



# ANNUAL REPORT 2022-2023

Bicycle New South Wales Incorporated  
ABN: 26 511 801 801



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## ACKNOWLEDGEMENT OF COUNTRY

Bicycle NSW would like to acknowledge and pay respect to the past, present and future Traditional Custodians and Elders of this Country and their continuing connection to the land on which we ride. As bicycle riders we see so many parts of this state and we know and feel this connection to the land. We understand the importance of maintaining and enhancing our environment for current and future generations.

## WHO WE ARE

Bicycle NSW is the peak advocacy body for bicycle riders in NSW, we have been dedicated to representing NSW bicycle riders since 1976.

### Our Mission

**“Creating a better environment for all bicycle riders”**

Bicycle NSW seeks to bring about a change in the cultural and behavioural stance in support of mainstream bicycle use. Bicycle NSW also advocates for improvements to the built environment to allow a bicycle to be used as a viable and safe transport option.

### What We Believe

**Bicycle riding is inclusive** – anyone can do it, at any age, anywhere, regardless of physical ability or condition. As a transport option it supports all mobilities, low income and the vulnerable.

**It is good for the individual** – for physical and mental health, social benefits and cost-effective transport.

**It is good for the community** – less congestion, accidents, costs for health management.

**It is good for New South Wales, Australia and the world** – bicycle riding is zero carbon emissions.

### Environmental Trust

The Bicycle NSW Environmental Trust was established in 2003 to promote bicycle riding as an environmentally beneficial means of transport. The Trust enables supporters of Bicycle NSW to make tax free donations, which can be accessed for specific advocacy programs.



Photo right: Peter McLean CEO of Bicycle NSW joined The Hon. Rob Stokes, MP for the launch of a new pedestrian and cycling bridge over Manly Lagoon at Queenscliff. (pictured far right: The Hon. Rob Stokes, MP with Peter McLean.)

# BOARD MEMBERS



Melinda Tarrant  
Chair Audit and Risk  
Committee



Royce Michael Lee  
Vice President



Darryn Capes-Davis  
Secretary



John Hawkins  
Chair Advocacy Committee  
Audit and Risk Committee



Dr Katie Banerjee  
Advocacy Committee



Dr Anne Grunseit  
Advocacy Committee



Michael Corboy APM  
Advocacy Committee



Gary Peacock  
Audit and Risk  
Committee



Raff Del Vecchio  
Audit and Risk  
Committee

### Advocacy Committee

- Steven Head
- Natalie Cleary
- Peter Lee
- Sam Reich

## BICYCLE NSW TEAM



Peter Mclean CEO



Loretta Fong  
Chief Financial Officer



Francis O'Neill  
Head of Advocacy



Sarah Bickford  
Active Transport  
Planner



Loni Pettett  
Marketing and  
Communications Specialist



Annabel Coddington  
Membership  
Coordinator



Dominic Nevin  
Campaign Officer



## PRESIDENT'S MESSAGE

### Welcome to the 2022/2023 Bicycle NSW Annual Report.

The past year has seen many positive results from the investments we have made into resources, expertise and partnerships as we continue to realise our ambitious goals from the Strategic Plan. *The new team led by our excellent CEO Peter McLean has worked tirelessly to influence a range of developments across Sydney and the greater NSW regional areas, delivering more effective advocacy work than we have seen before.*

The year has also seen us dealing with a number of significant challenges including a change of state government and the cost of living and inflationary pressures impacting upon Members and membership numbers. I would like to thank all our Members for continuing to support us to advocate on your behalf for improvements in cycling infrastructure, investment, safety and accessibility. I also thank those of you who were able to encourage your friends, family and fellow riders to join us in these efforts.

This is the first full year working on our current Strategic Plan and with the new management team in place. I am pleased that we have made good progress across all 5 key focus areas:

**Advocacy** - Our output in advocacy activities continues to grow significantly with a further 33 % increase in submissions on major and minor projects across the state. Bicycle NSW has been sought for comment on a range of issues including the Sydney Harbour Bridge, even gaining support from an historically anti-cycling 2GB.

**Community Partnerships** - Our engagement with Better Streets has resulted in significant new donor support to drive a strong pre-election campaign and focus on riding within local communities.

**Member Engagement** - While membership retention was positive, overall we had a small reduction in membership numbers despite the implementation of a new database system. We are actively working on this opportunity for next year. We welcomed a new Bicycle User Group Gundagai Rail Trail Supporters Group. We also conducted our first face to face Ride Leader training in 4 years.

**Governance** - We welcomed 2 new Board members, long term member Gary Peacock and Leigh Davidson from Legal Compensation partner Advantage Legal and look forward to working closely with both of you to benefit from your areas of expertise. To our departing Board member and Chair of the Audit & Risk Committee, Raff del Vecchio, I thank you very much for your time, input and commitment to the Board over several years. I wish you all the best and hope that you continue to be involved in the riding community.

**We Ride Together** - We developed closer engagement and collaboration with other bicycle organisations at state and national levels, with a regular monthly forum to share ideas, challenges and to identify ways to support each other and amplify our shared messages.

We are pleased to report a small consolidated surplus this year, despite a reduction in membership revenue. This was mainly due to a generous donation to the Environmental Trust and from developing a number of new sources of revenue to reduce our reliance on membership fees. These revenues have funded a new range of activities including meeting with over 50 members of NSW state parliament, initiatives with Better Streets, e-bike trial rides and social rides which will continue to ensure Bicycle NSW remains close to Members, Bicycle User Groups and key stakeholders. Insurance costs continue to rise despite lower claims last year (which thankfully means less Members being injured while riding) and will remain a key focus area as our Members' feedback is that this remains an important value of membership, in addition to the advocacy.

We wish to recognise the contributions of our key supporters and partners, including donors to the Environmental Trust, Allens, Advantage Legal, Pitcher Partners, TrueVote, 99 Bikes and V-Insurance. Your support enables us to continue to promote the interests of all bicycle riders in NSW.

It has been an honour to have been President of Bicycle NSW for the past 2 years and I look forward to continuing to serve the organisation during my next 3 year term. It has been a privilege working together with the other hard working volunteer Board Members, all of whom are very busy people who find space in their busy lives for this deserving organisation.

*Melinda Tarrant*  
President

### Strategic Plan Key Focus Areas

1. Advocacy
2. Community Partnerships
3. Member Engagement
4. Governance
5. We Ride Together - industry collaboration



The winning Sydney Harbour Bridge ramp design by ASPECT Studios from above, showing the gentle curve that allows the entrance of Milsons Point Station to breathe. (Source: ASPECT Studios)



## CEO'S MESSAGE

*A successful grass roots peak advocacy body like Bicycle NSW is nothing without many loyal Members, a volunteer board, great staff and, engaged bicycle user groups.* Thank you to each and every one of you for making 2022/23 a success. Thank you to our former employee Dominic Nevin for all his hard work and thank you to our current NSW dedicated employees Loretta, Sarah, Francis, Loni and Annabel for your incredible contributions and ongoing hard work into 2023. We must also not forget the ongoing commitment and dedication of our many volunteers who have helped in various capacities throughout the year. I would like to highlight a special thank you to so many Spring Cycle event volunteers who were the leading and silent force behind the success of the Spring Cycle 2022.

As the only bicycle advocacy group based in NSW with full time staff advocating every day for all riders, Bicycle NSW has been working hard to create a safer riding environment.

Please look at the advocacy, membership and communications sections of the annual report for further details, however our general highlights and impact in 2022/23 are:

### Highlights in 2022/23

1. 64 media interviews
2. 315 meetings with NSW MP's, government executive, & Councils
3. 5 Conferences & Expo Presentations
4. Over 5,000 hours of dedicated advocacy work
5. Diversifying revenue streams
6. Policy change
7. 116 local issues actioned
8. Strongly enhanced governance focus





1. 64 media interviews and appearances on topics including the Sydney Bridge ramp, rail trails, road rules and bicycle infrastructure across all major television, radio and newspaper outlets to advocate for better bicycle riding outcomes in NSW.

2. 315 on ground meetings with NSW MP's, government executive, NSW Councils focused primarily on infrastructure requirements, best practice design and education to improve bicycle safety and access for all riders.

3. Presentations at 5 Conferences and Expo's to speak on topics including behaviour change, bicycle economics and e-bikes.

4. More than 5,000 hours of dedicated advocacy to creating a better a riding environment in NSW.

5. Diversifying revenue streams through new income sources for Bicycle NSW which included new sponsorship income, Council membership income, service delivery income and philanthropic income.

6. Policy change with the successful campaigning by Bicycle NSW and parliamentary adoption of the Transport Administration Amendment (Rail Trails) Bill 2022 and amendments to NSW Government grants to councils which holds them to account if they remove infrastructure.

7. 116 local issues actioned and resolved by Bicycle NSW for Members across NSW. These ranged from minor road issues, bollards and crossings through to network prioritisation and helping to defend legal matters.

8. Bicycle NSW strongly enhanced our governance focus by a introduced or updated the delegations policy, risk management framework, compliance register, cyber risk analysis and governance calendar.

Thank you to everyone who donated to the Bicycle NSW Environmental Trust. In 2022/23 the Trust received a record amount of donations which were allocated to crucial advocacy projects across NSW. These donations varied from many smaller and regular donations throughout the year to a few large donations from some very generous and highly engaged benefactors including the Whittingham Family. We sincerely appreciate their generosity and we are pleased to have utilised those funds for new projects and initiatives.

Fun and safe riding.  
*Peter McLean*  
CEO



Fiona Campbell, Manager of Cycling Strategy, City of Sydney (left) and Better Streets riders demonstrating the call for more bike lanes across NSW (Photo Better Streets NSW)

## ADVOCACY

For 47 years Bicycle NSW has been committed to on-the-ground advocacy to make bicycle riding safer for riders of all ages and abilities in NSW. No other organisation works at the frontline of infrastructure and policy delivery in this beautiful state.

The advocacy work at Bicycle NSW is led by Francis O'Neill, Head of Advocacy, and Sarah Bickford, Active Transport Planner, in close collaboration with Bicycle User Groups (BUGs) across the state. Advocacy is guided by the Advocacy Committee and is chaired by John Hawkins.

We work very closely with all levels of government, develop grassroots and high-level campaigns on policy and strategy, expose poor planning decisions, and continually fight for improved infrastructure, legislation and culture. As always, the compilation of valuable [submissions](#) to advance better outcomes

for all bicycle riders is at the heart of our work. Our politicians are passionate about the health and wellbeing of their communities - and active transport is critical. The Coalition Government demonstrated a very supportive approach to active transport under the leadership of the first Minister for Active Transport, Rob Stokes. Important planning strategies were released - a new [Future Transport Strategy](#), the [Strategic Cycleway Corridors Program](#) and the [Active Transport Strategy](#). This momentum must continue throughout the next four years.

Bicycle NSW has regular meetings with senior ministers in the NSW Labor Government including Hon. Jo Haylen, the new Minister for Transport. The Minister is a cargo bicycle-riding mother of young children and acutely aware of the barriers that must be addressed.



The group at the Rozelle Interchange Community Information Centre - Sarah Bickford and Francis O'Neill of Bicycle NSW, John McNeil, Neil Tonkin and Bob Moore of Inner West Bicycle Coalition, James Challoner and Netta Kovach of TfNSW, and Elke, Carla and Gemma of John Holland (Image: Bicycle NSW)



## Our Key Policy Campaigns

In late 2022 Bicycle NSW embarked on a collaboration with the newly-launched [Better Streets coalition](#) to amplify our call for safer, healthier, quieter, leafier and more sustainable streets.

These themes aligned with our [2023 NSW State Election Campaign](#) which asked for safe streets to school, a doubling of the active transport budget, 30km/h zones on suburban streets and [improved minimum passing distance](#) education and enforcement.

We worked with the BUGs to write to all incoming and returned MPs to arrange a face-to-face meeting. These meetings are on-going and provide a great opportunity to build relationships for the next 4 years and discuss how we can work together to accelerate the roll-out of active transport projects and Better Streets in each electorate.

Bicycle NSW and Better Streets recently teamed up to push the NSW Labor Government [to fund transformational change](#) to our transport system in the September budget. A true paradigm shift is needed to meet the active transport goals set out in the [Active Transport Strategy](#). Bicycle NSW continues to advocate for [better, safer infrastructure](#) to reduce car dependency and [e-bike subsidies](#) to tackle congestion, improve our health and protect the climate. Our [submission](#) to City of Sydney's Electrification of Transport Strategy called for a stronger commitment to growing the mode share of e-bikes and electric micromobility.

Following our contribution to the [joint submission](#) to the National EV Strategy with Australia's peak active transport groups, Bicycle NSW prepared a [response to the NSW EV Strategy](#). We urged the State Government to include e-bikes, e-cargo bikes and other emerging forms of micromobility in any strategy to incentivise the electrification of the transport sector.

Another important state-level submission was to the [EPA Climate Change Policy](#). The policy and associated Action Plan take crucial steps to regulate CO2 emissions from regulated industries but fail to tackle transport emissions, despite transport accounting for 20% of NSW emissions. This share is growing, and [Australia remains a dumping ground for dirty cars](#).

However, '[motonormativity](#)' is a heavily invested emotional state that conditions us to make leaps of logic and accept the unacceptable when it comes to cars.

Streets have become car-centric rather than walkable, liveable places due to the lack of safe infrastructure. To compound the problems, Australian traffic laws are [fatally flawed](#) when it comes to collisions between vulnerable road users and motor vehicles.

Active transport is a fundamental environmental and human right. Bicycle NSW's core advocacy focuses on policy changes that would drive the transformation of our dangerous streets. We ask that governments accelerate the introduction of 30km/h zones, cut the active transport red tape, legislate for changes to presumed liability and enforce the Road User Space Allocation policy with its transport hierarchy that puts pedestrians first in every infrastructure decision.

Ongoing campaigns urge [changed signal phasing](#) to prioritise active travel and action on [police bias against bicycle riders](#). We stepped up our [safety campaigns](#) with a push to reboot [MPD](#) education and enforcement, and eliminate [unnecessary bollards](#) that put bicycle riders at risk.

Have you noticed how [mainstream media headlines](#) so often fan the flames of bikelash - even when the article itself is reasonably balanced? An effective Bicycle NSW campaign uses [social media posts](#) to elevate bicycle-friendly businesses in fraught locations such as Milsons Point to keep the conversations positive. A similar strategy aims to alleviate concerns associated with the [Oxford Street and College Street](#) cycleways.

Campaigning on blind spot detection technology over many years has resulted in this critical safety technology being a key tendering requirement for the procurement process of thousands of new Buses in NSW. This will see vulnerable road users better protected and lives will be saved.

Finally, Bicycle NSW continues to support the development of rail trails. The [Northern Rivers Rail Trail](#) has opened to great enthusiasm, providing more impetus for our campaigns to build [rail trails](#) and allow [bikes to be rolled onto trains](#). We collaborated with Rail Trails for NSW, Cycle Safe Bathurst and Central West Rail Trail Committee to draw attention to the fact that [boxing bikes is bad for the bush](#).



## Infrastructure Projects

Road space reallocation is at the centre of our campaigns for better outcomes from infrastructure projects. [Sydney's stroads can be revitalised](#). It is essential to capitalise on the new motorways that promised to put traffic underground and put Victoria Road and Parramatta Road on a 'road diet' to make room for wider footpaths, new trees, new pedestrian crossings and safe, separated cycleways.

There is a risk the [Rozelle Interchange project](#) will not deliver the long-awaited boulevard on [Victoria Road](#). We continue to lobby the Roads and Transport Ministers to progress the plans set out in the Rozelle Masterplan. At a minimum, a low-cost interim solution using concrete barriers and planters must be in place to constrain traffic growth before the Iron Cove Tunnel opens open.

The flow on impacts from the WestConnex project are being felt well beyond Rozelle. More motorway 'upgrades' will separate suburbs, destroy trees and direct more cars into the city. Bicycle NSW refuses to engage in this [magical thinking](#), disproven since the 1960s, that with wider roads, traffic will flow and all will be well.

On the north side of the harbour, the work to widen the Warringah Freeway and build the Western Harbour Tunnel connection to Rozelle [has let down bicycle riders](#). These projects have destroyed active transport links and the proposed replacements are disconnected. Our relentless advocacy for an integrated cross-agency approach led to ministerial intervention and a series of productive workshops on the future active transport network. Major submissions for the Warringah Freeway's [Place, Design and Landscape Plan](#) and [Active Transport Network Review](#) and [letters to ministers](#) to ask that priority cycling routes identified in the new Active Transport Network Review are included in the project scope.

We tried hard to urge decision makers to halt plans to increase the capacity of the [Western Distributor](#) and redirect funding into active transport projects. Sadly, this project is still slated to proceed.

There is better news at Milsons Point – after 40 years of advocacy, the REF for the [Sydney Harbour Bridge ramp](#) is has been published and construction should be underway soon. Our very positive December 2022 [submission](#) was shared widely and we campaigned hard for Members and friends to support the delivery of this long-overdue project. Heritage approval in March 2023 was another step in the process to deliver a safe and accessible alternative to hauling your bicycle up 55 steps to reach the bridge cycleway from Milsons Point.

[Oxford Street has seen better times](#). The proposals by Transport for NSW to reduce the number of vehicle lanes to make room for pedestrian and cycling facilities are really exciting. This is a chance to create a healthier, happier and livelier Paddington after 80 years of car-centric planning The reconfiguration will reduce the dominance of traffic and improve amenity and access for everyone. [Doctors are backing the call](#) for a safe cycleway and upgraded pedestrian realm – active transport [is a miracle pill!](#) We have joined forces with the wonderful BIKEast advocates to champion a [better Oxford Street](#).

In addition, we won the fight to preserve the [Moore Park cycleway](#) for another 3 years, and now urge NSW Government to make it permanent after the completion of the Oxford Street cycleway. Both corridors are essential to the growing active transport network. We investigated [the real reasons](#) why Sydney Football Stadium want the Moore Park Road facility ripped out now.

We exposed the poor decision making and now all NSW government grants include a new clause for councils to potentially repay the grant if the infrastructure is removed.

It is very exciting to see progress on the plans to extend the [Parramatta Light Rail](#) to the Olympic Peninsula, with two new active transport bridges slated to cross the Parramatta River. Our [submission](#) reflects on the mistakes made during the construction of Stage 1, and makes recommendations for Stage 2. [We wrote to the new Transport Minister](#) to ensure that such city-shaping infrastructure delivers optimal outcomes for bicycle riders.

Over in Sutherland, TfNSW hosted workshops to discuss relocating sections of the [Sutherland to Cronulla Active Transport Link](#) back in the rail corridor – a big step forward from the 'preferred alignment' sent last year. Stage 2 East is under construction and Stage 3 is currently being designed by a fresh team of consultants.

There is a raft of other major infrastructure projects under our watch. These include M7, M12, [M6](#), Sydney Gateway, Sydney Metro and Mulgoa Road. As always, Bicycle NSW attended regular briefings and construction meetings to ensure that the very best outcomes are delivered for bicycle riders.

## A Huge Range Of Submissions

We wrote at least [60 submissions](#) on local and state government plans and strategies. We filled in dozens of surveys, added comments to interactive maps and penned many letters to decision makers.

There were several local government active transport strategies. Bicycle NSW is very supportive of the [draft Inner West Cycling Strategy](#) which aims to deliver a safe network for bicycle riders of all ages and abilities. We wrote detailed feedback on the [Draft Woollahra Active Transport Plan](#), the [Cumberland Active Transport Strategy](#), the [Parramatta Bike Plan](#), the [Bayside draft Bike Plan](#), and [City of Sydney Access Strategy](#). All had much to commend but we made many recommendations for the final documents.

We covered the [draft Mosman Walking and Cycling Strategy](#) which sets out tentative directions for the next 5 years but lacks ambition and exposes Council's great reluctance to disrupt the status quo of entrenched car-dominated transport. The [Draft South East and Tablelands Regional Transport Plan](#) has good elements but we highlighted how many imminent investments involve road 'upgrades' which prioritise the speed and volume of vehicle travel.

A masterplan for [Rozelle Town Centre](#) was excellent and proposed significant reallocation of road space on Victoria Road and Darling Street to for walking, cycling, landscaping and public space. The [Maroubra Junction Public Domain Plan](#) submission supported the proposed cycleways and public

space upgrades. Sadly, councillors in Randwick voted to delete an [important cycleway](#) before their active transport strategy could see the light of day.

We wrote many shorter submissions supporting important stretches of separated cycling infrastructure – for example, between [Glebe and Ultimo](#) and [College and King Streets](#) in central Sydney, at [West Street, North Sydney](#), [Curlewis Street, Bondi](#), [Birrell Street, Waverley](#) and [Maud Street, Newcastle](#).

In the Inner West, there is exciting progress on the [GreenWay Missing Links](#) and in Wollongong we urged councillors to make several innovative [pop-up cycleways permanent](#).

Back in Sydney, a submission on the [M6 Stage 1 active transport corridor](#) amplified long-term BUG advocacy for the project to deliver a new bridge across the Cooks River to replace the treacherous shared path on the Giovanni Brunetti Bridge. This important connection was stressed again in feedback to the [Cooks Cove Planning Proposal](#).

Finally, thank you to our Members and friends for the regular emails highlighting concerns with infrastructure, policy or safety. We are pleased to receive this information so we can help to resolve your issues and engage with councils and politicians in your area. We are much stronger when we work together.



Bicycle NSW CEO Peter McLean, Active Transport Planner Sarah Bickford, Bicycle NSW and David Thomson, Advocacy Coordinator at Bike North met with Matt Cross MP to discuss active transport.

Photo: Bicycle NSW



Bicycle NSW CEO Peter McLean, joined Minister Rob Stokes in February 2023, in announcing the Strategic Cycling Corridors for Greater Sydney at Tallawong Station. Photo: Bicycle NSW

## OUR MEMBERSHIP

Members are the backbone of Bicycle NSW. They allow us to advocate effectively for all riders in NSW so that Members and non-Members alike benefit from our work.

Bicycle NSW Members are a diverse mix of enthusiastic bicycle users. All ages, backgrounds, interests and riding abilities are represented including BUG Members, recreational cyclists, families, commuters and occasional riders. Membership categories are designed to cater for all rider preferences with Household Membership being ideal for nurturing families and younger riders.

Household memberships continue to be the largest membership category representing two thirds of the total membership base of approximately 12,000 Members.

### Key Achievements:

#### Spring Cycle 2022

Bicycle NSW had the honour of hosting the Spring Cycle event again on 16th October 2022. We were blessed with fabulous weather and no accidents. With a total of 4182 participants and 162 taking out a new Bicycle NSW membership with their entry, it is safe to say the day was a great success and lots of fun was had by all.



Member Surveys

#### New Membership database

After lots of feedback from our Members and inhouse research, in June 2022 our new membership database was implemented. Over the last 12 months we have mastered the logistics of the advanced system and can now benefit from the additional features and benefits it provides. It's interface enables a superior user experience and houses a myriad of essential data such as past and current invoices, Member details, contact notes and expiry dates in one place.



Member Satisfaction

#### New Membership Coordinator

Annabel Coddington was appointed as the Bicycle NSW Membership Coordinator in July 2022. During her first year she has been an integral part of the team assisting in implementing an advanced CRM and a range of critical tasks ensuring our Members have a happy experience every time. Annabel has taken her first year in her stride and has great plans to grow our Membership and the organisation in the future. One of her key strengths is in connecting with each and every Member of Bicycle NSW and she is always happy to help with any enquiry.



Ride Leader Training

### Future Plans for Growth:

**More Member surveys to determine exactly what our Members need.** With the addition of the new database, there is much greater capacity to communicate with our Members via an advanced inbuilt email feature. Bicycle NSW will have the ability to send an increased number of specific Member surveys across a variety of Member groups and, with insights gained, continue to satisfy our Members.

**Ride Leaders are a fundamental component of Bicycle NSW** and our Bicycle User Groups (BUGs). Highly experienced, their role is to map out and lead safe and enjoyable group rides around NSW. During Covid-19 our Ride Leader training days had to be put on hold and a self driven course was created to minimise contact. Now that the world is back to "normal" we are planning to bring back our one day Ride Leader training courses. The first successful course was held on Sunday 13th August 2023 with more planned in the near future.

# COMMUNICATIONS

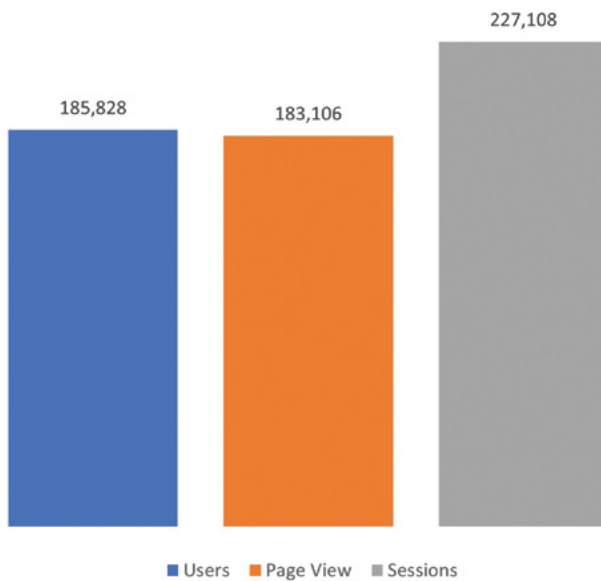
[Sydney Harbour Bridge Ramp](#), [Out With Boxing Bikes](#) and [Build a Better Oxford Street](#) were communication pieces that resonated well with our audience, with the latter two generating over 5747 petition signatures. Traffic reports across multiple platforms provided valuable data into the types of content and storytelling that will continue to lead the team’s objective to grow our audience and, increase awareness and consideration of riding and cycling.

Our website is a key conduit for our communications with Members and supporters. In the last 12 months, there were over 227,108 interactions.

Social media followers increased by 6.3% in that same period, with a combined total of 25,876 followers across all channels. 55% are Facebook followers.

## Our Engagement

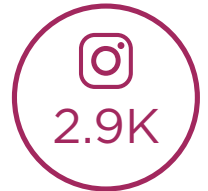
### Website Traffic Summary Jul22-June23



Facebook



Strava



Instagram

## Communication with our Members and Supporters

Over the financial year Bicycle NSW produced over 60 advocacy submissions, published over 111 news articles on a broad range of topics and compiled 24 editions of our fortnightly Members and E-News newsletters. Our stories were read over 281,545 times

### The most popular stories were:

Buying a bike for children - 25,168 views

What to pack when going out for a bike ride - 7,753 views

Recycling bikes in NSW - 6,989 views

10 Top Bikes Bike Rides in NSW - 6,134 views

Preventing Bike Thefts - 4,744 views



Twitter



LinkedIn

## BICYCLE USER GROUPS

The first 'in person' Ride Leader training day for four years was held earlier this year and was a great success.

9 candidates were put through their paces by 4 Master Ride Leaders and around 20 volunteers from Bicycle User Groups. Participants travelled from Newcastle, the Blue Mountains and all points between.

Our Ride Leaders and Master Ride Leaders are highly skilled and well respected by the Bicycle NSW community. They volunteer to lead hundreds of rides every year. Thank you all!

Our affiliated BUGs do extraordinary work for the bicycle community annually. Their direct input has also been invaluable in helping to raise our awareness of bicycle riding related infrastructure projects, proposals, submissions and concerns throughout NSW. Without their intimate knowledge of local riding areas, we would not be able to have had so many positive and safe outcomes in creating a better environment for all bicycle riders. They truly form a crucial network of communication between the needs of the riding community and advocacy groups. Together we will continue to make the change that is needed.

### Affiliated Bicycle User Groups

Albury-Wodonga Pedal Power Incorporated  
ARTcycle Incorporated  
Ashfield Bicycle User Group Incorporated  
Bega Tathra Safe Ride Incorporated  
Bike Leichhardt Incorporated  
Bike Marrickville Incorporated  
Bike North Incorporated  
Bike South West Incorporated  
BIKEast Incorporated  
CAMWEST Bicycle User Group Inc  
Canada Bay Bicycle User Group Incorporated  
Central Coast Bicycle User Group Incorporated  
Central Coast Touring Cycle Club Inc  
Coffs Harbour Bicycle User Group Incorporated  
Cootamundra Bicycle User Group Incorporated  
Dorrigo Urunga Bellingen Bicycle Users Group (Dubbug) Incorporated  
Dubbo Bug Incorporated  
Eurobodalla Bicycle User Group Incorporated  
Gundagai Rail Trail Supporters Group Incorporated  
Guyra Cycling Community Incorporated  
Illawarra Bicycle Users Group Incorporated  
Kiama Bicycle User Group Incorporated  
Kiama Touring Cyclists Incorporated  
Liverpool Bicycle Users Group Incorporated  
Newcastle Cycleways Movement Inc  
Northern Beaches Bikers Incorporated  
Orange Bicycle Users Group (BUG) Incorporated  
Ride Blue Mountains Inc  
Riverina Highlands Rail Trail Incorporated  
Shoalhaven Bicycle User Group Incorporated  
St George Bicycle Users' Group Incorporated  
St Ives Cycling Bicycle User Group Incorporated  
Sydney Spokes Incorporated  
Western Sydney Cycling Network Incorporated



## KEY PARTNERSHIPS AND SUPPORTERS

We recognise and are grateful for the vast contributions from:

### Key Partners

Advantage Legal

Allens Linklaters

CSM

The Council of the City of Sydney

Transport for NSW

Transport Mutual Credit Union

Sydney Olympic Park Authority

HelloRide

### Charity Partner

Bicycle NSW Environmental Trust

### Life Members

Jenny Burn

John Cooper

Graeme Edwards

Daniel Endicott

Sue Holliday

Neil Irvine

David Kelly

Jon Leighton

Ian Macindoe

David Martin

Alethea Morison

John Richardson

Alex Unwin

### Major Donors

The Whittingham Family

## FINANCIALS

### CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME FOR THE YEAR ENDED 30 JUNE 2023

	2023	2022
	\$	\$
<b>Revenue and other income</b>		
Revenue from contracts with customers	826,904	877,320
Donations	404,411	15,820
Other revenue	-	-
Other income	<u>12,467</u>	<u>3,096</u>
	<u>1,243,782</u>	<u>896,236</u>
<b>Less: expenses</b>		
Materials, campaigns, programs & other expenses	(42,157)	(80,235)
Depreciation and amortisation expense	(31,543)	(37,488)
Employee benefits expense (Advocacy, Membership & Other)	(654,168)	(533,383)
Occupancy expense	(563)	(2,042)
Advertising	(147,712)	(13,399)
Leasing costs - interest	(1,356)	(2,088)
Insurance expense (predominantly for Member premiums)	(262,073)	(262,537)
Finance and administration	<u>(25,365)</u>	<u>(15,039)</u>
	<u>(1,164,947)</u>	<u>(946,211)</u>
<b>Surplus / (deficit) from operations</b>	78,845	(49,975)
<b>Other comprehensive income for the year</b>	<u>-</u>	<u>-</u>
<b>Total comprehensive income</b>	<u><u>78,845</u></u>	<u><u>(49,975)</u></u>

**CONSOLIDATED STATEMENT OF FINANCIAL POSITION**  
**AS AT 30 JUNE 2023**

	2023	2022
	\$	\$
<b>Current assets</b>		
Cash and cash equivalents	743,744	911,612
Receivables	28,780	1,366
Other financial assets	254,238	12,320
Other assets	<u>18,222</u>	<u>18,182</u>
<b>Total current assets</b>	<u>1,044,984</u>	<u>943,480</u>
<b>Non-current assets</b>		
Other financial assets	-	-
Intangible assets	1	1
Lease assets	22,447	48,154
Property, plant and equipment	<u>5,241</u>	<u>5,414</u>
<b>Total non-current assets</b>	<u>27,689</u>	<u>53,569</u>
<b>Total assets</b>	<u>1,072,673</u>	<u>997,049</u>
<b>Current liabilities</b>		
Payables	49,366	68,436
Lease liabilities	24,927	26,586
Provisions	81,833	42,587
Other liabilities	<u>426,646</u>	<u>425,984</u>
<b>Total current liabilities</b>	<u>582,772</u>	<u>563,593</u>
<b>Non-current liabilities</b>		
Lease liabilities	0	23,500
Provisions	<u>1,457</u>	<u>357</u>
<b>Total non-current liabilities</b>	<u>1,457</u>	<u>23,857</u>
<b>Total liabilities</b>	<u>584,229</u>	<u>587,450</u>
<b>Net assets</b>	<u>488,444</u>	<u>409,599</u>
<b>Members funds</b>		
Accumulated surplus	<u>488,444</u>	<u>409,599</u>
<b>Total members funds</b>	<u>488,444</u>	<u>409,599</u>

STATEMENT BY MEMBERS OF THE BOARD

The Committee declare that:

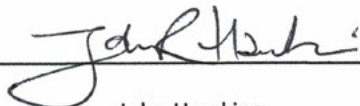
1. there are reasonable grounds to believe that the Association is able to pay all of its debts, as and when they become due and payable; and
2. the financial statements and notes satisfy the requirements of the *Australian Charities and Not-for-profits Commission Act 2012*.

Signed in accordance with subsection 60.15(2) of the *Australian Charities and Not-for-profit Commission Regulation 2013*.



President:

Melinda Tarrant



Member:

John Hawkins

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

In accordance with the Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Association's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Committee.
- Conclude on the appropriateness of the Committee use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Association's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to mention in my audit report the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my audit report. However, future events or conditions may cause the Association to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation. I communicate with the Committee regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

**Bicycle New South Wales Environmental Trust, ABN 31 583 611 736**

The Association acts as the appointed trustee of the Bicycle New South Wales Environmental Trust.

The Trustee has no obligation to direct the funds of the Trust for the exclusive benefit of the Association.

For full presentation of a true and fair view of the finances of the Association, and for consistency with comparative figures for the 2022 Financial Year, the Financial Report has been prepared as a consolidated report of both the Association and of the Trust.

Financial information for the Trust is disclosed within Note 19 of the Association Financial Report.

The Trust has been subject to my audit procedures and a separate unqualified audit report has been provided to the Trustee.



.....  
Thomas O. Nolan

Registered Company Auditor No. 301706

Sydney, NSW.

Dated: 14 November 2023

*Liability Limited by Scheme Approved under Professional Standards Legislation*



**bicycle**  
NSW 