to thank the officers and elected representatives who make up Cycling South and I look forward to developing a strong strategy and a team approach to advocating for better bike riding outcomes.

Cr Bill Harvey
Chair



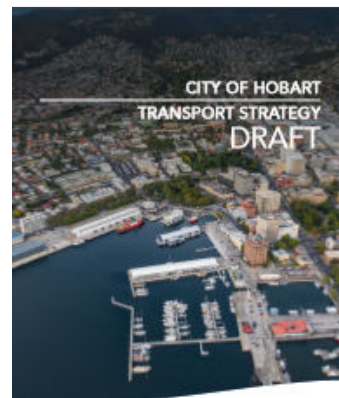
EXECUTIVE OFFICER'S REPORT

Overview of Year

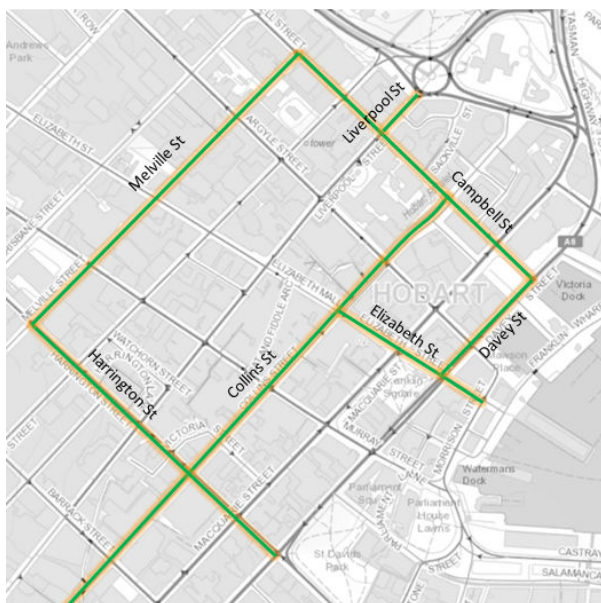
Rising traffic congestion in Hobart has been very topical during the year and impacts residents in the surrounding municipalities of Clarence, Kingborough, Glenorchy and Brighton who work in or visit the Hobart City centre. The State Government, RACT and City of Hobart released strategies and visions outlining options to address congestion and improve transport options.

Cycling South participated in community consultation carried out by the RACT and City of Hobart and it is pleasing to see a strong position from these organisations that modal shift from private motor vehicles is a key measure to address motor vehicle congestion.

The City of Hobart released a draft strategy in July 2018, which covered 9 themes. Theme 4 was "Supporting more people to ride bicycles", which stated *"Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle"*.



The RACT Mobility Vision recommended that active transport be one of the first priorities and specifically identified converting *"on-street parking to separated cycleways"*. Their vision identified the focus for active transport to *"separating cyclists and pedestrians from vehicles through cycleways and walkways, with a view to remove or significantly reduce the number of vehicles in the Hobart CBD. Also encourage high integration of active and public transport"*.



Tasmanian Bicycle Council's Hobart CBD bi-directional cycleways

As a member of the Executive of the Tasmanian Bicycle Council, Cycling South participated in a working group to develop *Hobart CBD Cycleways - A plan for a core minimum grid network of bi-directional separated cycleways*. The document was used to facilitate discussion with City of Hobart and the State Government about what a separated cycleway network in Hobart might look like and where the separated cycleways could be located.

The plan identified a core loop around the Hobart CBD on Campbell St, Melville St, Harrington St and Collins St, with connectors from the Intercity Cycleway, waterfront, Hobart Rivulet Track and Railway Roundabout feeding into it, and Elizabeth St as a cycling spine through the middle.

Hobart City Deal

In February 2019 the Hobart City Deal was signed. It is a shared 10 year vision between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils and includes the Greater Hobart Transport Vision. It contains elements that will be beneficial to improving conditions for transport cycling. These include funding for establishing a ferry service between Bellerive and Sullivans Cove (as an alternative to cycling the Tasman Bridge) and an accessible active transport network.

The investment priorities include:

- extending the cycleway from the Glenorchy City Council to the Hobart CBD and beyond – this includes a contribution of \$1.5 million over 10 years by the Glenorchy City Council
- improvements and renewal to cycleways, including \$500,000 in 2018-19 from the Clarence City Council and \$3 million over 10 years from the Glenorchy City Council
- \$500,000 to progress the Battery Point walkway and \$500,000 to improve linkages between Macquarie Point and the CBD
- continuing to expand and integrate cycling infrastructure into the road network, supported by the Tasmanian Government's \$2 million grant program to partner with Greater Hobart Councils.

As part of the expansion of cycling infrastructure into the road network, the support for separated cycleways has been building momentum, with Glenorchy Council installing the first on-road urban separated cycleway in Tasmania and Hobart Council preparing plans to include a separated cycleway as part of the Campbell St bike lane extension to the waterfront. As separated cycleways cater for all ages and abilities (and not just strong, confident and experienced riders) they offer a practical and comfortable transport option that provides a real opportunity for modal shift. It is hoped that the state government's \$2 million grant program favours cycling projects that involve separation of bike riders from motor vehicle traffic.

In December 2018 Cycling South wrote to the Minister for Transport, Jeremy Rockliffe, to appeal for changes to the Roads and Jetties Act, which required local Councils to take over responsibility for maintaining state government road reserves in built up areas if a pathway was constructed. This had implications for a number of projects where Councils were planning to construct paths on State Growth road reserves. Subsequently, appropriate changes were made to the Act to allow the Department of State Growth to retain some maintenance responsibility, reducing the burden on Councils.

State Government

The State Government's promise to fund \$6 million over four years (\$2 million for each region) for state roads and linking to cycling routes on local government roads was not implemented during the year and we are still waiting on an announcement for the funding program.

As part of the Hobart City Deal, the State Government has been undertaking planning work for the Tasman Highway corridor. Cycling South made a submission and met with the Department of State Growth to discuss a Tasman Highway Cycleway between Pass Road and the Tasman Bridge. In addition, Cycling South made a submission to the Hobart airport interchange plans and a submission to the Domain and Brooker Hwy study, requesting improved links between residential areas and the Domain from Lutana, New Town and Cornelian Bay, and improved connections between the Intercity Cycleway and the Domain.

The Department of State Growth completed the final section of the Channel Hwy shoulder widening project over Bonnet Hill between the Shot Tower and Bonnie Brae Road (Glen Albyn Corner).

No cycling projects were funded this year through the Vulnerable Road Users Program amongst the Cycling South member Councils.

Macquarie Point

The Macquarie Point Corporation consulted and met on site with representatives from the Hobart Bicycle Advisory Committee for an alignment of a shared pathway through the site. A high quality

Progress on the cycling network in Greater Hobart

Kingborough, Clarence and Hobart Councils have community advisory committees to provide advice and feedback to Councils on cycling projects. Cycling South EO attends the committee meetings. Below is a summary of projects carried out by the Cycling South member councils in 2018/19.

Hobart

- Two new pedestrian bridges were constructed over the Tasman and Brooker Highways, providing connections to the Domain. The Remembrance Bridge connects the Regatta Grounds (at the end of the Intercity Cycleway) to Hobart Aquatic Centre. The Rose Garden Bridge links UTAS sites and provides a connection to the Domain from the CBD
- Council's positive provisioning policy resulted in 18 advanced bicycle storage boxes installed at intersections across the Hobart CBD as part of the road works program.
- The Hill St pedestrian improvement project included installing bike lanes on sections of Hill St, particularly in the slow, uphill direction.
- Retail precinct improvements in New Town, Lenah Valley and South Hobart shopping strips resulted in some minor improvements for cycling, with short sections of uphill lanes installed in Lenah Valley and South Hobart and wayfaring signage in New Town. Consultation for the Elizabeth St mid-town retail precinct had a bolder vision, with uphill bike lanes mooted in the initial consultation.



The Rose Garden Bridge (foreground) and Bridge of Remembrance

Brighton



- Brighton Council completed a 1.5km shared pathway between Fisher Drive in Herdsman's Cove and Scott Road, Bridgewater along the East Derwent Hwy. The concrete path provides a safe and convenient walking and cycling route away from the roadway, offering recreation and an active transport route for residents.

Glenorchy

- The Peltro St separated cycleway was completed and connected to the Main Road footpath.

Clarence

- The missing section of Clarence Foreshore Trail under the Tasman Bridge was completed, utilising the old driveway of the former SES building that burnt down. An old hotmix section of path was realigned and widened in concrete between the bridge and Montagu Bay Primary School.
- A feasibility study was completed on a grade-separated crossing of the Mornington roundabout for people walking or cycling.



- The Clarence Foreshore Trail at Lindisfarne between Simmons Park and Beltana Park/Ford Parade was upgraded and widened. A gravel section of the Clarence Foreshore Trail at Second Bluff Bellerive was sealed in concrete.

Kingborough



- A shared pathway between Snug and Margate was constructed between the Margate Heritage Centre and Snug River. The path is a significant piece of infrastructure with strong community support.

Grants

- Cycling South was successful in securing a Stronger Communities Grant through Julie Collins' office for two small projects in the Meehan Range – upgrading two volunteer built bridges and constructing a toddlers track at the Clarence Mountain Bike Park.



Julie Collins with the Cycling South EO and track crew

Cycling promotion activities

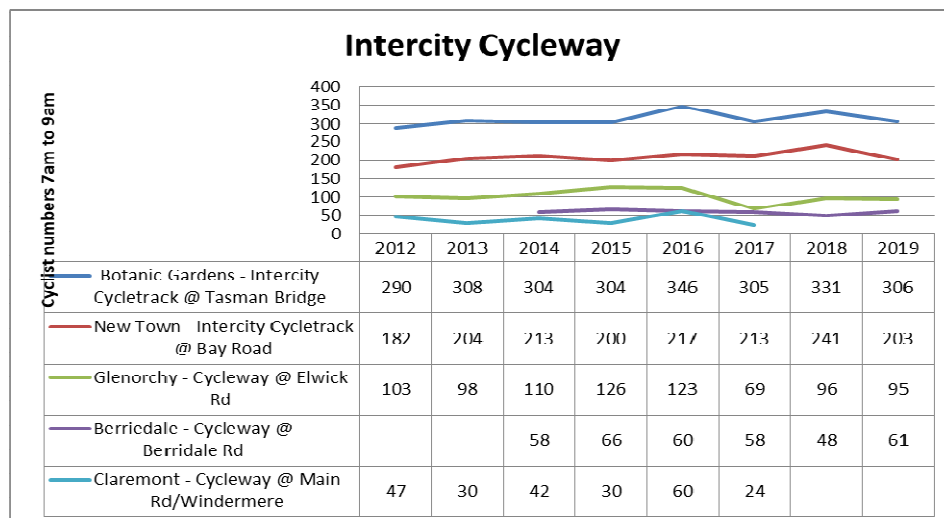
State Bike Week – March 2019

The Tasmanian Bicycle Council (TBC) coordinated the promotion of Bike Week. Cycling South managed the calendar of events.

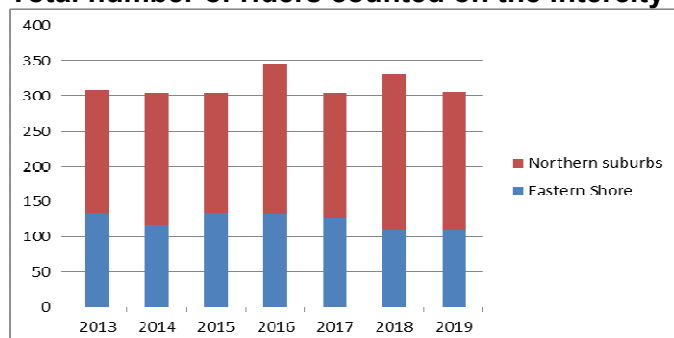
Counts program

Cycling South, in a joint project with UTAS and Bicycle Network Tasmania and with the assistance of volunteers, collected baseline data for walking and cycling movements around Macquarie Point and the Regatta Grounds in May 2019. The data will be used to analyse changes in route selection when new infrastructure is installed.

The annual counts program was carried out in March 2019. A 2-hour count is carried out each year on a Tuesday in March between 7am and 9am. Trends on various routes can be monitored over time. Overall cycling numbers have flatlined, even on good quality routes such as the Intercity Cycleway.



Total number of riders counted on the Intercity Cycleway at the Tasman Bridge 7am to 9am



Around a third of riders using the Intercity Cycleway at the southern end come from the Eastern shore, despite the poor cycling conditions on the Tasman Bridge.

It is speculated that the flatlining of cycling numbers is attributable to gaps in the network and a lack of separated cycling infrastructure that does not require interacting with motor vehicles. Only confident and enthused people will ride a bicycle to work in the current conditions. The call for all-abilities cycling infrastructure through the installation of separated cycleways on key routes is viewed as the preferred and most likely option for generating modal shift from driving short distances to work to riding a bicycle.

Summary

I would like to acknowledge my appreciation for the Committee of Management who support and implement cycling projects across the region through their organisations. I would also like to recognise the productive and valuable working relationships I have with officers from local and state government and organisational representatives on bicycle advisory committees. Finally, I would like to acknowledge the support of Hobart Council who manage the Cycling South payroll and Glenorchy City Council's contribution for subsidised office space and providing internet services.

MARY McPARLAND
Executive Officer

FINANCIAL RECORDS

NOTES TO AND FORMING PART OF THE ACCOUNTS
FOR THE YEAR ENDED 30 JUNE 2019

UNAUDITED

The appointed auditor for 2018/19 was Peter Franklin. The financial records are currently with the auditor but the audit is not complete. Attached is a copy of unaudited financial records:

- Balance Sheet
- Profit and Loss Statement

The balance sheet shows the following items:

Accounts payable are \$16,162.93 This is made up of 4 unpaid bills - \$7,562.50 to Bicycle Network for the 2019 counts program, \$6,600 for the Stronger Communities Grant for the toddlers pump track at the Clarence MTB Park which hasn't been constructed yet, \$489.51 for the Xero payroll software fees and \$1,510.92 to Hobart Council for payroll adjustment.

Accounts receivable are \$5,320 which is made up of 4 outstanding invoices - \$40 from Bicycle Network Tasmania for bike maps (paid 8/8/19), \$4,620 from Hobart Council for 2019 bike counts (paid 4/7/19) and two from Kingborough Council of \$330 each for the 2018 and 2019 bike counts program (paid 10/9/19).

The Meehan Range Trail Groomers (MRTG) received a donation of \$775 but as they don't have a bank account, the funds are being held by Cycling South until they have a project at the Clarence Mountain Bike Park they would like to spend the funds on.

The Profit and Loss Statement indicates a loss of \$6,995.94. Reasons for this include:

- Contribution from Councils was \$51,000 but payroll expenses were \$52,298.10.
- A slight increase in the cost of running the office and insurance.
- An outstanding invoice from the Mornington roundabout feasibility study of \$2,972, which was included as part of the Regional Bike Plan projects for 2018/19.

As a result, the total equity of Cycling South has dropped by \$6,995.94 from \$25,347.23 in 2017/8 to \$18,351.29 in 2018/19.

M.McPARLAND on behalf of ROSS GRAHAM
Treasurer

Balance sheet

Cycling South

For the year ending 30 June 2019 vs as at 30 June 2018,
accrual basis

ACCOUNT CODE	ACCOUNT NAME	BALANCE	COMPARISON BALANCE	VARIANCE (%)
ASSETS				
CURRENT ASSETS				
-	Bank - Bendigo Bank	\$34,431.75	\$21,962.06	56.8 % ▲
1-1210	Accounts Receivable	\$5,320.00	\$8,372.50	-36.5 % ▼
TOTAL CURRENT ASSETS		\$39,751.75	\$30,334.56	31.0 % ▲
TOTAL ASSETS		\$39,751.75	\$30,334.56	31.0 % ▲
LIABILITIES				
CURRENT LIABILITIES				
2-1100	Accounts Payable	\$16,162.93	\$33.00	48,878.6 % ▲
2-1000	Current Liabilities-MRTG fund	\$775.00	-	-
2-1150	GST Payable	-	-	0.0 %
2-1155	GST Collected	\$6,858.64	\$11,499.51	-40.4 % ▼
2-1160	GST Paid	-\$2,396.11	-\$6,545.18	63.4 % ▲
	Total GST Payable	\$4,462.53	\$4,954.33	-9.9 % ▼
TOTAL CURRENT LIABILITIES		\$21,400.46	\$4,987.33	329.1 % ▲
TOTAL LIABILITIES		\$21,400.46	\$4,987.33	329.1 % ▲
NET ASSETS		\$18,351.29	\$25,347.23	-27.6 % ▼
EQUITY				
3-0100	Opening Balance Equity	\$74,346.82	\$74,346.82	0.0 %
3-1000	Retained Earnings Surplus/(Accumulated Losses)	-\$48,999.59	-\$48,465.20	-1.1 % ▼
-	Current year earnings	-\$6,995.94	-\$534.39	-1,209.1 % ▼
TOTAL EQUITY		\$18,351.29	\$25,347.23	-27.6 % ▼

Profit and loss

Cycling South

For the year ending 30 June 2019 vs 1 July 2017 to 30 June 2018,
accrual basis

CODE	ACCOUNT	AMOUNT	COMPARISON AMOUNT	VARIANCE (%)
INCOME				
4-4000	Interest-Bendigo Bank	\$275.45	-	-
4-1060	Grants (State)	\$9,900.00	\$105,000.00	-90.6 % ▼
4-1070	Grants (Local) Operating – Recurrent	\$51,000.00	\$49,000.00	4.1 % ▲
4-1100	Grants – Other	\$7,650.00	-\$39,086.61	119.6 % ▲
4-3000	Fundraising - Meehan Range Trail Groomers	\$625.00	\$150.00	316.7 % ▲
4-4010	Sales	\$72.72	\$72.73	0.0 % ▼
4-5020	Interest - CBA	-	\$54.33	-100.0 % ▼
-	Interest-term deposit	-	\$770.23	-100.0 % ▼
	Total Interest - CBA	\$0.00	\$824.56	-100.0 % ▼
	TOTAL INCOME	\$69,523.17	\$115,960.68	-40.0 % ▼
	GROSS PROFIT	\$69,523.17	\$115,960.68	-40.0 % ▼
EXPENSES				
6-0000	Expenses-Miscellaneous	\$95.99	\$62.00	54.8 % ▲
6-0010	Accounting Fees	\$131.74	\$134.75	-2.2 % ▼
6-0050	Audit Fees	\$200.00	\$570.00	-64.9 % ▼
6-0070	Bank Charges	-	\$30.00	-100.0 % ▼
6-0230	Consultancy Fees	\$6,875.00	\$6,380.00	7.8 % ▲
6-0400	Insurance - General	\$162.73	\$162.73	0.0 %
6-0410	Insurance - Public Liability	\$985.59	\$972.44	1.4 % ▲
6-0510	Postage, Freight and Courier	\$118.18	\$115.45	2.4 % ▲
6-0520	Printing & Stationery	\$42.53	-	-
6-0540	Publications and Information Resources	\$62.68	\$160.00	-60.8 % ▼
6-0570	Rent	\$514.89	\$504.80	2.0 % ▲
6-0600	Payroll Expenses	\$940.24	\$162.27	479.4 % ▲
6-0607	Superannuation	\$5,576.64	\$5,348.97	4.3 % ▲
6-0609	Workers Compensation	\$691.66	\$555.00	24.6 % ▲
6-0610	Salaries - PAYG	\$7,252.00	\$6,202.00	16.9 % ▲
6-0611	Salaries & Wages	\$37,837.56	\$38,183.51	-0.9 % ▼
	Total Payroll Expenses	\$52,298.10	\$50,451.75	3.7 % ▲
6-0670	Sundry Expenses	\$210.00	-	-
6-0680	Telephone & Fax Charges & Internet	\$1,193.75	\$1,087.56	9.8 % ▲
6-0710	Travel & Accommodation	\$719.57	\$497.20	44.7 % ▲
6-0740	Write off (bad debt) Expenses	\$36.36	-	-
6-0750	Regional Bike Plan Projects	\$12,872.00	\$55,366.39	-76.8 % ▼
	TOTAL EXPENSES	\$76,519.11	\$116,495.07	-34.3 % ▼
NET POSITION				
	Income	\$69,523.17	\$115,960.68	-40.0 % ▼
	Cost of goods sold	\$0.00	\$0.00	0.0 %
	Gross profit	\$69,523.17	\$115,960.68	-40.0 % ▼
	Expenses	\$76,519.11	\$116,495.07	-34.3 % ▼
	Other income	\$0.00	\$0.00	0.0 %
	Other expenses	\$0.00	\$0.00	0.0 %
	NET POSITION	-\$6,995.94	-\$534.39	-1,209.1 % ▼