



ANNUAL REPORT 2023-2024

To be presented at the Annual General Meeting

**Tuesday 22 October 2024
at 4.00pm**

via Team Viewer



CONTENTS

ANNUAL REPORT INTRODUCTION	1
ORGANISATIONAL STRUCTURE	2
STRATEGIC OBJECTIVES	3
CHAIR'S REPORT	4
EXECUTIVE OFFICER'S REPORT	5
FINANCIAL RECORDS	7
ANNUAL GENERAL MEETING NOTES & AGENDA	Error! Bookmark not defined.





ANNUAL REPORT INTRODUCTION

CyclingSouth is a regional organisation made up of the five Councils in the Greater Hobart area (Hobart, Glenorchy, Kingborough, Brighton and Clarence) 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 2000.

In 2019 four of the Cycling South member Councils signed the Greater Hobart City Deal, a 10-year partnership between the Australian and Tasmanian governments and the councils to improve liveability of Greater Hobart and address transport issues. The Greater Hobart

City Deal provided a framework for improved planning, collaboration and coordination between the three levels of government. The plan includes a key focus area, the Greater Hobart Transport Vision, to address traffic congestion in Hobart. An element of the Transport Vision is modal shift towards active transport, a core objective of Cycling South. With a change of federal government in 2022 a new National Urban Policy is under development within the Cities and Suburbs Unit but there is a commitment to honour previously signed City Deal commitments.

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.

Glenorchy City Council has acted as the host agency since December 2004, providing office space. City of Hobart previously hosted between 2000 and 2004 and recommenced managing the payroll in 2015/16.



ORGANISATIONAL STRUCTURE

Executive Officer:

The day-to day implementation of CyclingSouth's strategic and operational plans is managed by the Executive Officer, Mary McParland, with each Council contributing funding towards the position.

The Executive Officer is employed 2 days per week. The role entails:

- Assisting Councils to implement the Greater Hobart Cycling Plan by acting as a resource and working directly with council officers on planning and design for infrastructure projects
- Advocating for positive outcomes for cycling (and walking) as part of state government road projects
- Promoting Council projects and engaging with the public through website, newsletter, email and telephone enquiries
- Attending Council bicycle advisory committee meetings and providing input and advice
- Securing funding for cycling projects on behalf of Councils
- Maintaining membership of the Tasmanian Bicycle Council

Executive Committee

The committee comprises of Chair, Deputy Chair, Treasurer and Secretary and deals with administrative, financial and statutory matters

Management Committee

The committee comprises elected representatives, council officers, Urban Mobility Planner from Department of State Growth and a representative from Bicycle Network. They meet quarterly to:

- Review the progress of projects in the Greater Hobart Cycling Strategy
- Make recommendations to the Regional Transport Group on changes to the priority list based on resourcing and progress being made on individual projects so that future funding applications align with the priority list.
- Provide input and receive updates on state government transport policies and actions
- Progress joint funding opportunities
- The organisations and their nominees represented on the Committee in 2023-2024 were:

Brighton Council

Cr Phil Owen
Kimberley Tongue

Glenorchy City Council

Cr Molly Kendall
Patrick Marshall

Key stakeholder groups

Department of State Growth
Dustin Moore

Clarence City Council

Cr Heather Chong
Ross Graham

Kingborough Council

Cr Amanda Midgley (Chair)
Su Sprott

Bicycle Network / Tasmanian

Bicycle Council
Alison Hetherington

Hobart City Council

Cr Bill Harvey (Treasurer)
Cr Ryan Posselt
Caden McCarthy / Dan Verdouw

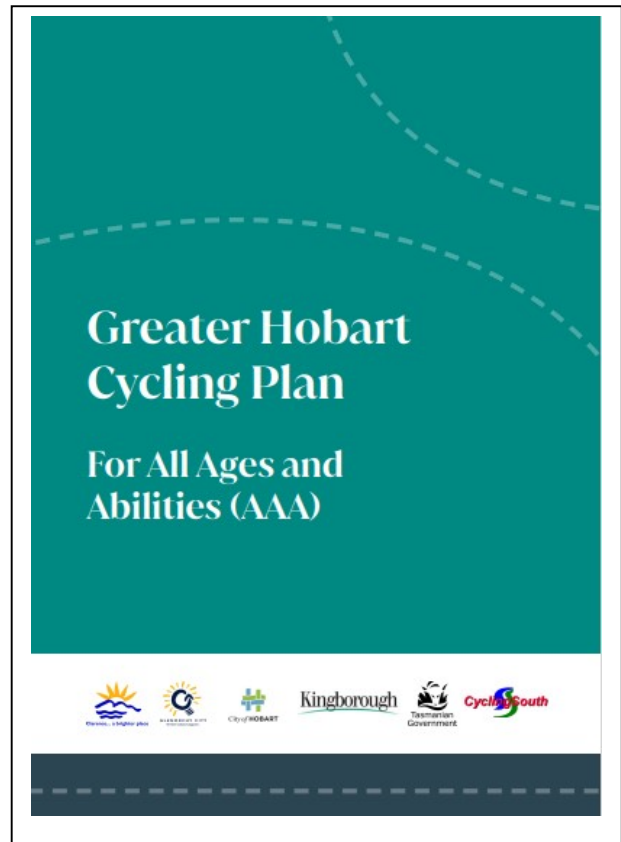
STRATEGIC OBJECTIVES

The strategic role of Cycling South is to support the implementation of the Greater Hobart Cycling Plan through the planning, design and delivery of All Ages and Abilities (AAA) cycling infrastructure. This encompasses:

- Separated cycleways
- Shared paths
- Low speed/low traffic volume shared zones

Cycling South will:

- Support Councils to implement their individual cycling plans, transport strategies and area plans.
- Research best practice, provide technical guidance and help problem-solve.
- Provide a forum for Council officers across Greater Hobart to collaborate
- Engage with media to support Council cycling projects
- Promote activities carried out by other organisations such as cycling education and training (Bicycle Network), road safety campaigns (Road Safety Advisory Council) and cycling events including Bike Week (Tasmanian Bicycle Council) or Ride to Work Day (Bicycle Network)

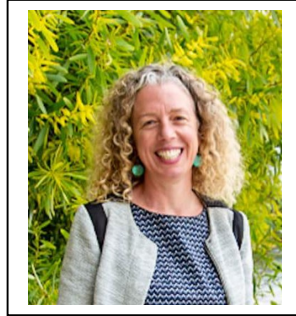




CHAIR'S REPORT

Overview of Year

I write this post on Ride2Work day and smile at the high number of attendees at the Hobart and Kingston breakfasts. I am sure if we did a survey of those who travel by bike and those who travel by car to work, we would find that bike riders had a happier and productive day.



Safe places to ride require good advocates and I thank all the participants of Cycling South for being champions in this field. You are all working away at increasing the footprint of safe places to ride for now and the future.

The growing numbers of cycling plans and regional plans across our local government areas provide hope and optimism for future projects. 2023 has seen the Hobart City Deal implementation and a Greater Hobart Transport working group meets regularly to monitor the progress in the Greater Hobart Cycling Plan.

The State Government's Better Active Transport Grant program continues to provide funding for a state-wide program and a Greater Hobart program, specifically Hobart City Deal local government partners, to assist local governments to deliver active transport solutions.

The grant programs are into their second year of a four-year period, or until funds are exhausted.

Round 2 was opened 20 November 2023 and submissions closed 8 January 2024.

Successful applications for the Tasmania-wide grant include:

- Clarence City Council – Clarence Foreshore Trail upgrade at Rosny Point – \$500,000
- Glenorchy City Council –
 - Bayswater Road / Brooker Hwy access ramp – \$65,000
 - Bowden St to Terry St path realignment - \$20,000
 - Mentmore St Intercity Cycleway Crossing - \$50,000
- Kingborough Council – Old Station Road to Davies Road shared path – \$200,000

Successful application for the Greater Hobart grant are:

- City of Hobart – Collins Street cycleway construction – \$170,000
- Clarence City Council – Queen St shared path design – \$75,000
- Glenorchy City Council – Granton Road shared path construction stage 2 – \$250,000
- Kingborough Council –
 - Algona Road shared path feasibility study – \$40,000
 - Channel Hwy to Whitewater Creek Trail - \$125,000

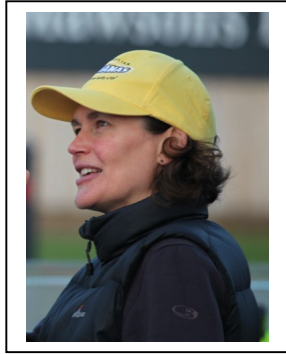
Cr Amanda Midgley
Chair



EXECUTIVE OFFICER'S REPORT

Overview of Year

The Better Active Transport Grants provided by the State Government has turbo-charged local government cycling projects by providing some assurance that



resources invested in developing plans for improved cycling infrastructure will be deliverable. That is reflected in the progress being made by the Greater Hobart councils.

State Government

The State Government released strategies to further guide and support active transport planning.

River Derwent Ferry Service Masterplan

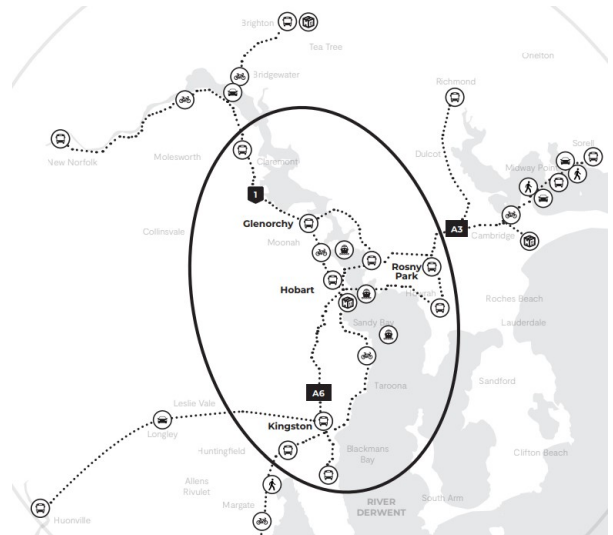
Ferries and active transport complement each other. The masterplan identifies 6 locations for terminals along the Derwent River:

Eastern shore – Lindisfarne and Howrah
North – Wilkinsons Point & Regatta Point
South – Sandy Bay & Kingston Beach

Planning work commenced on a ferry terminal in Lindisfarne.

Keeping Hobart Moving – Transport Solutions for Our Future

The plan has been informed by previous transport and land use strategies and outlines a program of works to implement transport projects over the next decade. It includes delivery of the Greater Hobart Cycling Plan, ferries and park and rides.



Greater Hobart Cycling Plan

There are a number of major projects that correspond to projects identified in the AAA cycling plan. These include:

- **Huntingfield Interchange – Channel Hwy at Algona Road** – Our submission called for a grade-separated crossing of the Channel Hwy and a path alongside the bypass to the Spring Farm Road bridge. A final design has not yet been released.

- **Channel Trail – Huntingfield to Margate**– A feasibility study was released that looked at options for a shared path between Margate and Huntingfield.
- **Channel Highway, Margate to Snug** – Consultation was carried out on safe road crossings.
- **South Arm Hwy –Rokeby to Lauderdale** – The concept plans incorporate a shared path from Tollard Drive to Oakdowns via Rokeby village and sealed shoulders on the bypass road. Design work was done for the Acton Road/South Arm Highway intersection which will be signalised and a slip lane removed.
- **Bridgewater Bridge shared pathway** - 3.0m wide shared pathway on the upstream side. Construction is well underway and the bridge is due to open in 2025. Glenorchy Council has prioritised a connecting path from Granton and Brighton Council has developed a Bridgewater Bridge Northern Gateway Masterplan for the areas around the bridge..
- **Tasman Bridge path widening** - 3.5m wide pathways on both sides of the bridge were proposed and it was announced that detailed design commenced in January. A request was made by Cycling South for the bridge over the East Derwent Hwy at the eastern end of the Tasman Bridge to be included in the project.
- **Tasman Hwy Cycleway** – A concept plan has been prepared for a path between the Tasman Bridge and Mornington roundabout. Clarence City Council is finalising plans for the section by Rose Bay High/Rosny Hill Rd.

Public Transport interchanges

Consultation was carried out on a ferry terminal in Lindisfarne and an updated design was released for the Claremont Park and Ride.

External funding opportunities

The federal government announced a \$100 million fund for cycling projects which will start on 1 July 2025.

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 Kingborough and Clarence committee meetings and has regular scheduled meetings with Glenorchy City Council staff. Below is a summary of projects carried out by the Cycling South member councils in 2023/24.

Hobart

The City of Hobart released a Transport Strategy that identifies a number of actions to support cycling such as developing a Hobart Cycling Strategy, implementing the Greater Hobart Cycling Plan, developing safe routes to schools, behaviour change initiatives and road safety improvements to benefit vulnerable road users. A Parking & Kerbside Management Plan was released at the same time, which recognises that kerb space is valuable for cycling infrastructure.

Projects identified in the Greater Hobart Cycling Plan that were delivered were:

- Campbell St separated cycleway
- Argyle St separated cycleway

These projects were delivered consecutively and are the first AAA cycling infrastructure in central Hobart. Car parking was maintained except during clearway times and traffic flow has not been impacted.



- Local Area Mobility Plans – Draft plans were prepared for West Hobart & parts of Mount Stuart, North Hobart Neighbourhood Plan and Sandy Bay-Mount Nelson Structure Plan.
- Battery Point Walkway – a Friends of Battery Point Walkway group presented a design to council based on a prefabricated structure. City of Hobart subsequently commenced a feasibility study.

Glenorchy

- Design work was done on a number of projects and council was successful with Vulnerable Road Users Program for:
 - Terry St to Bowden Road cycling link
 - Bayswater Road connection to Brooker Highway traffic signals

Brighton



Bridgewater Bridge Northern Gateway Masterplan was released and included:

- A separated cycleway on Old Main Road & connections to Welly Park Road
- Utilising the rail corridor for a walking and cycling path
- A link from the waterfront to the new Bridgewater Bridge path

Clarence

- The Clarence Foreshore Trail at Anzac Park was upgraded and widened.



Kingborough



- Whitewater Creek Trail – The path was extended into Spring Farm and Whitewater Estate, connecting over 600 homes to the Kingston CBD, Kingston Park and the wetlands.

Cycling promotion activities

Cycling South newsletter

A newsletter is sent to around 1000 subscribers every two months, providing updates on the activities in Greater Hobart to progress provision for cycling including consultations, masterplans and new infrastructure.

Cycling South website

The website was updated and refurbished. It provides a quick reference on the progress of projects identified in the Greater Hobart Cycling Strategy, along with other cycling projects being carried out by member councils. It also contains quick links to cycling counts data, road rules and technical guides.



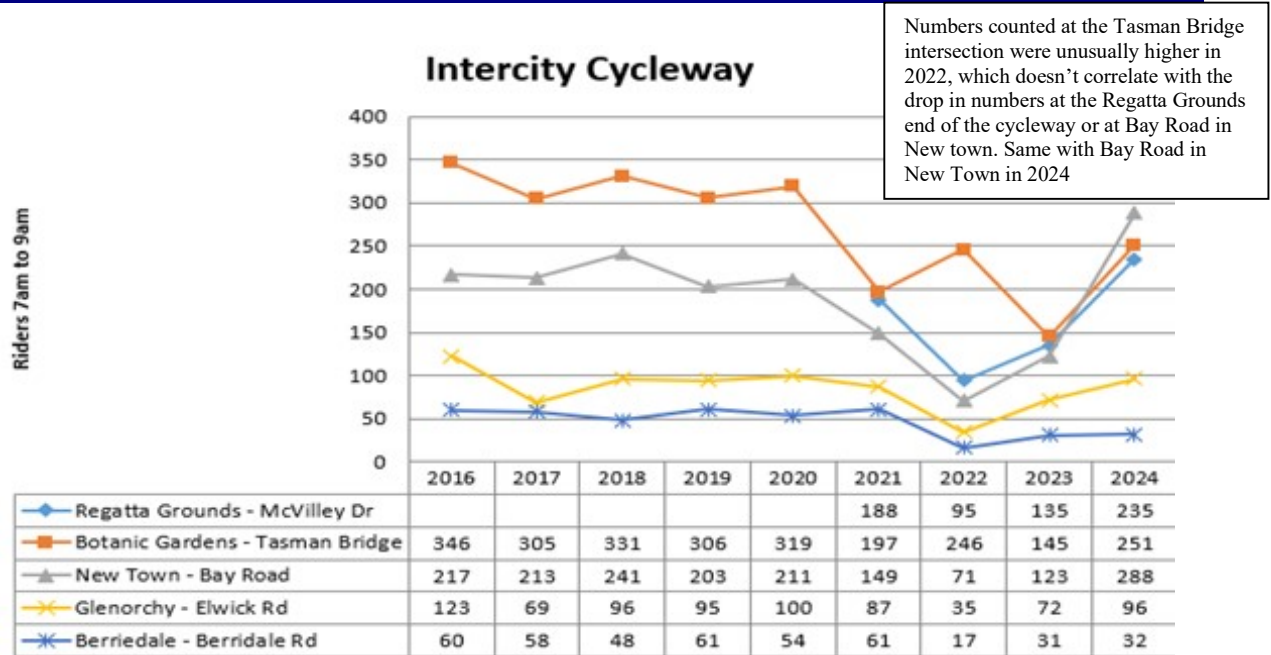
Counts program

The National Cycling Participation survey has been done every two years since 2011. Some of the key findings from the 2023 survey:

- Around 11.5% of Tasmanians ride a bicycle in a typical week (approx 65,600 people)
- Around one third (32%) have ridden a bicycle in the past year (approx 182,900 people)
- Around 53.3% of households in Tasmania have at least one working bicycle including 5.7% with an e-bike
- Tasmania has the lowest level of cycling of all Australian states.
- There appears to be a decline in children cycling
- Young adults level of cycling drops off around the time they are getting drivers licences

The annual counts program was carried out in March 2024 for 2 hours between 7am and 9am on 52 sites across greater Hobart. The main picture is that the post pandemic recovery continues for almost all sites, but generally the numbers are still down in the long term compared to highs of 10 years ago.

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.



The map (below) shows the volume of riders entering the central Hobart area between 7am and 9am from the count sites



Green arrows show sites where there has been an increase since 2023, blue arrows show a decrease in counts and orange indicates a site with no change.

Summary

I would like to acknowledge my appreciation for the Committee of Management who support and implement cycling projects across the region and the productive and valuable working relationships I have with staff from local and state government and external organisations. 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 2024

The appointed auditor for 2023/24 was Peter Franklin. The audited records are included in the annual report.

- Balance Sheet
- Profit and Loss Statement

The balance sheet shows the following items:

Accounts payable are \$1,542.21 This is made up of 1 unpaid bill to City of Hobart for payroll.

The Meehan Range Trail Groomers (MRTG) have \$1,133 in donations that we host (recorded as a liability) as they do not have a bank account. This money is used for supporting volunteer activities for mountain bike tracks in the Meehan Range.

The Profit and Loss Statement shows a profit of \$134.47. The total equity is \$7,698.84 which has slowly been dwindling. The contribution from councils was increased for the 2024/25 financial year which will keep Cycling South financially viable.

M.McPARLAND on behalf of CR BILL HARVEY
Treasurer

PETER FRANKLIN

7 Gurney Court

Phone 0427 284 889

Lenah Valley 7008

Email peterfranklin@aussiebroadband.com.au



Auditing for Community Groups

CyclingSouth Inc.
For the year ended 30 June 2024
Summary of the Financial Report

The operations of CyclingSouth Inc. for the financial year has resulted in a surplus of \$134. Income for the year totalled \$59875 and expenditure was \$59741.

Transactions that relate to the current year, but either not received or not paid out as at the year end, are included in order to reflect the operations of the organisation for the year. These transactions are shown as an Account Receivable in Assets or an Accounts Payable under Liabilities. This is to more accurately reflect the income and expenditure for the year being reported.

I have examined the records of CyclingSouth Inc. for the period and have received sufficient information to form an opinion on financial records. I have only looked at the financial records and supporting documents. It is my opinion that the Income and Expenditure Statement and the Fund Summary are drawn up to present a true and fair view of the financial position of the organisation.

A check of invoices was carried out to satisfy the validity of payments. This was done on the basis of a sample of transactions.

A handwritten signature in blue ink, appearing to read 'Peter Franklin', located above the printed name and date.

Peter Franklin Auditor
3 August 2024

CYCLINGSOUTH INC.
INCOME AND EXPENDITURE STATEMENT
For the year ended 30 June 2024

	2024	2023
Income		
Grants (Local) Operating - Recurrent	52,000.00	51,000
Grants - Other	7,870.00	7,900
Interest	5.24	5
Total Income	59,875.24	58,905
Expenditure		
Expenses-Miscellaneous	71.20	94
Accounting Fees	299.06	761
Audit Fees	200.00	200
Bank Charges	-	9
Computer Expenses	99.09	90
Consultancy Fees - Bike Counts	7,800.00	8,550
Entertainment Costs	8.18	-
Insurance - Public Liability	-	432
Postage, Freight and Courier	158.18	139
Printing and Stationery	18.82	-
Publications and Information Resources	655.42	460
Rent	583.20	550
Payroll Expenses	1,800.73	
Annual Leave	444.23	
Long Service Leave	971.03	
Superannuation	5,053.88	
Workers Compensation	965.31	
Salaries and Wages	39,780.58	
Total Payroll Expenses	49,015.76	62,147
Telephone, Fax Charges and Internet	691.07	1,062
Travel and Accommodation	140.79	258
Regional Bike Plan Projects	-	110
Total Expenditure	59,740.77	74,861
Net Surplus/Deficit for year	134.47	-15,956

**CYCLINGSOUTH INC.
STATEMENT OF FUNDS
As at 30 June 2024**

Group Funds	2024	2023
Fund Balances Brought Forward at 1 July	7,564.37	23,520
Net Surplus/Deficit for year	134.47	-15,956
Total Equity	7,698.84	7,564
 Represented by		
Current Assets		
Bank - Bendigo Bank	35,512.91	32,742
Total Current Assets	35,512.91	32,742
Current Liabilities		
Accounts Payable	1,542.21	1,512
MRTG Fund	1,133.00	133
GST Collected	5,960.97	
GST Paid	-1,214.15	
GST Payable	4,746.82	4,556
Accrued Annual Leave	3,790.66	3,346
Accrued Long Service Leave	16,601.38	15,630
Total Current Liabilities	27,814.07	25,178
Net Assets	7,698.84	7,564

**AUDIT STATEMENT
CYCLINGSOUTH INC.**

Incorporation Organisation No IA08210

I have examined the records of CyclingSouth Inc. for the period ending 30 June 2024 and have received sufficient information to form an opinion on financial records. The examination was limited to the amounts recorded in the books.

It is my opinion that the Income and Expenditure Statement and the Statement of Funds are drawn up to present a true and fair view of the financial position of the organisation according to the information and explanations received. The rules relating to administration of the funds have been observed.



Peter Franklin Auditor
3 August 2024