

ANNUAL REPORT AND FINANCIAL STATEMENT

YEAR ENDED MARCH 2015



Space for Cycling Ride, Newcastle, 17 May 2014 – photo credit Shannon Robalino



Table of contents

Annual report

Chair's foreword.....	3
Messages from Committee members and a few others... ..	4
Introduction	10
Review of campaigning activities	11
Shifting up a gear	11
Our space for cycling campaign	11
Strategic Cycle Routes	13
Other members' engagement activities	15
Campaign policies and statements	16
Responses to consultation	17
Organisational progress including membership and fundraising.....	19
Partnership and networking	23
Communication and media activities	25
Conclusions	27
Thanks goes to.....	28
Financial report	30



Chair's foreword

I am so proud of the Campaign, its Committee - Claire, Scott, Sally, Rod and Geoff - and our members, and all that we have managed to achieve this year. We are certainly putting the future of city cycling on the map, and smartly so, building on every year before that. It's great to be chairing such an energetic, articulate and engaged group of people. You make it feel easy.



Personally, in 2014, my highlight was standing next to Christian Wolmar and Cllr Nick Forbes on our September Space for Cycling ride, also armed with a megaphone speaking to the hundreds who had joined us in the sunshine. Using the megaphone felt very empowering, I can only recommend it. Everything, including the weather, went with us - thanks to Peter and the marshals, police and the council. As with everything else we do: if it weren't for the many people playing their part and doing their bit - many I haven't personally named here - we'd not get an entire city moved to think differently about urban space and how to use it perhaps a bit more smartly and inclusively in the future.

Keep going!



Messages from Committee members and a few others...



Claire Prospert, Secretary and Treasurer

It's always so rewarding to look back at what the campaign achieved over the past year – easily forgotten when we're so immersed in it and months go by, spent juggling with work, family, social and volunteering activities. My role as a Secretary/Treasurer involves performing administrative, management and financial tasks to keep the organisation going and growing. Not particularly glamorous but I take great pride in getting things done particularly when it's part of a team effort.

There are always moments where I also feel a great sense of achievement and this year was definitely the work I did analysing progress of the CCAF programme back in June. Like many others, I want to see change on the ground – securing funding is key but it's only half the story. The delivery is often the more difficult part – and the Campaign has to scrutinise progress, report on it, ask questions and challenge systems and procedures, in particular when transparency and accountability are missing. And I am determined to keep an eye on it until we see clear, detailed, and open reporting. What motivates and inspires me is to see that a lot of



people want change too. It was such a special moment when I saw so many people turning up at the first Space for Cycling ride in May - it was amazing!



Scott Dawson, Infrastructure Lead

Over the last year, as the infrastructure lead for the campaign I have been involved in fortnightly meetings with the council, going through designs for cycling improvements as part of the City Cycle Ambition Fund (CCAF). Through these meeting and the years of effort that have been put in by the Campaign before we are starting to see designs that look like they will be much safer for cycling (John Dobson Street being a recent example). Over the coming year we should see these design become a reality on the streets of Newcastle.

Over the last year the Campaign has adopted Sustainable Safety as policy and we have written a number of articles that describe the principles of Sustainable Safety.

Management Committee members organised cycle infrastructure safaris, these events allowed me to get a better understanding of other people's views and ideas for the infrastructure along the strategic cycle network.

In the last few months we have formed an infrastructure group, which we are looking at adding new members over the coming months, the group has collectively gone through numerous Traffic Regulation Orders and other technical plans from Newcastle City Council.

I would personally like to thank the members of the infrastructure group, as they have been a great help and I look forward to steering and leading the group in the next year. I

would also like to thank the rest of management Committee and our members for all the work they have done over the last year and the support they have given me.

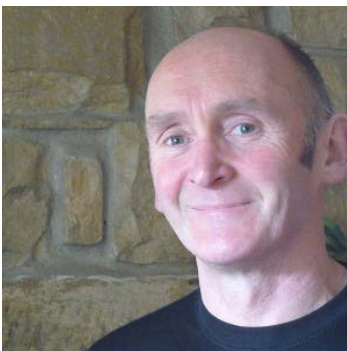


Roderick Joyce

My role on the Committee is mainly administrative support. I keep an eye on the membership list and our Facebook page; and I have offered to be the membership secretary subject to the Committee's and members' approval.

I shall be one of the Space for Cycling Ride marshals on 25 April; I am very proud to have been part of the first two rides, and hope this event will go from strength to strength.

I will be one of the Campaign's representatives at this year's Green Festival in Leazes Park and look forward to seeing old friends and making new ones at our stand.



Geoff Turnbull

As a new member of the Committee I had my ideas, but felt it best to understand first what was being done. I was soon impressed by the amount of emails, meetings to attend, and the irrepressible enthusiasm to get our message across. There is no compromise in defining the quality of infrastructure required for

people to start using bicycles regularly, and an unswerving response to setbacks and frustrations. I had assumed from observing the campaign over a number of years that this would be the case, but nonetheless was staggered by the amount of work put in by the Committee members.



I particularly enjoyed the Space for Cycling ride around the city centre, and was happy to see a pretty diverse collection of people attending. I am sure there are a far greater number of people who also feel the city is too motor-centric, and would prefer a healthier and more dynamic alternative. I would like to see the Council present a more positive vision of a future city that is healthy, prosperous and sociable. Having cycle commuted for over twenty years in Gateshead and Newcastle, I would welcome better cycling infrastructure that makes it safe and normal for anyone to cycle should they wish to. This would be one element of a better society, and the Council needs to be encouraged, inspired, and harried into making this happen. Exactly what the Committee is doing.



Sally Watson, Jesmond branch Chair

My first year as the campaign's representative for Jesmond has certainly been a busy one. There has been progress on the DIY Streets plans for Acorn Road, Tankerville Terrace and the area around Manor House Road. Acorn Road is the most controversial of these, and although the council's one-way plan was a clear favourite with residents, lobbying by businesses has resulted in a diluted final version. My role in all this has been to attend meetings with the council, Sustrans, councillors and residents and write countless e-mails to the council, supportive residents and campaign members to keep up the pressure for some space for cycling in these areas. I have learned a huge amount about how the council works and the roles of councillors and residents associations and of course I have learned even more from our incredibly knowledgeable Committee members about campaigning for a future city that enables everyone to cycle.



Gary Dawes, South Tyneside Lead

Living on the far fringes in South Tyneside and rarely getting a chance to cycle in Newcastle means I sadly rarely get involved in the day to day Newcycling scene. My main focus is on trying to educate and cajole South Tyneside Council to consider cycling in its schemes, and to try to positively influence some of the major schemes such as the A19 junction changes near Nissan. Away from that, my main input last year was an article slamming a regional road safety partnership for a very poor campaign about cycling. I also raised awareness of some very poor cycling investment in a Durham Council scheme at Chester Le Street, which resulted in some changes.



Peter Macdonald, Space for Cycling Ride Co-ordinator

My interest in the Campaign kicked off a couple of years ago with just a simple desire, that our children can cycle around our city quickly, safely and free my wife and I from worry. The Campaign's objectives and aspirations match exactly with how I would like to see our city change and progress. Like everyone I have lots of competing demands on my time but I'm not too bad at project management. So I put my hand up and helped with the Space for Cycling rides last year which fitted with the time I can dedicate and lifted a little weight from our Committee. It turned out to be hugely rewarding to see so many of us take to the streets demanding safe infrastructure and riding in relative safety around our city. Thanks to our brilliant Marshals who all chipped in to make sure the rides were huge a success. I'd



urge all of you to try put yourself forward to help the Campaign. I can assure you, that you'll not only find it rewarding, you'll find yourself being inspired with a fantastic group of friendly interesting people from all walks of life with the common goal of safe space for cycling for everyone.

Introduction

This report presents an overview of the Campaign's activities and achievements in 2014/15 against the plan and priorities agreed at the last AGM on 25 March 2014. As the Campaign entered its fifth year, the focus remained on championing **quality cycling infrastructure and space for cycling**, making the link to its importance for a much needed transport transition in cities and getting that message across to all decision-makers including politicians.

Our motto this year was “**shifting up a gear**”; so we delivered activities to spread and intensify the campaign's voice through a range of new policies and our existing communication channels and by involving more members.

Since its creation in October 2010, the Campaign has consistently strived **to engage politicians** and press for change while developing a better understanding of the local and national contexts. This year was no different and through the national Space for Cycling Campaign, we reached out locally to inform and lobby for a better built environment so that people of all ages and abilities can cycle as part of their everyday life.

Review of campaigning activities

Shifting up a gear

Our space for cycling campaign

The Space for Cycling Campaign, an initiative which originated from the London Cycling Campaign, was co-ordinated nationally by the CTC, part funded by the Bicycle Association's Bike Hub levy fund and delivered locally by local campaigns. We joined in right at the start (please read our 2013-14 annual report) and published early 2014 information about the six building blocks to set the scene. Our journey month by month:

April 2014

The [campaign is launched](#) and Councillors can sign up and show support by using the national CTC online portal.

Kat (speaker), Sally and Patrick represent the Campaign at the Space for Cycling campaigners workshop in Leeds on 24 March. Read [Patrick's post](#) and find out more about the six themes of the campaign:

- Protected space on main roads
- Removing through motor traffic in residential areas
- Cycle-friendly town centres
- Safe routes to school
- Routes through green spaces
- Lower speed limits

May 2014

The Campaign organises the [Big Toon Ride](#) on 17 May – first ever mass ride in Newcastle asking for better cycling infrastructure, 150 people turn up – and the ride gets local TV coverage!

June 2014

The Campaign reports that [36% Councillors](#) in Newcastle support Space for Cycling.

July 2014

We create and publish the political support [map](#) which shows wards in the city – support goes up to 51% maintaining Newcastle in the lead of English core cities.

August 2014

We approach Newcastle City Council with a [motion](#) to support Space for Cycling across the city.

September 2014 – our Space for Cycling month!

14 September. CTC & Newcycling [Campaigns Day](#) – presentations and discussion on Space for cycling

27 September. [Civic Ride](#) – once again, we take up the streets – we say Thank you to all the Councillors who support Space for Cycling – 65% to be precise. The Leader of Newcastle City Council, Cllr Nick Forbes, our cycling champion Cllr Marion Talbot, many other Councillors and our Patron, Christian Wolmar came along to celebrate Newcastle success. 200 people turned up and if you have missed the action, you can watch it [here](#)

The Campaign creates [an animation](#) to show the roll out of support for Space for Cycling across the Newcastle wards and detailed information of Councillors' support

October 2014

Our [Chair](#) reflects on the first 6 months of our campaign plan delivery including Space for Cycling

November 2014

[Newcastle top ranking city amongst core cities](#) with 67% of local Councillors backing up the Space for Cycling campaign. A national press release acknowledges the Campaign's success and political support.

We estimate that **500+ people** got actively involved in Space for Cycling locally – based on numbers who came to the rides, wrote to their councillors and attended events.

Strategic Cycle Routes

At the heart of our campaigning for quality cycling infrastructure, we want to see [Strategic Cycle Routes](#) (SCR) created, radiating from Newcastle city centre to peripheral neighbourhoods.

So as part of our Campaign plan, we organised and delivered 4 Safari Infrastructure cycle rides from June to September. Infra safari cycle rides, as defined by the Cycling Embassy are “bike tours with a specific focus on cycling infrastructure - good, bad or non-existent. They're a chance for local cyclists to explain what works for them and what doesn't and why, and discuss how things could be better.”



For us, it was another way to interact with members and decision-makers and debate the state of cycling infrastructure in the city. Attended by 5 to 12 people (all ages!), the routes scouted and discussed were:

- SCR4 Gosforth – 14 June
- SCR1 Newburn – 12 July
- SCR6 Benfield – 9 August
- SCR7 Walker – 13 September

The routes were plotted on Cyclescape where members – including those who couldn't make the rides, posted comments and discussed some elements along the route.

You can read more about the one of our safari rides (Benfield) [here](#).

We also organised an Infra safari cycle ride as part of the Cycling & Society Symposium, co-organised by Northumbria University and the Campaign on 14 September 2014.

Like previous years, we also responded to consultations related to the SCR which are part of the CCAF programme, more specifically:

SCR4 Gosforth:

Throughout March and April 2014, we continued to document and publish views on the High Street <http://newcycling.org/gosforth-high-street-our-view/>

Through its website, the Campaign also provided a platform for members to speak out and express their views on elements of the consultation and the development of this key transport scheme:

<http://newcycling.org/gosforth-high-street-members-action/>

<http://newcycling.org/members-action-gosforth-town-hall-meeting>

We contributed to the consultation on Brandling Park <http://newcycling.org/scr4-jesmond-our-proposal/> and <http://newcycling.org/scr4-gosforth-brandling-park-and-clayton-road/>

Newcastle City Council took on board some of our recommendations and are developing detailed plans.

We also expressed concerns about the plans further North for the section of the Great North Road from Hollywood Avenue junction to Broadway roundabout <http://newcycling.org/warning-over-great-north-road-plans>

SCR 1 Newburn:

We commented on the proposal going through Elswick and Benwell as part of a community engagement exercise last summer <http://newcycling.org/our-assessment-plans-scr1-newburn/>

Scott (and occasionally **Kat**) from the Committee have attended the fortnightly Technical Advisory Groups (TAG) which develop plans for CCAF schemes including the SCR.

In June 2014, **Claire** prepared an [analysis of progress](#) related to the creation of the SCRs revealing significant implementation delays and calling for action on improved programme transparency, communication and accountability.

Other members' engagement activities

This year, 15 member's stories got published on our website under the [YouReport banner](#). **Armelle** was the most prolific writer with 4 articles focussing on cycling infrastructure in Copenhagen, Bondy and Nantes (France). **Sally, George, Patrick, Bill, Mima, Alistair,**

Jeannie, Rod and other members wrote about different topics ranging from Cycling strategies, air quality, the Pedal on Parliament ride in Edinburgh and local issues in Gosforth and Jesmond.

Gary co-ordinated an article about [national road safety initiatives](#) on behalf of the Campaign.

Lively discussions have continued on our Public Health mailing list throughout the year.

Campaign policies and statements

We set a number of Campaign policies to firm up our position regarding cycling infrastructure – the principles we adopted will be used when we respond to consultations or take part in discussions:

Sustainable safety: this is a key policy which provides a modern framework to create space for cycling; it takes into account user needs and the full road network. Not surprisingly it originates from the Netherlands where it has been used for more than two decades not just to build cycling infrastructure but also to improve road safety. From June to December 2014, the Campaign published a series of articles to outline the 5 elements of sustainable safety (functionality, homogeneity, predictability, forgivingness and State awareness) and how they relate to our local context.

Protected space: this policy is based on the London Cycling Campaign's motion (August 2013); this policy sets the parameters for which protected space for cycling is required as well as the reasons and context behind it.

In addition to these two policies, the Committee discussed and agreed a number of position statements (all available on our website):

- [Newcastle Cycling Forum](#) – our decision to withdraw from the Council's Forum
- [Pavement Cycling](#) – in support of a clear delineation of space
- [Our vision for Newcastle](#) – our approach to a transport transition and how it can be delivered
- [Tour de France bidding](#) – why we remain sceptical of the TdF's legacy for everyday cycling

These complement the previous policies as well the fact sheets available [here](#) on our website.

Responses to consultation

The Campaign responded to consultations, technical and more general, at national and local levels, and continued to send a consistent message in support of a green and healthier city, fair transport system and quality cycling infrastructure.

At national level:

- [Transport for London – London Cycling Design Standards](#)
- [Department for Transport – Traffic Signs Regulations and General Directions 2015](#)
- [Department for Transport - National Cycling Delivery Plan](#)

At local level, we responded to the [Newcastle City Council Budget 2015-16](#) proposal and our comments built on the letter sent to the Leader outlining our vision for Newcastle and recommendations for action.

In relation to cycling schemes and plans, involvement can be split in two categories: a community engagement effort from the Council is followed by the technical consultation (also called Traffic Regulation Orders).

In addition to SCR related replies (see previous section), our responses to public and technical consultations included:

- [Ouseburn DIY Street](#)
- Acorn Road – [public](#) and [technical](#)
- [John Dobson Street](#)
- [Durham Road QTC Phase 4](#) (Gateshead) – joint response with Sustrans, CTC and Living Street

The Campaign also responded to a large number of Traffic Regulation Orders covering minor and more important changes to the highway – our responses made use of the Campaign's policies, i.e. sustainable safety and protected space.

Organisational progress including membership and fundraising

The Campaign is an unincorporated community group governed by a [Constitution](#). In 2014/15, we maintained our organisational arrangements with a Management Committee heading, steering and running the Campaign. The Committee met monthly to oversee the planning, co-ordination and delivery of the Campaign activities. All meetings are minuted by the Secretary.

Christian Wolmar, lead transport journalist and London mayoral candidate, is the [Patron of the Campaign](#) since July 2014.

The Campaign remained entirely run by volunteers with no paid staff. Although we do not record number of volunteering hours, the time spent by members in particular Committee members was, without a doubt, a phenomenal amount this year. Our volunteers are a true evidence of the sheer commitment and determination from local people wanting to see change happen.

An important development this year was the creation of the Jesmond branch as a local offshoot of the Newcastle Campaign. [Sally Watson](#) is chairing the branch and has been working closely with the management Committee to run local activities in particular in relation to Tankerville Terrace, Acorn Road and Osborne Road. **Sally** writes regular updates for our website and has also organised the Jesmond Hustings for the by election last August where all candidates were invited and answered a range of questions about Transport from the Campaign and the audience. The Jesmond branch will act as a

blueprint, we hope, for the creation of more ward-based branches under the umbrella of the citywide Campaign.

Inspired by the Campaign's work in Newcastle, **Gary Dawes** has taken a more active role in and around South Tyneside, keeping an eye on plans and infrastructure development.

Led by the Chair, **Katja**, a more detailed organisational structure of the Campaign was developed and published ahead of the 2015 AGM. In addition to the constituted roles of Chair, Secretary and Treasurer, the following roles and teams were established:

- Membership Secretary, for internal communication and members' engagement and involvement including meetings
- Infrastructure lead and team – does what it says on the tin!
- External liaison lead and team – to build our relationship with organisations out there and spread the Campaign's message loud, wide and clear
- Communication –includes website, newsletter, and press releases

Key membership facts and figures are:

- *1,520 members including individuals, families, community groups and companies (an increase of more than 300 since last year).*
- *55% from Newcastle, 15% from North Tyneside, 8% from Gateshead, and the remaining percentage from neighbouring areas including Northumberland, Durham, Sunderland, and South Tyneside and further afield.*

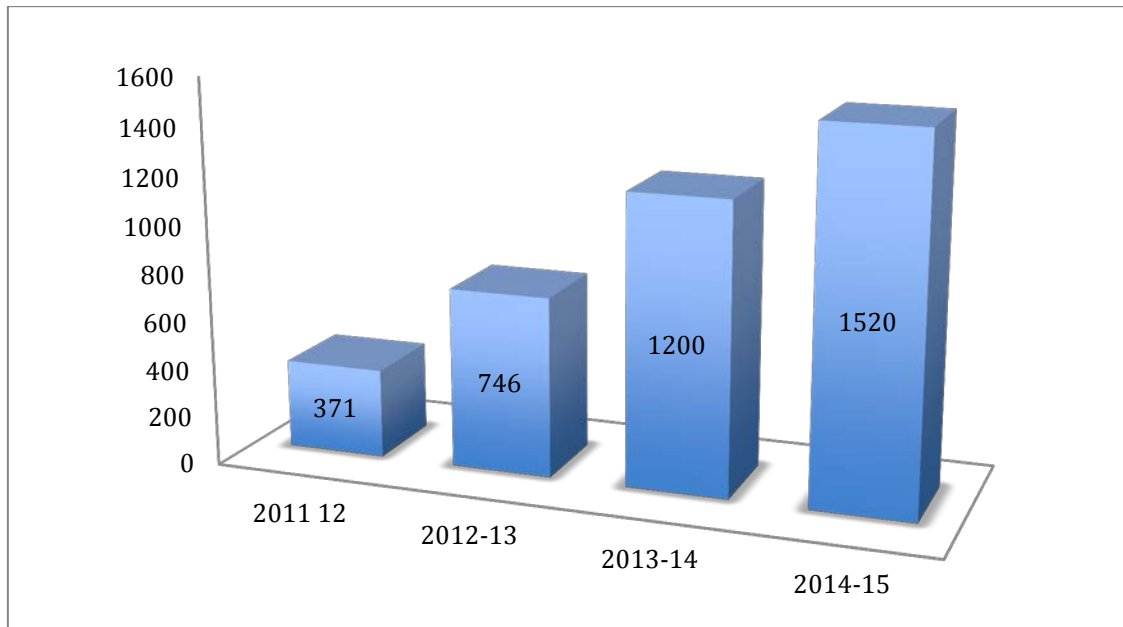


Chart 1: Membership growth since the first full year of the Campaign (March 2011)

Our membership has grown steadily since 2010 as shown by the above chart, with very little variation across local authority areas. Within Newcastle, the campaign has members in all wards with top ranking wards (% of members per ward within Newcastle) being:

- East Gosforth, West Gosforth and Parklands (12, 10 and 4% so total of 26%)
- North Heaton, South Heaton and Ouseburn (8, 8 and 7.5% so total of 23.5%)
- South and North Jesmond (6 and 6% so total of 12%)
- Wingrove (6%)
- Dene (5.5%)
- Westgate (4%)
- Byker (3%)

Our Corporate membership fee is £20 a year. Membership for individuals, families and Voluntary and Community Sector groups is free. Registration is done online on our website: <http://newcycling.org/join-us>



We had bi-monthly members meetings at the Trent House and more recently at Bar Loco in Newcastle city centre on 27 May, 29 July, 30 September, 25 November 2014 and 27 January 2015. We trialled the new format: drop-in from 7:00pm for exchange of information, discussion of current topics including plans, and interaction between Committee and campaign members. The last meeting attracted more than 20 members.

Through [localgiving](#), our online donation platform, we have received more than £1,000 (see financial statement) income made up of donations, match-funding from the “Grow your Tenner” campaign and gift aid. One of our members set up a direct debit to donate monthly from April 2014.

We applied to the Co-operative Bank Customer Donation Fund and were successful in receiving a £1,000 grant for 2014-15.



Partnership and networking

Through the Space for Cycling Campaign, we have been strengthening links with other cities' cycling campaigns such as Leeds Cycling Campaign, Greater Manchester Cycling Campaign, Push Bikes (Birmingham), Cycle Sheffield, Cambridge Cycling Campaign and the London Cycling Campaign, to name a few.

City Campaign groups met on a regular basis and [wrote to the Minister of Transport in December 2014](#) to raise common issues faced by all groups in relation to the delivery of the CCAF programmes in 8 English cities.

The Campaign is a CTC affiliated group which gives us a comprehensive Organisers' Liability insurance cover and the opportunity for members of the Campaign to become individual affiliated CTC members and receive [Third Party cover](#) for £16 per year.

On 26 August 2014 we officially affiliated to the [Cycling Embassy of Great Britain](#), the technical knowledge hub for best practice cycle infrastructure. We agree with their manifesto and mission statement.

Locally, we collaborated with other organisations to deliver joint events:

- [Cycling and Society Symposium](#) with Northumbria University, 14-16 September
- [Space for Cycling and Road Justice Campaigners'](#) workshop with the CTC and RoadPeace NE, 15 September
- [Infrastructure Masterclass](#) with Sustrans, 3 February

We welcomed the creation of SpokeNCL (@SpokeNCL), a student-run cycle advocacy group with a focus on improving cycle conditions and safety in Newcastle.



At the local level, we maintained contact with **RoadPeace** and their North East branch and continued to meet our Police Liaison Officers from Northumbria Police.

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

Communication and media activities

The Campaign **website** is our main communication means and is kept up to date with news, Campaign's communications, press releases and events. This autumn, following a suspected attack, we transferred the entire content of the website from Drupal to Wordpress – it was a fantastic team effort led by **Scott**. All articles published are compiled through our **monthly electronic newsletter**. A big thank-you to **Tim Binks**, one of our members, who has edited the newsletter for us on voluntary basis, with superb professionalism and reliability since 2013.

The Campaign has intensified its media coverage activities in 2014/2015. We prepared [29 press releases](#), and our stories got printed in the community (Jesmondlocal), local newspapers and cycle-focussed online media such as roadcc and bikebiz. **Katja** also wrote a piece for the [Northern Correspondent](#), a new local media championing story-telling and debates in the North East.

Both Space for Cycling rides attracted local TV news coverage and Katja was also interviewed early 2015 by [Made in Tyne and Wear](#), the new local TV channel.

We have a **Facebook group** called Friends of the Newcastle Cycling Campaign, with 465 members to date (an increase of 161 friends since last year). It is a very active group with daily posts and weekly discussions ranging from infrastructure design, campaigning, cycling news and the treatment of cyclists on our roads. It is also used to publicise local offers, social events, bike rides etc.

Our **twitter** account has now 2,069 followers (an increase of 405 followers since last year) and has clocked more than 11,600 tweets up to date.

The Campaign was present at the following events to reach out:

- Newcastle Community Green Festival, 7-8 June 2014
- Skyride, 2 August 2014, read [Rod's account](#)

Katja, the chair of the Campaign was invited to talk at a number of public events and conferences:

- “Newcastle City Futures”, Public event, Newcastle University’s School of Architecture, Planning and Landscape (SAPL), April 2014
- “Changing cities: building a healthy future together”, Medical Student Conference, MEDSIN, November 2014
- “Re-inventing North East cities and towns”, public debate, Northern Correspondent, December 2014
- Urbanista’s launch in the North East, Women-led network for growing women’s leadership and empowering collaboration on projects/ideas that make everyday life in cities better for everyone, January 2015

Conclusions

The Campaign definitely shifted up a gear this year; members got mobilised and involved and more is to come, under the new organisational structure. We also consolidated our policies for cycling infrastructure and continued to document through our website our journey towards a greener, healthier, fairer and more prosperous city.

In 2015/16 we must continue to demonstrate unity and solidarity to increase the impact of the Campaign and show the politicians that this is a mass movement. We want to start talking about a transport transition and how to make it happen.

To give it more visibility we need to build the network of local organisations in support of modal shift and grow the voice and actions for a city and a transport network which prioritise sustainable forms of travel. As part of this joint effort, the Campaign is more than ever committed to provide a platform for inclusive participation to ensure that the voices of all people including children, families and women in particular are heard.

Claire
On behalf of the Management Committee

Thanks goes to...

Cllr Nick Forbes for joining the Space for cycling ride in September and speaking eloquently in support of cycling infrastructure

Cllr Marion Talbot and all the councillors for joining us on the Space for Cycling rides – and signing up for the Space for Cycling Campaign

Catherine McKinnell MP and **Chi Onwurah MP** for their support in writing to Ministers

Christian Wolmar for accepting to be the Campaign's Patron and taking an active part in the September Space for Cycling ride

Seraphim Alvanides and **Mima Cattán** from Northumbria University for inviting the Campaign to co-organise the Cycling and Society Symposium in Newcastle

Tim Binks for editing and looking after our monthly e-Newsletter

Peter MacDonald for making the 2 Space for Cycling rides happen and their resounding success – Thanks to **Ali Lamb** (Newcastle City Council) for her help and Newcastle City Council for their financial support

All the marshals who helped at the Space for Cycling rides: **Bronwen, Marion, Ray, Rod, Dave, John, Rod, Yvette, Max, Davva, Steve, Paul, Claire, Lynn and Shannon**

Northumbria Police for ensuring road safety at the September Space for Cycling ride

Neil Murphy for chairing the Jesmond Hustings for the by elections in August 2014

Armelle, Sally, Alistair, Bill, George, Patrick, Gary, Mima and Jeannie who contributed to the YouReport series

Apex Acoustics for their generous donation and continuous support since we got established

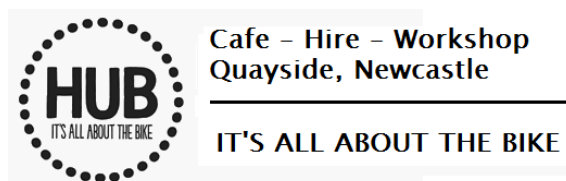
The **43 members** who have donated to the Campaign

Localgiving.com and their "Grow your tenner" campaign which allowed us to double some of our donations. Many thanks!

The **Cooperative Bank** for their £1,000 grant from the Customer Donation Funds

And... all our members, individuals and families, community groups and companies who supported the Campaign in 2014-15

And last but by no means least our corporate sponsors:





Financial Report

Period 09/03/2014 – 08/03/2015

Item	Amount	Comment
	In / out	
01 Balance brought forward	£1,534.18	
2.01 Donations including GiftAid	£714.33	thank you for your donations!
2.02 Corporate Members fee	£220.00	thank you for your membership!
2.03 Grants	£1,280.00	thank you!
2.04 Interest	£1.55	
2.05 CTC contribution to Space for Cycling costs	£34.65	
TOTAL INCOME	£2,250.53	
3.01 Room hire, refreshments & accommodation	-£155.40	
3.02 Website, publicity and events	-£236.09	
3.03 Affiliations and subscriptions	-£132.00	
3.04 Equipment and resources	-£96.00	
3.05 Travel, training and conference	-£449.80	
3.06 Other	£0.00	
TOTAL OUTGOINGS	-£1,069.29	
Year end balance	£2,715.42	

Signed

21-Mar-15



Chair

Katja Leyendecker



Treasurer

Claire Prosper