



**ANNUAL REPORT
2021-2022**



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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 2000.

In 2019 four of the Cycling South member Councils signed the Greater Hobart City Deal, a 10-year partnership between the Australian, Tasmanian governments and the councils to improve liveability of Greater Hobart and address transport issues. The Greater Hobart City Deal provides 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 and to Hobart. An element of the Transport Vision is modal shift towards active transport, a core objective of Cycling South.

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.



Photo: Bicycle Network

The organisations and their nominees represented on the Committee in 2021-2022 were:

Hobart City Council

Cr Bill Harvey (Deputy Chair)
Ald Jeff Briscoe
Ms Louisa Carter / Mr Owen Gerversoni

Glenorchy City Council

Ald Steven King
Ald Simon Fraser
Mr Patrick Marshall

Clarence City Council

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

Kingborough Council

Cr Flora Fox (Secretary)
Cr Amanda Midgley (Chair)

Brighton Council

Cr Leigh Gray
Mr Callum Pearce-Rasmussen

Key stakeholder groups

Bicycle Network / Tasmanian Bicycle Council

Ms Alison Hetherington

Department of State Growth

Mr Luke Middleton

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 Greater Hobart to increase opportunities for residents to adopt active transport modes and participate in cycling for 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.
- Promote cycling education, activities and events.



CHAIR'S REPORT



Overview of Year

It provides optimism for the future that cycling infrastructure is increasingly being supported at local, state and federal government levels across Australia. At a recent cycling webinar, a local government employee from Victoria stated that he is now seeing a much higher number of politicians attend openings for separated cycling lanes than pre COVID-19 times.

It is hoped that support for cycling and active transport infrastructure across southern Tasmania continue to grow and that we see long term financial funding for cycling. As we now face challenging financial times, what better way to save money than by cycling to work, shops etc. However, to increase the amount of people to taking up and continue to cycle we need to make it safe.

Cycling South continues to be a local voice for cycling matters. Thank you to Mary McParland for

your advocacy and dedication to keep cycling high on the agenda at all levels of government. Thank you to staff and elected representatives who attend meetings from five southern council areas. The meetings foster contribution of ideas, sharing of best practice and working collaboratively for good active transport outcomes.

As part of the Hobart City Deal a regional transport group was established comprising senior managers from Hobart, Glenorchy, Clarence and Kingborough Councils, along with representatives from the State Government. An action from the Greater Hobart Transport Vision was the development of a regional cycling plan. Cycling South, with input from council officers, prepared the draft *Greater Hobart Commuter Cycling Network Plan* in December 2021. The plan prioritises 63 cycling projects across Greater Hobart that aim to meet the requirements for AAA infrastructure –infrastructure that caters for All Ages and Abilities and primarily involves separation from motor vehicle traffic. We await the public release of the plan and details of a funding program from the State Government to assist local councils to implement the plan.

Kingborough Council worked with consultants Sensible Transport and members of Kingborough Bicycle Advisory Committee to develop a cycling plan. The Plan has provided momentum for a feasibility study for the Margate – Hunthamfield off road path and cycling projects in the 22/23 council budget.

After many years of lobbying from locals cyclists and Cycling South it has been great to see a safe crossing for Molle St. This link is important for cycling commuters to Hobart CBD.

State government projects are incorporating cycling into projects such as park and rides and major road projects but there is a need to ensure that what is provided is suitable and compliant with the attributes of AAA infrastructure.

The introduction of e-scooter share scheme in Hobart has been a catalyst for conversations and learnings about different modes of active transport in Hobart. and concerns raised about them being used on footpaths in high activity areas. Separated cycleways that can be used by e-scooters would help to resolve some of those issues.



Photo: City of Hobart

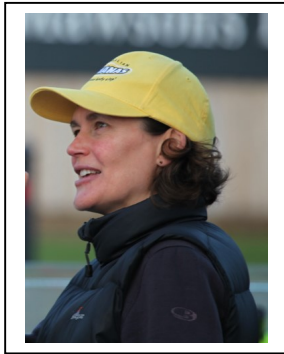
Cr Amanda Midgley
Chair



EXECUTIVE OFFICER'S REPORT

Overview of Year

The Hobart City Deal agreement identified modal shift to cycling as a component of the broader transport network but the challenge is to convert aspirations into a



practical on-the-ground All Ages and Abilities (AAA) cycling network.

I completed a Safe Systems Training course in 2021 which covered appraising the safety of infrastructure used by cyclists, identifying specific features that raise safety risk for cyclists and reviewed best practice infrastructure. These learnings were incorporated into the draft *Greater Hobart Commuter Cycling Network Plan* which prioritised 63 projects required to complete a AAA cycling network. The Tasmanian government promised \$2M funding to contribute towards the construction of the network and we await the announcement of a structured funding program.

State Government

The State Government has a number of major projects that are included in the AAA cycling plan. These include:

- **Tasman Bridge path widening (Priority 7)** – 3.5m wide pathways on both sides of the bridge are proposed. The downstream side will include DDA compliant rest points in the

ramps. The tender will be advertised in late 2022. 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.

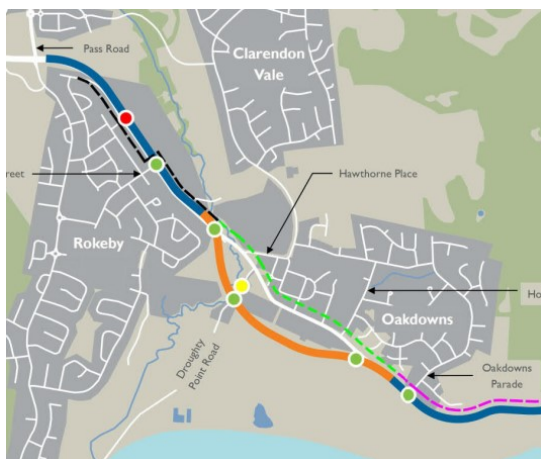
- **Bridgewater Bridge shared pathway (Priority 10)**- 3.0m wide shared pathway on the upstream side which extends to Main Road and the Granton playground on the western shore and Old Main Road and Gunn St on the eastern shore.



Bridgewater Bridge. Photo: Dept of State Growth

- **Tasman Hwy Cycleway (Priority 8)** - Concept plan done by DSG for a path between the Tasman Bridge and Mornington roundabout which is being reviewed by Clarence City Council. A pathway on the north side of the Tasman Hwy is included in the plans for the Sorell corridor, including the causeways.

- **Hobart Airport Interchange – Tasman Hwy**
– the project includes a shared path connecting Kennedy Drive to Holyman Ave and was constructed by October 2022.
- **South Arm Hwy – Howrah to Rokeby (Priority 26)** – The concept plans incorporate a shared path from Tollard Drive to Oakdowns via Rokeby village and sealed shoulders on the bypass road. Clarence City Council has installed a temporary gravel path between Rokeby village and Oakdowns Parade.



- **East Derwent Hwy – Clinton Road to Derwent Ave (Priority 22)** - As part of the duplication of the roadway a shared path was constructed that connects to Lindisfarne North Primary School
- **Huntingfield Interchange – Channel Hwy at Algona Road (Priority 11)** – As part of the consultation, a path alongside the bypass from the Spring Farm Road bridge to the Huntingfield Park and Ride via a bridge over the Channel Hwy has been requested.
- **Channel Trail – Huntingfield to Margate (Priority 20)** – A feasibility study is being prepared on options for a shared path which will recommend using the Channel Hwy road corridor, Howden Road and Coffee Creek Trail alignment.

Park and Rides

- Work commenced on two Park and Rides at Huntingfield and Firthside which include bicycle parking cages, although the security system has not been determined. Active travel connections to the Park and Rides were outside the scope of the project. Consultation was carried out for Park and Rides in Claremont, Midway Point and Rokeby.

Derwent Ferry Service

A trial ferry service commenced on 9 August 2021 between Bellerive and Brooke St Pier. People with bicycles travelled for free and the annual counts in March 2022 found a significant drop in the number of people riding across the Tasman Bridge in the morning peak. 73 riders were counted crossing the Tasman Bridge in 2021 but dropped to 24 riders in 2022 when the ferry was running. The Riawena side of the bridge experienced the largest drop in rider numbers which indicates people used the ferry to avoid the narrow and wind-exposed paths on the bridge.



Walking & Cycling for Active Transport Strategy

An updated strategy has still not been completed despite a review commencing in 2019. A submission made by Cycling South made a number of recommendations.

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 2021/22.

Hobart

The role of *Manager – Urban Mobility* was largely vacant for a portion of the financial year which reduced the resourcing available to deliver active travel projects. The separated cycleways on Campbell and Argyle Streets and Liverpool and Bathurst Streets approved for trial by Council at the meeting held on 10 May 2021 were not delivered and are expected to be installed in 2023.

Cycling projects include:

- Molle St crossing - Federal Blackspot funding was used to install traffic signals at the intersection of Molle and Collins St. Work commenced in May 2022 and they became operational in September 2022.
- Huon Road uphill sealed shoulders – Federal funding was provided to install an uphill sealed shoulders for riders.



- Macquarie Point link path – An extension from the end of the Intercity Cycleway at McVilley Drive to the Macquarie Point path allows riders to bypass the Regatta Grounds carpark.

Brighton



South Brighton Masterplan - As a result of consultation Brighton Council made 8 changes and identified 22 actions for the South Brighton masterplan which includes improved shared path connections to public open space and the surrounding area.

Glenorchy



- The Glenorchy City Heart Masterplan is focused on the central precinct between Main Road, Barry Street and Terry Street, Glenorchy. Cycling South made a submission requesting provision for active travel for visitors and employees including end-of trip facilities and links to the Intercity Cycleway.
- Derwent Park Rail Trail – Identified in the Marine and Innovation Masterplan for Prince of Wales Bay.

Clarence

- Sections of the Clarence Foreshore Trail were upgraded at 3 locations:

- Bellerive Beach Park,
- Ford Parade Lindisfarne,
- Rosny Point

The upgrades included widening the path to 2.5m and realigning in places to reduce tight corners or steep pinch points.



Kingborough



- Whitewater Creek Trail – the path has been upgraded to an all-weather 3.0m wide concrete surface
 - A new Cycling Plan was adopted. The strategy identifies a proposed cycling network with a range of infrastructure upgrades, advocacy actions, policies and programs to help make Kingborough a better place to cycle.
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- The Beach Road footpath between the Channel Hwy and Church St was widened to accommodate shared path use.

Cycling promotion activities

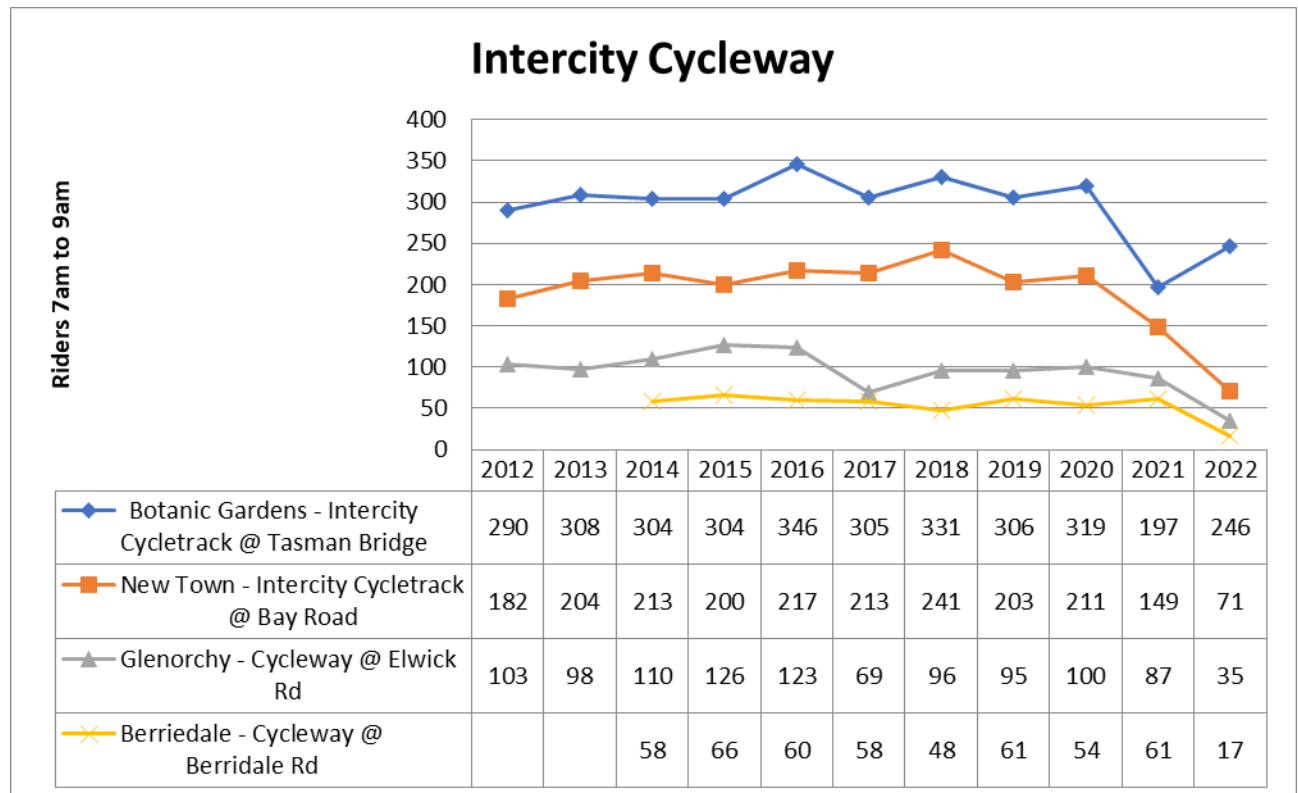
State Bike Week – March 2022

The Tasmanian Bicycle Council (TBC) coordinated the promotion of Bike Week.

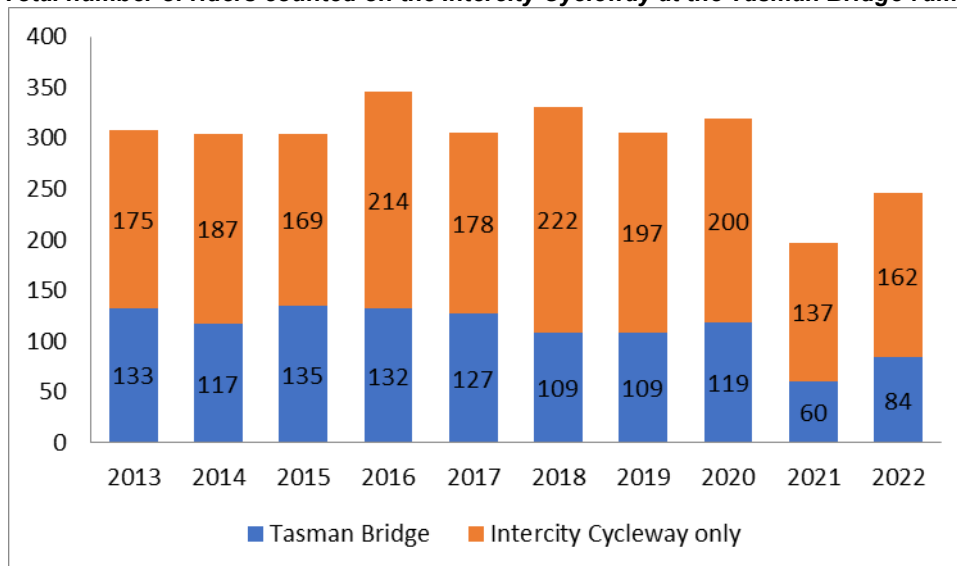
Counts program

Although recreational riding appears to have grown during COVID, the number of people counted as part of the annual commuter bike counts was significantly lower in 2022 than in previous years.

The annual counts program was carried out in March 2022 for 2 hours between 7am and 9am on 55 sites across greater Hobart. Even though the counts this year had rain overnight and up until the start of the counts, the reduction in number of people riding is most likely to be contributed by changing work and travel patterns caused by COVID. The increase in numbers at the Tasman Bridge intersection is unusual as the Tasman bridge had decreased patronage, most likely due to the Derwent Ferry operating and offering free crossings for people with bicycles.



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.

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 2022

The appointed auditor for 2021/22 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 \$9,304.38 This is made up of 3 unpaid bills - \$7,837.50 to Bicycle Network for the 2022 counts program (paid 17/8/22), \$90.00 News Ltd Mercury subscription and \$3,857.64 to Hobart Council for payroll.

Accounts receivable are \$9,724.00 which is made up of 2 outstanding invoices - \$4,682 from City of Hobart for 2021 bike counts (paid 18/7/22) and \$4,682 from City of Hobart for 2022 bike counts.

The Profit and Loss Statement shows a profit of \$5,917.72. This is a result of the Executive Officer reducing working hours from 3 days per week to 2 days.

- Contribution from Councils was \$51,000 but payroll expenses were \$40,650.99. a reduction on the previous year.

As a result, the total equity of Cycling South has increased from \$ \$17,602.35 in 2020/21 to \$23,520.07.

M.McPARLAND on behalf of ROSS GRAHAM
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 2022
Summary of the Financial Report**

The operations of CyclingSouth Inc. for the financial year has resulted in a surplus of \$5918. Income for the year totalled \$59023 and expenditure was \$53105.

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
24 August 2022

CYCLINGSOUTH INC.
INCOME AND EXPENDITURE STATEMENT
For the year ended 30 June 2022

| | 2022 | 2021 |
|--|------------------|---------------|
| Income | | |
| Grants (Local) Operating - Recurrent | 51,000.00 | 51,000 |
| Grants - Other | 8,020.00 | 7,870 |
| Interest | 3.03 | 8 |
| Other Fees and Charges | - | - |
| Total Income | 59,023.03 | 58,878 |
| Expenditure | | |
| Expenses-Miscellaneous | 66.00 | 73 |
| Accounting Fees | 930.43 | 284 |
| Audit Fees | 200.00 | 200 |
| Bank Charges | - | 1 |
| Computer Expenses | 90.00 | 1,440 |
| Consultancy Fees - Bike Counts | 7,000.00 | 7,125 |
| Entertainment Costs | 14.98 | 12 |
| Insurance - General | 168.18 | - |
| Insurance - Public Liability | 408.93 | 1,060 |
| Meeting Expenses | - | - |
| Postage, Freight and Courier | 130.91 | 124 |
| Printing and Stationery | 8.27 | 24 |
| Publications and Information Resources | 420.88 | 221 |
| Rent | 543.70 | - |
| Payroll Expenses | 411.95 | |
| Superannuation | 6,534.31 | |
| Workers Compensation | 514.66 | |
| Salaries - PAYG | 2,396.00 | |
| Salaries and Wages | 30,794.07 | |
| Total Payroll Expenses | 40,650.99 | 42,260 |
| Telephone, Fax Charges and Internet | 1,095.37 | 1,173 |
| Travel and Accommodation | 551.67 | 445 |
| Regional Bike Plan Projects | 825.00 | |
| Total Expenditure | 53,105.31 | 54,441 |
| Net Surplus/Deficit for year | 5,917.72 | 4,437 |

**CYCLINGSOUTH INC.
STATEMENT OF FUNDS
As at 30 June 2022**

| Group Funds | 2022 | 2021 |
|---|------------------|---------------|
| Fund Balances Brought Forward at 1 July | 17,602.35 | 13,165 |
| Net Surplus/Deficit for year | 5,917.72 | 4,437 |
| Total Equity | 23,520.07 | 17,602 |
| Represented by | | |
| Current Assets | | |
| Bank - Bendigo Bank | 27,503.18 | 34,822 |
| Accounts Receivable | 9,724.00 | 4,862 |
| Total Current Assets | 37,227.18 | 39,684 |
| Current Liabilities | | |
| Accounts Payable | 9,166.88 | 11,703 |
| MRTG Fund | - | 1,025 |
| GST Collected | 5,682.70 | |
| GST Paid | -1,142.47 | |
| GST Payable | 4,540.23 | 9,354 |
| Total Current Liabilities | 13,707.11 | 22,082 |
| Net Assets | 23,520.07 | 17,602 |

**AUDIT STATEMENT
CYCLINGSOUTH INC.**

Incorporation Organisation No IA08210

I have examined the records of CyclingSouth Inc. for the period ending 30 June 2022 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
24 August 2022