



ANNUAL REPORT AND FINANCIAL STATEMENT YEAR ENDED MARCH 2013

A word from the Chair

Another year tumbled by and it has brought us - as ever - a stuffed mixed bag of deliveries to our doorstep.

We started with Newcastle council adopting the gorgeously ambitious 10-year Cycle Plan into transport policy, and ended with battling for some space for cycling – a cycle lane line – in Newcastle’s West end. The end of the story hasn’t been written yet but I am hopeful it will come to an acceptable conclusion. Once that line is drawn, the crossings require to be given attention! A cycleway is only as good as its weakest link. This is something worth bearing in mind for the other Strategic Cycle Routes that Newcastle is going to build in the coming years. The North, Jesmond, and Gosforth, are next.

So we saw the effort that’s needed for current cyclists to make their voice heard. We also observed through speaking to people and the ‘Summer of Cycling’ – a national initiative which magically appears to have vanished without a trace – what local people say about cycling and how they feel once they start using a bike. Their verdict, not surprisingly: it’s not easy, convenient or pleasant. And I am certain that all of us bike folks have spend again time as myth-busters, explaining that sometimes certain kit just isn’t necessary, yes, you can cycle in normal clothes, yes, you can do your shopping by bike... because, well, normal people cycle. Yes! Simple.

We want to keep growing, steadily, organically. And we are appealing to people who think cycling isn’t safe to join us. Cycling should be for everybody. And more space is needed for cycling.

This gets us into the heart the matter. What the Campaign is all about! We are working with decision and policy makers to make cycling safe, so it becomes an obvious choice and a pleasant experience. There is some good, some bad, and the inevitable ugly. There is a long way to go, but we are here. We are shaping policy and elbowing decisions in the right direction.

It’s hard work but I believe we are all worth it. Get involved and we can achieve even more! With the debate now turning to streetscape and road environment, engineers and architects would be an especially useful contribution.

Katja Leyendecker



Annual report

The campaign is now well into its third year having been launched in October 2010. It has kept growing steadily and surely both in membership and influence.

This report presents a comprehensive overview of the Campaign's activities, achievements, and challenges. An incredible amount of time and efforts has been spent by volunteers to maintain cycling on the political agenda while embarking on the delivery of physical changes on the ground.

It is worth remembering that, in February 2012, Newcastle City Council adopted "Delivering Cycling Improvements in Newcastle, a 10 year strategy 2011-2022" marking the very start of the development of Newcastle's Strategic Cycle Routes (SCRs).

The report is structured as follows:

- A. Review of Campaign's priorities
- B. Organisational progress including fundraising, membership and partnership work
- C. Communication, marketing and media activity
- D. In summary
 Our plans for the future



A. Review of Campaign's priorities

At the 2012 AGM, members agreed the grouping and ranking of priorities centred around these four themes:

1. Engaging people particularly decision-makers
2. Physical changes to the streetscape: strategic cycle routes, improving permeability in the city centre, creating liveable neighbourhoods
3. Changes in perception: integration of bikes in public transport, road users debate
4. Others: promoting cycling and wider engagement, cycling ancillaries (stands, signage etc)

In the following we'll talk in more detail about the four themes.

1. Engaging (with) people

We engaged with politicians;

- City Chief Cycling Challenge – This year, on 18 September 2012, we took **Cllr Henri Murison** (Cabinet member for quality of life) and **Harvey Emms** (Director of transport and housing) on a bike ride around the city centre. We followed the NCN725 aka “red route” and stopped at Swan House roundabout, on Northumberland Street and on Northumberland Road (Northumbria University). It was a great opportunity to point out issues faced by pedestrians and cyclists and debate how space can be re-allocated for the benefit of people.
- Annual travel survey – we wrote to all Newcastle Councillors at the end of September 2012 and asked them how they travelled to the last Council meeting and



what they could do in support of cycling. We offered to talk to them to make their ward more cycle-friendly and better for people.

- We attended Council meetings and gave Newcastle Councillors leaflets about key cycling matters, more specifically the Strategic Cycle Routes.
- We wrote to MPs and encouraged members to do the same. MPs can support Early Day Motions such as the Fairer road system, Times' Cities fit for Cycling and get Britain cycling ones. Newcastle MPs **Chi Onwurah MP** and **Catherine McKinnell** are front benchers and cannot sign EDMs but can still write to ministers directly which they have readily done on various occasions.
- We responded to Councillors' enquiries and kept them informed. **Cllr Gary Hayley** from Gateshead Council attended the September Members' meeting.
- **Cllr David Stockdale** met with us and supported us when we requested information for a council road scheme on Fenham Hall Drive.

This year, we also engaged with Northumbria Police:

- We wrote to the Police and Crime Commissioner candidates in October 2012 and have been liaising with **Vera Baird** since her appointment to get her support and are currently seeking to meet with her. We are lobbying to have a Cycle Liaison Officer who would work on addressing a number of policing issues identified by the cycling community.
- We also met with Northumbria Police staff to find out how we could be working together.

As discussed at the 2012 AGM and listed in the priorities, we also proactively sought to start a dialogue with Public Health decision-makers through the Health and Wellbeing boards:

Newcastle Cycling Campaign



- In June 2012, **Peter Ward**, our health lead, wrote to the three Directors of Public Health in Tyneside to introduce the Campaign and make them aware of the benefits of everyday cycling on public health and the importance of cycling infrastructure in raising levels of cycling.
- In December 2012 a group of 4 members, all health practitioners and led **by Peter Ward**, formed the Public Health and Cycling subgroup of the Campaign to progress things further. Using the recent release of the NICE guidance on cycling and walking, the subgroup wrote to the Chairs of the local Health and Wellbeing boards in Newcastle, Gateshead, North Tyneside and Northumberland to offer their help in discussing the importance of cycling and what the boards can do to support cycling.

Through the national Summer of Cycling initiative, we encouraged members to get people to cycle – and with no great surprise with some very mixed results. Our report shows that people are reluctant to use a bike as a means of transport while the road environment is not safe. Simply relying on “encouraging people to cycle” as a standalone measure doesn’t work to boost cycle numbers. Of course, it’s the infrastructure, stupid.

Another big part of our campaigning work consists of replying to public consultations whereby we raise the importance of everyday cycling and the need for better cycling infrastructure and public space at every possible opportunity. In 2012/13, we responded to the following consultations and our responses can all be found on the campaign website:

- NewcastleGateshead Core strategy and urban core action plan, September 2012
- All Party Parliamentary Cycling Inquiry, December 2012
- North East LEP call for enquiry (Northern Economic Review), January 2013
- Newcastle City Council Budget proposal 2013-2016, January 2013
- Armit Review, January 2013



- Draft Gateshead Cycling Strategy by Gateshead Council, February 2013

2. Physical change to the streetscape

Strategic cycle network with key corridors into the city centre

Through Newcastle's Cycle Plan, it is now Council transport policy to develop the Strategic Cycle Routes (SCR). And we want to see coordinated action.

- We promoted and presented through our website the concept of the Strategic Cycle Routes to members and the wider public.
- We attended all working group meetings to define criteria, scope out routes including the city centre network.
- We pushed for a programme to be developed to coordinate member activities with council activities (we are still waiting!).
- We also continued to hold the council to the Forum's Terms of Reference to share budgetary information and discuss spending (we are still waiting!).
- We provided advice on the development of the Walker route, the first SCR to be developed, and mobilised members to support the proposal for Walker – More than 100 got into action. Thanks!

Improve permeability within the city centre

Newcastle City Centre, as highlighted by the over 800 signatories of the 2010 Safe Cycling petition, is not a pleasant environment for cycling. There is a lot to be done to make it more pedestrian and cycling friendly, giving a greater emphasis on people. In 2012/13, we continued to point out issues and make recommendations for improvements:



- We carried out our own audit of the red route and discussed improvements with members at the December meeting.
- We mapped the 20mph streets in the city centre and revealed that only the inner core of the centre is 20mph.
- We contributed to the Northumberland Street study commissioned by Newcastle City Council and carried out by landscape architect **Johanna Gibbons**.
- We wrote to **Cllr Nigel Todd**, the chair of the Newcastle Cycling Forum, in July 2012 and asked him to allow cyclists on Northumberland Street, give all cycle lanes double yellow line status and allow cycling contra-flow in at least five streets.
- We attended (numerous!) central station meetings and made a case for more space for pedestrians and cyclists.

Creating liveable neighbourhoods

We have been actively campaigning for more space for cyclists and pedestrians mainly in Newcastle and also in North Tyneside and Gateshead. A map of campaigning locations can be found on the website [here](#).

◆ [End of Brighton Grove saga](#)

We saw the conclusion to the Brighton Grove re-designation of space. The mandatory bike lane was eventually installed on the Eastern side of the road giving space back to cyclists with thin double yellow lines at our request. The Western side of the road turned out to be a compromise as the Council formalised car parking along the length of the allotments, forcing cyclists on the pavement. Our gripe is that alternatives weren't investigated properly and car parking requirements weren't assessed. Something that was to repeat itself at Fenham Hall Drive.

◆ Jesmond Safe Cycling (JSC) group



Led by **Tony Waterston**, local members organised a cycle safari first with Councillors and then repeated this with officers, pointing out issues for cyclists such as the lack of safe road crossings, crazy signings, the very busy nature of Osborne Road, Tankerville Terrace, rat runs on cycle routes etc.

Following a public meeting chaired by local Councillors on 20 June 2012, the group wrote a [local cycle plan](#) with six routes from residential areas to the shops and schools. The plan was received with modest interest from officers but discussions are on-going to move forward with the plans in the next financial year.

JSC also now works with the Tankerville Terrace schools, to make a point to Council officials about road safety.

◆ [Haddricks Mill](#) – joint working with Living Streets

We collaborated with **Colin Green** from Living Streets and produced a joint report about Haddricks Mill (South Gosforth roundabouts) making recommendations for improvements. A walkabout was organised and Campaign members contributed to the report. Findings were presented to council officers at a Living Streets meeting and a short article featured in the local newspapers.

◆ North Tyneside – [Marden Bridge](#)

Following the disappointing announcement by North Tyneside of the introduction of additional parking spaces on Marden Bridge – a key gateway to Whitley Bay shopping area and squeezed space at that – local members of the Campaign raised concerns about cyclists' safety. Although our concerns were ignored, we have a comprehensive trail of evidence that the scheme was badly designed and ignored safety of the most vulnerable road users

◆ [Heaton Road](#)



Following the death of a local cyclist in December 2011, we continued to ask for the Heaton Road / Meldon Terrace junction to be improved for cyclists and in particular for the removal of the pinchpoint. It was announced by the Council early March 2013 that the pedestrian island was going to be replaced by a Zebra crossing.

Since the Campaign became a compulsory consultee for Traffic Orders released by Newcastle City Council, we receive all notices for traffic related changes which mainly relate to the highway infrastructure. In 2012/2013, we responded to 29 Traffic Orders expressing our support or objection or/and comments on schemes with an impact on cyclists and pedestrians. We copy in local councillors to our responses. It is an important tool to again demonstrate the work we do to our local policy and decision makers.

The following traffic orders had a significant focus on cycling and we sent detailed replies. Tyneside's council engineers and planners had some cycle design training in early 2012 yet councils seem to find it hard to learn from mistakes, so that our replies can sound repetitive. Mostly the cycle design guidance (CID LTN2/08) gets either ignored or misinterpreted by the council officials.

[Fenham Hall Drive](#)

We objected to both the technical and statutory consultations as the plans for Fenham Hall Drive fail to provide safe and continuous space for cyclists. A design following best practice is particularly important near schools. We submitted a detailed reply listing good examples, local, national and worldwide. We also raised issues over availability of information such as plans and safety audit report for which we got the support from **Cllr David Stockdale**. At the time of writing the Annual Report, Council is organising a meeting to discuss our concerns. We are waiting.



[Westmorland Road](#)

We objected to plans for Westmorland Road as they do not offer continuity for cyclists. We also offered recommendations and stressed that lessons must be learned from other similar schemes such as Elswick Road where cycle lanes were actually removed, continuity lost and pinchpoints introduced making it inherently unsafe for cyclists.

[Welbeck Road](#)

Welbeck Road is part of the Walker SCR (see above); the proposed design received our support. As the scheme generated 'high interest', it will be debated at a Regulatory and Appeals Sub-committee due to be held on 25 March 2013 at 17:30 (after numerous rearrangements of dates and times). In our press release and follow-up letter, we reveal the misunderstanding and anti-cycling nature of the objections led by local Councillors whose views go against Council policies outlined in the Cycle Plan. If these Councillors would have engaged in the SCR development process right from the start and asked a few questions, this could have been avoided and their delay tactics would not have lost the city £175,000 worth of Sustrans funding.

[Gosforth](#)

The council has started looking at transport plans for Gosforth. We have given our views to the council.

3. Changes in perception

[Metro](#)

As a result of our consistent lobbying for #bom (bikes on metro), NEXUS finally did establish a task and finish group in spring 2012 to look at integration of cycling in the metro. We (special thanks to **Scott Dawson**) were actively involved in the bikes-on-metro sub-group, attended all meetings and commented on a number of documents



including the elusive Health and Safety assessment. A final report was presented to the NEXUS board in January 2013. The Board shared our aspiration to allow carriage of full-size bicycles on Metro but requested that further evaluation is carried out to determine whether bikes can be safely taken on the Metro, and the possibility of this being included as part of their “All Change” programme. This isn’t over yet.

Road users debate

On 27 June, in collaboration with Newcastle City Council, the Campaign organised the [first awareness workshop for bus drivers](#) in Newcastle. All bus companies - Arriva, GoAhead, Nexus and Stagecoach - were represented. More than twenty cyclists and bus drivers attended the workshop and it was agreed to repeat such workshops, combine them with bike rides and other initiatives. **Tanja Cooper**, the campaign lead, has been liaising closely with Stagecoach subsequently to take forward some of the other initiatives, such as the use of screens in Depots to show cycle awareness videos.

This has proved slow to progress.

The Campaign is aware of the clashes of buses and bicycles in our city, and particularly the city centre where it all comes to a head. Campaigners are keeping up the pressure by filing complaints of bad driving with the bus companies. Yet the defensive nature of the companies’ replies does not help to build trust and confidence in the operators and the tension continues.

Campaign members continued to make complaints about taxi drivers and their bad driving techniques. Yet, again, a black hole opens up and rarely anything gets resolved. The conclusion is that our society accepts speeding, bad and aggressive driving, inconsiderate and dangerous car parking etc. This is too big an issue for the Campaign to pursue on its own and would require a paradigm shift in thinking.



We are calling for a public debate on road space use, a livable city conference, better enforcement and will continue to work with road justice charities such as **RoadPeace** and the **CTC**.

4. Promoting cycling and wider engagement

Rides and events

- As in 2011, we took part in the 2012 [Green Festival](#) including the political debate.
- We helped **Recyke y'Bike** organise and run the 2012 [Newcastle Bicycle Festival](#) which was held in September 2012 including a political debate with Labour (**Cllr Nigel Todd**) and Green Party (**Sandy Irvine**). Liberal Democrats though invited did not send a representative.
- We approached the **Tyneside Cinema** to gauge their interest in screening cycling movies and documentaries. Watch this space!
- We participated in the [Jesmond Community Festival](#) and some of our members helped as bike marshalls during the street parade on 28 April 2012.

More cycling ancillaries

- We kept up to date [a map](#) showing all cycling counters in the city.
- We created [a map](#) to show winter maintenance “hot spots”.

B. Organisational progress, membership and partnership work

In 2012/13, the management committee met on a monthly basis to plan and co-ordinate Campaign activities. The management committee was made up of eight members



including a Chair (**Katja Leyendecker**), Secretary (**Claire Prospert**) and Treasurer (**Tanja Cooper**). During the course of the year, two members resigned and one ceased involvement after May 2012.

The Campaign was entirely run by volunteers in 2012/13 with no paid staff.

Fundraising

We have been actively seeking grants to raise funds for the Campaign and were successful in securing £700 from the GAS fund from the **Sheila McKechnie Foundation** and the **Esmee Fairbairn Foundation** as well as £850 from the Customer Donation Fund from the **Co-operative Bank**. Many thanks to our funders! We also investigated online donations and set up an account with **localgiving.com** which will allow us to receive giftaid and benefit from match-funding.

Although focused on Newcastle, the Campaign was also active in North Tyneside (Marden Bridge) and Gateshead (online members Forum, input in Gateshead Cycling Strategy) and through the public health sub-group in Northumberland too.

Our membership has doubled since last year with 746 members (at the end of February 2013) including individuals, family members, community groups and private companies. As far as families and individuals are concerned, 58% live in Newcastle, 17% in North Tyneside, 7.5% in Gateshead and the remaining 12% in neighbouring areas including Northumberland, Durham and Sunderland/South Tyneside. A very small fraction (less than 1%) is from outside the region and the UK.

Corporate membership for 13/14 has been raised from £12 to £20 a year. Donations are very welcome, and £3 per person per year is the suggested donation which would help



us meet our annual basic administration costs of about £300-400 which allows us to hold the AGM and quarterly members meetings.

The quarterly members meetings were held at the Cycle Hub (Ouseburn, Quayside) and, for the first time, we had guest speakers from outside Tyneside:

- Prospects for a cycling revolution, **Bruce McVean** (Movement for Liveable London), 12 June 2012
- Justice for cyclists, **Chris Peck** (CTC, Guildford), 11 September 2012
- City Centre Cycling – NCN725 aka the “red route”, **Scott Dawson** (from the Newcastle Cycling Campaign), 13 December 2012

Through our links with fellow local activists and the Newcastle Green Festival, we are currently exploring the possibility of sharing a small office at the Commercial Union House on Pilgrim Street for six months initially. We think this could prove useful in forming links, making connections, to get some creative juices flowing, spark some debate and as a pro-people hub for a greener-healthier-happier Newcastle.

Our partnership has also expanded and strengthened connections with the following organisations:

- **CTC** through regular communications and September 2012 members meeting where **Chris Peck** gave presentation on Justice for cyclists
- Movement for Liveable London
- **Living Streets** through joint work on the Haddricks Mill roundabout
- local **Green Party**
- **Pedal on Parliament (Scotland)**



- **Cycling Embassy of Great Britain**, which will have their next AGM 1 to 2 June 2013 in Newcastle!
- **Tyne & Wear Public Transport User Group** through the Bikes on Metro task and finish group
- **North East Combined Transport Activists Roundtable** (NECTAR) with whom we shared replies to transport consultation replies
- **RoadPeace** and **See Me Save Me**
- **The Cycle Hub** whose owners serve a lovely latte, and turn out to be activists too
- **Sustrans** as a local ally activist for better transport in our city

In December 2012, we joined the **Northern Rail and Cycling Forum** co-ordinated by Sustrans.

In 2012, we also actively disseminated information about The [Times' Cities Fit For Cycling campaign](#) and encouraged members to sign up and participate. We prepared [a reply for the cross-parliamentary inquiry](#) initiated and paid for by The Times campaign.

We made the following key points and recommendations:

- We want to see an annual allocation of a national budget to cycling infrastructure
- We ask cycling to be integrated into national and local government plans
- Cycle monitoring data ought to be published by local authorities for public scrutiny and comments
- We want local authorities to be enabled to use innovative cycle design



- Re-instate Cycling England and commit DfT resources to help develop local cycling infrastructure design expertise

Our full list of partners and campaigns we support can be found on our website [here](#).

C. Promotion, marketing and media activities

The new Campaign website was launched in April 2012 with the help of **Matt Jones** and **Scott Dawson**. It is kept up to date by Committee members with news, Campaign's communications, press releases and events. All key communications are put on the website to ensure openness and transparency to remain accessible, credible and high-profile.

In September 2012, with funding from the **Sheila McKechnie** and **Esmee Fairbairn** foundation, we produced leaflets, posters and a roll-up banner for use at events. They were designed by BinaryStar (**Matt Jones**) and can be downloaded from our website at:

<http://newcycling.org/news/20120925/wanted-pedal-power>

The Campaign had excellent media coverage in 2012/2013.

The press officer, **Katja Leyendecker**, prepared 16 press releases; most of them were published in local newspapers and cycling websites (e.g. road.cc).

We were contacted by the BBC to contribute to a BBC Inside Out programme which was subsequently aired in December 2012 <http://newcycling.org/news/20121203/news-clippings-coping-cycling-dangers-norths-roads>



We also alerted the BBC about [a report](#) on cycling in local schools which indicated that cycling was banned from some schools in Tyne and Wear. The BBC ran a [short piece](#) on this issue.

The Newcastle Cycling Campaign featured in the [Summer of Cycling video](#) produced by **Carlton Reid**, as part of the launch of the 2012 national initiative to get more people to start cycling through a buddying scheme.

Richard Grassick and **Beatrix Wupperman** very kindly put together a short video about the Newcastle Cycling Campaign which was shown at the Newcastle Bicycle Festival 2012. It can be found on the Campaign's website [here](#).

Green Party talk – **Katja Leyedecker** gave a presentation on cycling organised by the Green Party in November 2012.

One of our members, **Tim Binks**, has expertly put together our monthly e-newsletter since December 2012.

Our social medial tools continue to be well used. The **Friends of the Newcastle Cycling Campaign** facebook group has over 180 members and hosts lively discussions on a range of cycling-related matters. It is also extensively used to advertise social and leisure gatherings such as bike rides and charity events. The Campaign **twitter** account @newcycling has 1,215 followers and to date more than 6,500 tweets. The Campaign's **googlegroup** still works as a prime info-sharing tool, with the **online discussion forum** not being under-utilised and we will assess its functionality in 13/14.



D. In summary

The Campaign is now well-established in and around Newcastle and has expanded its network with other campaigning organisations across the UK. We have continued to engage with local decision-makers and due to continued engagement we are sure most Newcastle Councillors and MPs are now aware of the Campaign and recognise its purpose.

We have spread a consistent message that we want to see better conditions for cyclists and the creation of an environment where people feel safe to cycle. We know it will take time for changes to materialise on the ground and that support of members is essential.

Our plans for the future

We will involve and engage decision-makers and

- Focus on the development of the Newcastle Strategic Cycling Routes and make sure It is attractive enough for new starters / re-starters
- Push for more space for cyclists and pedestrians, re-balancing road space
- Develop policy papers, position statements, briefings as necessary
- Raise the profile of cycling locally by attracting high profile conferences, events, collaborators and speakers
- Continue to develop a network of local supporters
- Engage (with) the decision-makers, we will invite Cllr Nick Forbes and his Cabinet to participate at the City Chief Cycle Challenge 2013 to discuss our city's public space



Thanks to...

Cllr Henri Murison for taking part in the 2012 City Chief Cycling Challenge and supporting the cycling cause in Newcastle. We are very sad to see him leave the city and wish him good luck!

Catherine McKinnell MP and **Chi Onwurah MP** for her on-going support in bringing the cycling community concerns to the attention of the government.

Cllr Nigel Todd for listening and championing cycling amongst fellow councillors

Apex Acoustics for their generous donation.

Sheila McKechnie Foundation and **Esmee Fairbairn Foundation** and the **Cooperative Bank** for their grant funding.

Prof Stephen Singleton for being our patron.

The **Journal**, the **Chronicle**, **BBC Regional news**, and **Radio BBC Newcastle** for their extensive coverage of the Campaign and **Sky Tyne and Wear** for their positive pieces on cycling.

And finally, to all our members, individuals and families, community groups and companies who have added their voice to the Campaign and helped spread the word. Special thanks go to:

- The Public health sub-group members: **Peter Ward**, **Mima Cattan**, **Tony Waterston** and **Paul Goldsmith**
- **Tony Waterston** and **Neil Murphy** for their work in Jesmond
- **Tim Binks** for putting together and editing the Campaign Newsletter
- **Matt Jones** for offering his photo and video skills

Great to have the following organisations as corporate members, their financial support will help us to keep going:

- Bike2fix
- Online-bikes.co.uk
- Macks Solicitors
- Apex Acoustics
- Saddle Skedaddle
- Cyclelogical

And thanks must go to all the brave UK cycle folks, who plough on regardless of the discrimination, insult and injustice they face on a daily basis on our roads. Yes, it can be different. Other countries have shown us. We can just hop on the ferry from Newcastle to Amsterdam and see for ourselves. It is possible.

Keep pedalling

Keep joining the Campaign on <http://newcycling.org/join>

Newcastle Cycling Campaign

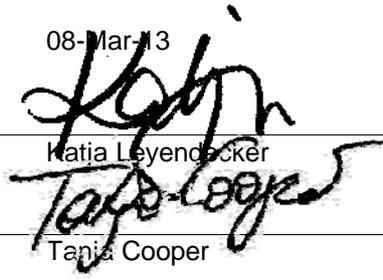


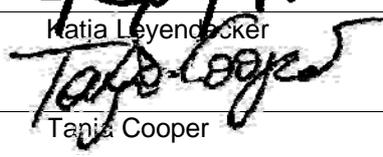
Financial Report

Period 27/02/2012 – 08/03/2013

Item	Amount	Comment
01	Balance brought forward	£327.99 (£1 discrepancy adjusted)
2.01	Donations	£276.47 thank you for your donations!
2.02	Corporate Members fee	£104.00 thank you for your membership!
2.03	Grants	£1,550.00
2.04	Interest	£0.00
	TOTAL INCOME	£1,930.47
3.01	Administration	-£187.47
3.02	Publicity and website	-£733.06
3.03	Affiliations and events	-£40.00
3.04	Research and publications	£0.00
3.05	Other	£0.00
	TOTAL OUTGOINGS	-£960.53
	Year end balance	£1,297.93

Signed 08-Mar-13

Chair  Katia Leyendaecker

Treasurer  Tania Cooper