



ANNUAL REPORT 2024-2025

To be presented at the Annual General Meeting

**Tuesday 16 September 2025
at 4.00pm**

via Team Viewer



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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 included a key focus area, the Greater Hobart Transport Vision, to address traffic congestion in Hobart. An element of the Transport Vision was modal shift towards active transport, a core objective of Cycling South. With a change of federal government a new National Urban Policy was adopted in November 2024. It is a vision for sustainable growth in cities and suburbs that recognises the role of active transport. There was 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.



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 2024-2025 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 (Secretary)

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
Dan Verdouw

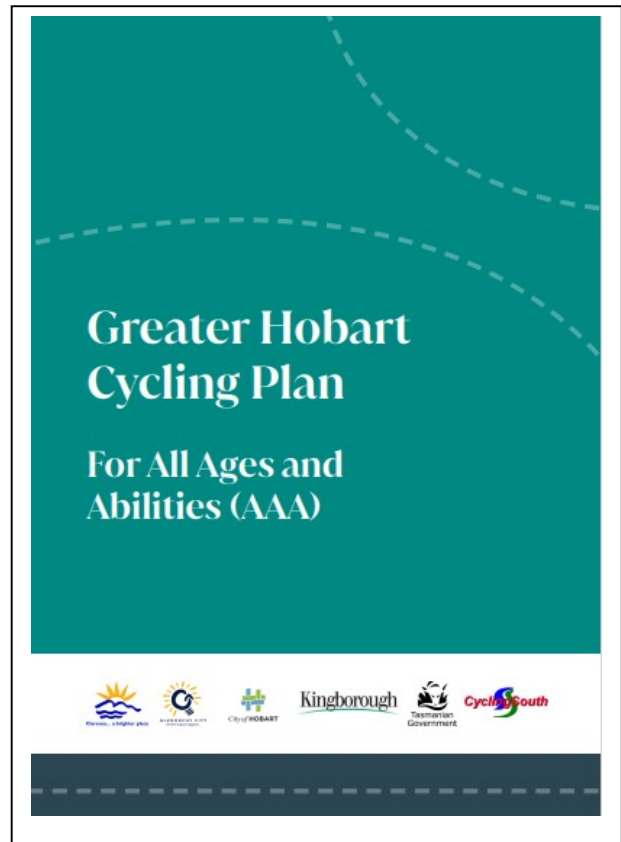
STRATEGIC OBJECTIVES

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:

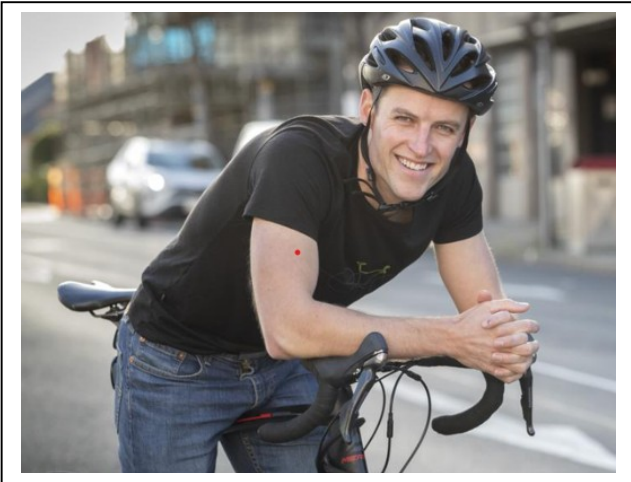
- Support Councils to implement their individual cycling plans, transport strategies and area plans.
- Research best practice, provide technical guidance and help problem-solve.
- Provide a forum for Council officers across Greater Hobart to collaborate
- Engage with media to support Council cycling 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 the Year



My first year as Chair of cycling South has been a year of ups and downs for cycling in Southern Tasmania. The start of the year saw the installation of a contentious piece of cycling infrastructure in the Collins Street project, a cheap tactical project that saw a concerted campaign from powerful people try to stop. What I learned from that project proposal, consultation and subsequent public meeting was that the silent majority support safer cycling infrastructure. In fact, recent surveys have shown support for investment in active transport in Hobart is approaching 65%. Unsurprisingly, the trial appears successful with safe infrastructure to support the 400-600 daily bike movements but still ample car parking for those who need it.

We know that building safe and comfortable active transport infrastructure is in everyone's best interest. Increasing cycling numbers improves population health and decreases spend on the

healthcare system in the long run. It improves congestion, because we all know that every cycle commuter is one less car on the road and it creates more available parking opportunity for those who need to drive. Let's not forget the \$6 that is returned to the economy for every \$1 of public money we spend on cycling infrastructure.

That's why all councils and the State Governments should continue to invest in transport choice and its why I'm so pleased to see a successful motion, started by Cycling South, to lobby the State to guarantee at least 1% of the roads budget is spent on active transport through return of the Better Active Transport Grants fund, via Hobart City Council and the Local Government Association of Tasmania. Funding certainty is key for councils to be able to effectively plan, design and deliver much needed infrastructure changes, and this is a step in the right direction.

Cycling South continues its involvement in promotion of cycling in Greater Hobart. Supporting key events like Ride to School Day and Ride to Work Day, both of which were well attended. As always, I was thrilled to make my own smoothie on the Bicycle Network smoothie bike. Behind the scenes Mary McParland and I continue to meet with stakeholders such as Bicycle Network and elected representatives to ensure we are all working toward a shared goal of providing choice in movement through infrastructure investment.

But the hard work isn't done. We still see a failure The State Governments Positive Provision Policy (Walk, Wheel, Ride Policy), which is not being

adequately applied to major projects, with the active transport components being omitted or not funded as part of the overall project budget. In addition, we saw approved projects under the Department of Transport's funding criteria rescinded through ministerial intervention such as the \$170,000 allocated to the Collins St cycleway project.

I'll finish on a positive note. Hobart's e-bike Library continues to be a massive success with the fleet of library bikes recently doubling to accommodate demand. The model has piqued the interest of other councils in Southern Tasmania who are looking at getting involved. When we work together we get the best outcomes, and this is one such example as anyone from greater Hobart can borrow a bike and see it works for them, despite the initiative being delivered by City of Hobart.



So thanks to everyone involved in continuing to show government, stakeholders and community a better way forward. A future where children, women and the elderly choose to cycle for transport because they are safe, and they feel respected and comfortable while going about their day. This years annual counts show that we are on that path with ever more women riding e-bikes to work year on year.

Thanks to the previous Chair Cr Amanda Midgley for her hard work in preceding years and ongoing representation to the group through her position on Kingborough Council. A special thanks to our executive officer Mary McParland for her knowledge, expertise, guidance and hard work on behalf of Cycling South.

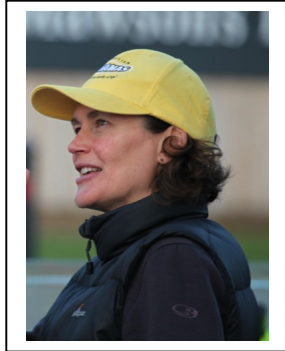
Cr Ryan Posselt
Chair



EXECUTIVE OFFICER'S REPORT

Overview of Year

The Greater Hobart Household Travel survey was released in November 2024. It found that 9.2% of people rode a bicycle in the past week and 31% of trips less than 5km are made by active transport.



After two years of State Government funding for projects across Tasmania through the Better Active Transport Grants, an extension of the program was not included in the State budget, despite a roads budget of \$1.6 billion. This is a huge blow to successful implementation of the government's own 20-year Preventative Health Strategy, which aims to encourage Tasmanians to be more active. It also impedes the Keeping Hobart Moving Plan that identifies making walking, wheeling and bike riding more accessible.

The lack of continuation of the Better Active Transport Grants stymies the transport ambitions of local councils who don't have the resources to plan significant walking and cycling infrastructure projects without the support of state government grants to help fund design and construction (usually 50% of project costs) or match federal grants. Over the past two financial years the program has supported local councils to deliver 29 projects across Tasmania, making it

easier for people to walk and ride and be active and healthy. The Cycling South Councils, through the Local Government Association of Tasmania, is lobbying for the Better Active Transport Grants to be reinstated. With a State election, there is opportunity for the budget to be reconsidered. Despite the funding setback, the state government has undertaken a number of initiatives over the past 12 months that supports active transport.

E-bike regulation review

Consultation was completed in November 2024 on proposed changes to e-bike regulations in Tasmania. Key areas considered include potential changes to power and speed limits, rider age limits, safety requirements, and where e-bikes can be ridden. The feedback is under review.

Walk, Wheel, Ride guides

Two cycling infrastructure documents were released in 2024.

- Tasmanian Walk, Wheel, Ride Policy which requires all state government projects to incorporate provision for active travel.
- Tasmanian Cycling Infrastructure Design Guide which provides guidance for designing new cycling infrastructure or to upgrade existing routes to make them suitable for All Ages and Abilities (AAA) and achieve better design outcomes that respond to the local context.

Two additional guides were drafted but have not been released.

- Tactical Cycling Infrastructure Guide for quick trials of cycling infrastructure, including products and materials to use and techniques to manage impacts and support the community during periods of accelerated change to local streets.
- Bike Parking Network Design Guidance

With the departure of the Urban Mobility Planner, who has not been replaced to date, completion and publication of these guides is unknown.

Major road projects

The State Government Walk, Wheel, Ride Policy requires provision for walking and cycling in major road projects, particularly if they are identified in a cycling strategy. Projects delivered were:

- **Davey St separated bike lane** – A separated bike lane was installed on Davey St between Sandy Bay Road and Barrack St as part of the Southern Outlet project



- **Tasman Bridge path widening** – The original proposal was deemed unfeasible and stakeholder consultation was held to determine improvements that can be made to the existing walkways, including modification to railings to increase handlebar clearance and removal of gantrys with work expected to commence in late 2025.

- **Bridgewater Bridge shared pathway** – A 3.0m wide shared pathway was included on the upstream side and was officially opened in June 2025.



- **Huntingfield Interchange – Channel Hwy at Algona Road** – A pedestrian bridge across the Channel Hwy has been included in the plans, which provides safe access from the Spring Farm residential area to the Huntingfield Park and Ride and two schools. Disappointingly the bridge was not included as part of project budget but funds intended for Round 3 of the Better Active Transport Grants were subsequently allocated.
- **Tasman Hwy causeways at Midway Point and Sorell** – Consultation was carried out on the road upgrade which included improved shared pathways on the northern side, eliminating two crossing points.

Derwent Ferry Service

Plans were released for ferry terminals at Lindisfarne and Sandy Bay which will be important to the cycling network by providing additional river crossings.

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 2024/25.

Hobart

The City of Hobart continued to deliver projects identified in the Greater Hobart Cycling Plan.

- Collins St separated bike lanes – Despite being controversial due to concerns over reduction in on-street carparking, the separated bike lanes were installed in May 2025 between Molle St and Harrington St
- Liverpool St separated bike lanes – These were installed between Campbell and Argyle St, providing a link between the inbound and outbound lanes.



Collins St separated cycleway during installation

The City of Hobart, in conjunction with Bicycle Network, introduced an e-bike library where Greater Hobart residents can borrow an e-bike for up to two weeks to see how it fits into daily life. Interest in the initiative was overwhelming and the program will likely need to be expanded to meet demand.

Brighton



A 2.5m wide shared path was constructed on Andrew Street in Brighton as part of an overall upgrade and connects to the Jordan River Bridge.

The South Brighton Specific Area Plan was adopted, which identifies active transport provision in future developments.

Glenorchy

Glenorchy City Council adopted a new cycling strategy in June 2025. Several cycling projects were also delivered.

- A new path was constructed to provide a link between the cul-de-sac on Terry St and Bowden St, Glenorchy



Shared path at Main Road, Granton

- The first stage of a new shared path was constructed alongside Main Road, Granton. This will eventually connect to the Bridgewater Bridge shared path.
- The Intercity Cycleway crossing at Mentmore St was upgraded to provide a smooth crossing.
- Ramps were installed on Bayswater Road at the Brooker Hwy intersection to provide a direct and smooth link for riders travelling from/to Lutana.

Clarence

- Clarence City Council adopted a new cycling strategy.
- Little Howrah Beach Masterplan was developed and includes an extension of the Clarence Foreshore Trail

Kingborough



Summerleas Road underpass on Whitewater Creek Trail

- Whitewater Creek Trail underpass - A new underpass was installed under Summerleas Road, eliminating a risky road crossing and creating an uninterrupted ride between the wetlands, Kingston Park and new housing developments at Springfarm.
- A link track to the sports precinct and Kingston High School, which includes a bridge over Whitewater Creek, was constructed.

Cycling promotion activities

State Bike Week – March 2025

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

Counts program

An annual 2-hour count of commuters cycling or scooting to work between 7am and 9am is carried out on the first Tuesday in March each year. For the 2025 counts, numbers have steadily increased

since COVID in all areas except for the Glenorchy Council area in the northern suburbs, which had a slight decrease from 2024.

There was an overall increase of riders in the Hobart CBD with the biggest increase in numbers on the Hobart Rivulet Track/Collins St corridor from South Hobart. There was a slight drop in numbers around UTAS Sandy Bay.

Kingborough had an increase over Bonnet Hill and at Taroona schools. On the eastern shore Clarence St and the Clarence Foreshore Trail showed an increase.

Summary

It has been a year of ups and downs. Some amazing progress has been made on delivering projects identified in the Greater Hobart Cycling Plan. The State Government and their Urban Mobility Planner, Dusty Moore, produced valuable guidelines for cycling infrastructure and supportive strategies. The Cycling South member council updated or produced their own cycling or active transport strategies, with Kingborough, Glenorchy and Clarence having adopted their plans and Brighton and Hobart in the process of completing theirs.

A strong driver for implementing the plans was the Better Active Transport Grants Program, which disappointingly has not been funded and is not viewed as an essential operating component of the state transport budget. Getting active transport funding reinstated will be a priority for Cycling South over the next year.

I would like to recognise the support of Hobart Council who manage the Cycling South payroll and to thank Glenorchy City Council's subsidised office space at the Glenorchy pool for the past 20 years, which has come to an end with the refurbishment of the Glenorchy pool.

Finally, 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. In particular I would like to thank Cr Ryan Posselt for filling in the role of Chair and Alison Hetherington from Bicycle Network for contributing her knowledge and skills.

MARY McPARLAND
Executive Officer

FINANCIAL RECORDS

NOTES TO AND FORMING PART OF THE ACCOUNTS **FOR THE YEAR ENDED 30 JUNE 2025**

The appointed auditor for 2024/25 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 \$2,145.02. This is made up of 5 unpaid bills - \$345 to City of Hobart for payroll software fees and \$1,512.21 for payroll, \$74 and \$124.18 to Creative Accounting for managing payroll and \$120.99 for Telstra mobile.

Accounts receivable are \$5,280 which is made up of 1 outstanding invoice for City of Hobart for annual bike counts.

The Profit and Loss Statement shows a profit of \$3,775.23. This is a result of the increase in contributions from Councils to \$59,000. Payroll expenses were \$50,740.36. The total equity of Cycling South has increased from \$ 7,699 in 2023/24 to \$ 11,474.07.

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 2025
Summary of the Financial Report**

**The operations of CyclingSouth Inc. for the financial year has resulted in a surplus of \$3775.
Income for the year totalled \$67255 and expenditure was \$63480.**

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', with a long horizontal flourish extending to the right.

Peter Franklin Auditor
18 July 2025

**CYCLINGSOUTH INC.
INCOME AND EXPENDITURE STATEMENT
For the year ended 30 June 2025**

	2025	2024
Income		
Grants (Local) Operating - Recurrent	59,000.00	52,000
Grants - Other	8,250.00	7,870
Interest	4.90	5
Total Income	67,254.90	59,875
Expenditure		
Expenses-Miscellaneous	76.30	71
Accounting Fees	227.26	299
Assets Purchased	430.00	-
Audit Fees	200.00	200
Computer Expenses	99.09	99
Consultancy Fees - Bike Counts	7,950.00	7,800
Entertainment Costs	15.23	8
Insurance - General	170.00	-
Insurance - Public Liability	328.11	-
Postage, Freight and Courier	164.54	158
Printing and Stationery	2.73	19
Publications and Information Resources	652.71	655
Rent	-	583
Payroll Expenses	1,891.44	
Annual Leave	-3,109.46	
Long Service Leave	971.03	
Superannuation	5,188.52	
Workers Compensation	518.90	
Salaries and Wages	45,279.93	
Total Payroll Expenses	50,740.36	49,016
Sundry Expenses	20.00	-
Telephone, Fax Charges and Internet	1,370.41	691
Training and Development - Staff	54.55	-
Travel and Accommodation	978.38	141
Total Expenditure	63,479.67	59,741
Net Surplus/Deficit for year	3,775.23	134

**CYCLINGSOUTH INC.
STATEMENT OF FUNDS
As at 30 June 2025**

Group Funds	2025	2024
Fund Balances Brought Forward at 1 July	7,698.84	7,564
Net Surplus/Deficit for year	3,775.23	134
Total Equity	11,474.07	7,699
Represented by		
Current Assets		
Bank - Bendigo Bank	32,457.83	35,513
Debit Card - Bendigo Bank	500.00	-
Accounts Receivable	5,280.00	-
Total Current Assets	38,237.83	35,513
Current Liabilities		
Accounts Payable	2,145.02	1,542
MRTG Fund	1,133.00	1,133
GST Collected	6,725.97	
GST Paid	-1,493.84	
GST Payable	5,232.13	4,747
Accrued Annual Leave	681.20	3,791
Accrued Long Service Leave	17,572.41	16,601
Total Current Liabilities	26,763.76	27,814
Net Assets	11,474.07	7,699

**AUDIT STATEMENT
CYCLINGSOUTH INC.**

Incorporation Organisation No IA08210

I have examined the records of CyclingSouth Inc. for the period ending 30 June 2025 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
18 July 2025