

ANNUAL REPORT 2006

Covering the year from the 2005 AGM (held 22nd October 2005) to the 2006 AGM (held 14th October 2006), including a summary of annual accounts for the year to 31st October 2006

TRANSform Scotland
the campaign for sustainable transport



ABOUT TRANSFORM SCOTLAND

TRANSform Scotland is the national sustainable transport campaign. We campaign for a more sensible transport system, one less dependent on unsustainable modes such as the car, the plane and road freight, and more reliant on sustainable modes like walking, cycling, public transport and freight by rail or sea.

Our campaigns seek to communicate the sustainable transport agenda to the media, politicians at the Scottish Parliament, local government, businesses and the general public. We have published a range of well-received publications on a broad range of transport topics and organised conferences and seminars on pressing transport issues, well-attended by key decision-makers in the public, private and voluntary sectors.

We are a membership organisation bringing together rail, bus and shipping operators; local authorities; national environment and conservation organisations; and local environment and transport campaign groups. TRANSform Scotland also has individual supporters.

TRANSform Scotland is funded through its members and supporters, events and project work as well as grant income (core funding) from the Scottish Executive.

TRANSform Scotland Limited is established as a non-profit making company - company number SC181648.

Board of Directors (since 22/10/05 unless otherwise stated)

Member group represented

Aberdeen Friends of the Earth
Capital Rail Action Group
The City of Edinburgh Council
CTC Scotland
First ScotRail
Friends of the Earth Edinburgh
Friends of the Earth Scotland
Railfuture Scotland
Ramblers Scotland
RSPB Scotland
Scottish Association for Public Transport
SERA Scotland
UK Public Health Association in Scotland
Vipre UK
The Waverley Route Trust

Board member

Gregor McAbery
Paul Tetlaw
Cllr. Maureen Child
Mike Harrison
John Yellowlees
Stuart Hay (until 07/03/06)
Stuart Hay (since 07/03/06; position vacant until 07/03/06)
Tony Lennon
Helen Todd (since 07/03/06)
Clifton Bain (since 14/10/06)
Tom Hart
Ralph Barker
Helen Tyrrell (until 14/10/06)
John Pinkard
David Spaven (until 14/10/06)

Officebearers (since 22/10/05 unless otherwise stated)

Chair	David Spaven (until 14/10/06) Paul Tetlaw (since 14/10/06)
Vice-Chair	Paul Tetlaw (until 14/10/06) John Pinkard (since 14/10/06)
Company Secretary	Karen McClung
Treasurer	Mike Harrison (until 14/10/06) position vacant (since 14/10/06)

Employees (since 22/10/05 unless otherwise stated)

Executive Director	Colin Howden
Development Officer	Kate Barclay (until 01/03/06)
Development Officer	Siobhan Reardon (since 20/03/06)
Conference Organiser	Susan Warren (from 14/02/06 to 14/05/06)

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1. OUTGOING CHAIR'S REPORT - David Spaven

As this is my last report as Chair, I'd like to take the opportunity to look back on the story of TRANSform Scotland over the last 10 years - the ups and downs on the Scottish transport scene.

It is now a decade since the first meetings were held to discuss and plan what would become TRANSform Scotland. At that time, various existing transport and environmental campaigns felt the need for a distinctive Scottish voice on sustainable transport, to build on the UK-level activities of Transport 2000. This led to the launch of TRANSform Scotland in November 1997.

We were clearly right to create a new umbrella group North of the Border – most transport decision-making powers are now devolved to Scotland, and Scottish transport policy has evolved in a different way from the Westminster approach. On the positive side, rail route re-openings have been pushed forward, in complete contrast to the situation in England. Of course some are more welcome than others – we have enthusiastically backed the strategic Stirling-Alloa-Kinross link and the concept (if not the practical detail) of the Borders railway. However, the elevation of the Edinburgh Airport Rail Link to the top of the Scottish Executive's rail priorities is a fundamental mistake.

The debit side, unfortunately, is long. Oblivious of climate change and other environmental impacts, the Executive has pressed ahead with a £1 billion road-building programme, including the destructive M74 Northern Extension and Aberdeen Western Bypass. TRANSform Scotland, together with its campaigning allies in JAM74 and Friends of the Earth Scotland, played a key role in convincing the Public Inquiry Reporter to throw out the economic case for the M74 and to support our environmental arguments against the road. This was an astonishing 'David and Goliath' victory – but the conclusions were cynically ignored by the Executive.

Not content with backing carbon-generating new roads, the Executive has also introduced additional subsidies for the most polluting mode of transport – aviation – with their new Route Development Fund. But perhaps the biggest disappointment has been the continuing failure to recognise the role of walking as a sustainable and realistic alternative for many short journeys throughout Scotland.

If the overall story is not encouraging, we can nevertheless celebrate a number of campaign successes:

- Our 2001 conference *Trams Back on Track* played an important role in getting trams back on the Edinburgh transport agenda
- Our input helped to get the establishment of Home Zones on a legislative footing in 2001 (although subsequent practical progress has been very poor)
- We pushed the Executive to adopt sustainable transport targets, and this played a part in the 2002 Executive decision to set a traffic stabilisation target for 2021
- We have long argued the case for a Sustainable Transport Team within the Executive, and were delighted when this was finally put in place in 2006.

The big campaigning picture depends critically on the input of individuals, and we are privileged to have as our Director, Colin Howden, who has proved himself to be an outstanding campaigner for sustainable transport, as well as a skilled organiser and administrator. In 2005, we secured a 3-year programme of core funding from the Scottish Executive, enabling us to pay Colin full-time and to employ a part-time Development Officer. To back up our paid staff, we have seen invaluable support from the Board (particularly over the last year or so) and from an outstanding team of volunteers.

Looking back over the years to 1997, the contribution of some key individuals should be highlighted - Board members Helen Tyrrell (also retiring this year) and Tom Hart, who have been ever present on the Board; Karen McClung in the different roles of volunteer, Conference Organiser and Company Secretary; and, sadly, the late David Roberts, who provided the benchmark for fulfilling the role of Board member with a sustainable transport perspective rather than just representing a member organisation. More recently we were sorry to lose the valued services of Mike Harrison as Treasurer, following a serious cycling accident.

The decade ahead will pose some enormous – and in the case of climate change, frightening – challenges for sustainable transport campaigners. Nothing less than a sea change in political and public attitudes to transport policy is needed. In recent years the freight logistics industry has got well used to the concept of 'just-in-time' transport, but in the emerging 21st century we will all have to get used to the idea of making the most of 'just enough' transport.

2. DIRECTOR'S REPORT - Colin Howden

The last year has seen us successfully expand our activities, carrying out campaigning work in a number of key areas. Climate change provided the focus, with the Scottish Executive's Climate Change Programme Review and the National Transport Strategy consultation as prime targets. The Executive's Climate Change Programme was deeply disappointing in its plans for transport, setting out no new significant measures to reduce greenhouse gas emissions. The National Transport Strategy does however take emission reduction as a key theme – but it remains to be seen whether it will deliver.

This campaigning focus has not meant that we have neglected other areas. We have expanded our public transport campaigning, with a particular focus on the various railway Bills proceeding through the Scottish Parliament. We also delivered on a new campaign area – *Socially-Just Transport* – as well as stepping up our work on *Sustainable Investment*, an area which we intend to provide a major focus for our activities in 2007.

This year has also been important in concluding and putting in place most of the organisational review activities commenced in the previous year. We now have a new and robust Strategic Plan, a Development Strategy, and a thorough Annual Work Plan setting out the next year's campaigning and developmental objectives.

Much credit must go to former Development Officer Kate Barclay, while new Development Officer Siobhan Reardon has shown vigour in her desire to deliver on the various project and core funding proposals that we have set out. I also have to thank the hard work of our conference organiser Susan Warren and the vital unpaid contributions of our volunteers – in particular Calum McCallum, Konstanze Glaser and Mary Church – and Board members.

The year has seen significant change in the organisation, with Chair David Spaven and Treasurer Mike Harrison departing as officebearers. The new year presents plenty of reason to look forward, with opportunities for us to reinforce and expand our work.

3. ELECTION OF NEW CHAIR - Paul Tetlaw

At our October 2006 Annual General Meeting, Paul Tetlaw was elected as the new Chair of TRANSform Scotland. He takes over from David Spaven who has stepped down after nine years. Paul, who is Chairman of Edinburgh-based Capital Rail Action Group, has spent most of his career in the water industry working in the environmental field. Until three years ago he was General Manager, Key Customers with Scottish Water. Paul has been involved in TRANSform Scotland from day one, and was previously the Vice-Chair:

David Spaven will be a hard act to follow: he has ensured that TRANSform Scotland is clearly established as the national body campaigning for sustainable transport solutions.

We now face a watershed in transport decisions. We can choose to invest wisely in transport modes that will reduce environmental damage and make our towns and cities more attractive places to live – or we can continue down the damaging road of ever increasing levels of road traffic.

It is not just about the environment, although that is important to all of us. Thanks to the recent Stern Report, we now know the economic cost of climate change, while there is ample evidence of increased health care costs caused by too many people leading inactive lifestyles.

4. ORGANISATION

Forward Planning

The December 2005 Board meeting adopted a new three-year Strategic Plan for the organisation setting out three 'strategic directions': (i) delivering sustainable transport campaigning, (ii) alliance-building activities, and (iii) developing a sustainable organisation. The Plan will be reviewed by the Board on an annual basis.

Accompanying the Strategic Plan is a new Development Strategy which forms the basis of the organisation's fundraising and development activities. The organisation also maintains a Communications Strategy, and is in the process of preparing a new organisational Campaigns Strategy. A recent review of all our communication activity, particularly with key audiences such as our membership, identified a number of areas which we intend to address as soon as we gain funding. This will enable us to work more effectively with all our stakeholders.

All of the organisation's ongoing activities are monitored within the Annual Work Plan, which is agreed annually by the Board. This year, for the first time, we held a strategy seminar involving member groups and supporters. The valuable feedback we gained assisted in the development of the year's Annual Work Plan.

General Meetings, Board of Directors, and Governance issues

The 2005 Annual General Meeting featured presentations on the next year's Annual Work Plan, allowing members an opportunity to input. The 2006 AGM continued this, extending the role of the AGM to not just report back on the previous year's activities, but also allowing discussion on the next year's plans.

The Board convened four times over the year, with meetings held at Waverley Station, courtesy of Network Rail. The list of Board members is set out below in the Company Secretary's Report.

The Board has three committees: the Executive Committee, the Development Group and the Campaigns Group. The Executive Committee, formed in early 2006, comprises the Chair, Vice-Chair and Director, and has met on a regular basis. The Board has also taken forward the review of governance issues relating to the organisation, putting in place new policies and reviewing others.

Personnel

The organisation has maintained its staffing level as 1.5 full-time equivalent, with the Director (Colin Howden) employed on a full-time contract and a Development Officer (Kate Barclay, then Siobhan Reardon) employed part-time.

March 2006 saw an important change in personnel, with Kate Barclay going into maternity leave. Kate carried out important work for the organisation, in particular in development of the Strategic Plan and addressing other organisational deficiencies. Kate's replacement, Siobhan Reardon, has been able to build on Kate's work, and has taken forward the project development work and fundraising work that now needs to be delivered.

Volunteers

TRANSform Scotland remains highly dependent on its volunteers for developing new campaigns activities. Active volunteers over the year have included: Andrea Foster, Anna McLauchlan, Bea Brogi, Calum McCallum, Konstanze Glaser, Mary Church and Polly Griffiths.

In addition to this, the work of Board members – all voluntary – has been important to both TRANSform Scotland's campaigns work and development activities.

5. DEVELOPMENT

Core funding

The major task for the organisation is to secure long-term stability through increased core funding and the development of new revenue streams. This forms the key role for the Development Officer, and work is underway to meet these objectives.

Project funding

Work is also underway on developing and implementing a number of projects, and it is hoped that some of these will have been successfully completed in the near future.

Membership & Supporters

TRANS*form* Scotland currently has 64 member organisations (see Appendix A), with members' fees a major source of income. We are particularly reliant on the financial contributions of First ScotRail, GNER, RSPB Scotland, Virgin Trains and WWF Scotland.

At time of writing, we have around 100 individual supporters, who make an important contribution to the financial viability of the organisation.

We maintain membership of the European Federation for Transport and Environment (of whom Colin Howden is Internal Auditor), and we share reciprocal affiliation with Transport 2000 amongst others. We maintain links with a range of other organisations, and are ourselves members of the Edinburgh Sustainable Development Partnership, Home Zones for Scotland Network, Road Block, Scottish Transport Studies Group, and the Slower Speeds Initiative (see Appendix B for full list). We have also worked over the year with Scottish Environment LINK and Stop Climate Chaos Scotland.

TRANS*form* Scotland Trust

Former Board member Petra Biberbach, working with solicitor Andrew Boyd, was successful in obtaining charitable status for the TRANS*form* Scotland Trust, which will operate in parallel to TRANS*form* Scotland Limited, as a conduit to assist in the long-term funding of the organisation.

A Memorandum of Understanding has been agreed between the Board of TRANS*form* Scotland Limited and the Trustees of the TRANS*form* Scotland Trust, setting out how the two bodies will interact and relate to each other. The initial Trustees are Petra Biberbach, Paul Tetlaw and Steve Stradling (Professor of Transport Psychology at Napier University's Transport Research Institute). The Trust's activities are at a very early stage, but it is expected that activities will expand over the coming year.

6. CAMPAIGNS

6.1 Tackle Climate Change

Climate change policy

Climate change really broke through as a major worldwide political issue during this year, and as such it was important that TRANSform Scotland should direct its efforts to this topic.

We maintained our presence on the Scottish Executive's Climate Change Programme Review stakeholder group, and met with Environment Minister Ross Finnie MSP at the April 2006 launch of the Executive's Climate Change Programme. The Minister, having identified transport as one of the three sectors in which action was essential, was quizzed by us on the lack of commitment to new measures to reduce greenhouse gas emissions from the transport sector. We also issued a Parliamentary briefing on climate change in advance of the 08/06/06 debate on the Executive's Climate Change Programme.

Road traffic reduction

Road traffic reduction underpins the sustainable transport critique. Levels of greenhouse gas emissions from the transport sector will not be reduced if traffic levels continue to rise. Quality of life will continue to diminish while traffic levels continue to rise. Continued trends towards motorisation are devastating for efficient land use planning, and the viability of public transport services.

This year we continued to press the Executive to retain and reinforce its road traffic stabilisation target – as it is evident that the national climate change targets *cannot* be met if traffic levels are allowed to continue to rise. As it turned out, this target was retained with the Executive's National Transport Strategy published in December 2006.

We have worked with Mark Ballard MSP (SGP) to put forward a Parliamentary Bill to deliver interim targets and an implementation plan for delivering on the road traffic stabilisation target.

Economic instruments

Traffic levels will not be reduced unless and until transport users pay for their external impacts, be they environmental, social or economic.

Following the defeat, in February 2006, of the Edinburgh congestion charge proposal, there has been limited political interest in Scotland in promoting economic instruments for transport. There has perhaps been more progress at a UK level, with the new Secretary of State for Transport, Douglas Alexander MP (yet another Scot as UK transport minister), making a number of favourable pronouncements in favour of a UK-wide road pricing scheme.

In Scotland, the debate has regressed. Instead of measures to increase the price of private motoring, we have seen pork-barrel politics, with the promotion of Parliamentary Bills to remove road tolls from the Forth and Tay road bridges. This would represent a transfer of funds from the general taxpayer to car commuters and the road haulage industry.

Road proposals

There is certainly no prospect of meeting climate change targets whilst money continues to be poured into new road-building. This is a direct invitation to increase car use.

We have continued our involvement with Joint Action against the M74 (JAM74) and supported Friends of the Earth Scotland in its legal challenge to the Executive's decision to over-turn the public inquiry finding against the M74 Northern Extension. This challenge unfortunately failed, and the Executive has proceeded with planning the construction of this destructive road project.

It is deeply disappointing that the Executive has chosen to press ahead with this project despite the resounding result of the public inquiry – which recommended that the road be cancelled on the basis that it would be destructive to the environment, local quality of life, and be of no net assistance to the Scottish economy.

The Executive has also pressed on with plans to construct the Aberdeen western bypass, a project that would destroy the western green belt of the city. We have been working with Aberdeen Friends of the Earth and local campaign group Road Sense to oppose this disastrous project. The Road Orders were published in late 2006 and we will oppose these.

Pressure for a Second Forth Road Bridge has also built up during the year, with UK Ministers Gordon Brown MP and Alastair Darling MP coming out in favour of a new bridge during the Dunfermline West by-election campaign. We have worked with the ForthRight Alliance to oppose construction of a second road bridge. The Scottish Executive has subsequently put a decision on a new bridge on hold, currently claiming that no decision will be made until after the May 2007 elections.

We also worked with local campaign group Save Dalkeith Park in opposing the Executive's bulldozing through of the A68 Dalkeith Northern Bypass. We gave evidence to the Parliament's Petitions Committee and spoke at local public meetings in Midlothian – unfortunately to little avail.

Air transport

Current UK Government policy, as set out in 2003 Aviation White Paper, is gruesome from a sustainable transport viewpoint – with the government seeking to meet in full the forecast Scottish growth, from today's 16 million passengers per annum today to anywhere between 26 to 51 million by 2030.

We have been tracking the development proposals of the three BAA plc airports (Aberdeen, Edinburgh and Glasgow) and, in March 2006, submitted a response to BAA Aberdeen's Masterplan consultation. However, there has been general disillusion over the point of this consultation process, with Edinburgh MP Alastair Darling, while holding the post of Secretary of State for Transport, having ceded planning powers for airports to the developers themselves.

On a more strictly Scottish level, we have worked with FoE Scotland and WWF Scotland to criticise the Scottish Executive's direct subsidy for the air transport industry in the form of its air Route Development Fund. We issued a joint Parliamentary briefing in advance of the 19/01/06 Executive debate on the RDF.

Oil depletion

The transport sector is uniquely exposed to oil depletion, being massively dependent on fossil fuels. With UK oil production now past its peak, and with global 'Peak Oil' widely forecast within the next decade (if it hasn't been reached already), it is shocking that awareness of this issue remains so low.

Whilst not strictly a climate change issue, there is much overlap between the action that will have to be taken to address both climate change emissions and dwindling oil reserves.

We have been working with Depletion Scotland to develop our policy on Peak Oil and we intend to publish this in the near future. David Spaven also made Peak Oil a major and recurrent theme of his public speaking engagements on behalf of TRANSform Scotland.

6.2 Better Public Transport

Public transport policy

We submitted responses to the Executive's proposals for a Public Transport Users' Committee and its Bill proposals for a Transport and Works (Scotland) Bill, the former being written by volunteer Calum McCallum. Our responses were broadly favourable to both proposals.

Inter-urban corridors

We maintained our position on the Delivery Issues Group of the Scottish Executive's Central Scotland Transport Corridor Studies (CSTCS), with Board member Tom Hart attending the two meetings held during the year. TRANSform Scotland has been represented on the Steering Group of the CSTCS since the study was set up in 2000.

Carried out for the Glasgow-Edinburgh (A8) and Glasgow-Stirling (A80) corridors, the CSTCS represented the first large-scale application of multi-modal appraisal techniques in Scotland -

something that *TRANSform* Scotland had consistently lobbied for. The CSTCS Ministerial decisions of January 2003 were considerably better than expected. It is unfortunate that multi-modal appraisal has now been dropped by the Executive in planning transport interventions – the Aberdeen western bypass and the A68 Dalkeith Northern Bypass being glaring examples of this failure.

We continued work on our own 'corridor comparisons report' (with volunteer Tom Ward) and it is planned to publish this in 2007.

Railways

We decided to intervene in a number of rail issues over the year. Whilst we did not submit a formal response to the Executive's 2005 consultation on rail priorities, we did issue a Parliamentary briefing in advance of the 10/11/05 Executive rail debate, which preceded this consultation. In August 2006, we submitted a well-received response to the DfT's consultation on its proposals for a 'New Cross Country Franchise'.

We have also been tracking the developing debate on high-speed rail, in particular the proposals for an Anglo-Scottish high-speed railway (which we think may have merit) and an Edinburgh-Glasgow 'bullet train' (which we consider unnecessary to secure faster journey times). We held a seminar on high-speed railways in Edinburgh on 06/09/06, hosted by The City of Edinburgh Council, at which David Spaven presented his views on the potential environmental downsides of high-speed rail; a discussion paper expanding on this position was published in October 2006.

Calum McCallum has been very active, drafting *TRANSform* Scotland positions on matters including Edinburgh-Glasgow rail links, the Airdrie-Bathgate rail link, Glasgow Crossrail and the Glasgow Airport Rail Link (GARL). Calum's drafts formed the basis for our written evidence on the Parliamentary Bills for the Airdrie-Bathgate rail link and GARL. Paul Tetlaw subsequently gave oral evidence to the Bill Committee, in Airdrie, on the former.

In South-East Scotland, Paul Tetlaw has been in regular contact with Network Rail regarding the Waverley Redevelopment Project, works for which are currently underway at Waverley and Haymarket stations; Paul has also been tracking the proposals for a comprehensive redevelopment of Waverley, proposals from which central government now seems to be backing away. We have also worked with Capital Rail Action Group and others to continue promoting the case for reopening the Edinburgh South Suburban Railway ('South Sub') to passenger services, and The City of Edinburgh Council now seems to be more positive towards this proposal. Work on a report updating progress on the various South-East Scotland rail proposals is ongoing, and is planned for publication some time in 2007.

Whilst we are generally supportive of public transport schemes, we have during this year continued our opposition to the proposed Edinburgh Airport Rail Link (EARL), in particular submitting written and oral evidence to the Scottish Parliament on the matter. Our opposition to the current proposal centres around, firstly, the 'opportunity cost' of the proposal for other more pressing rail schemes (e.g. trams, South Sub, Waverley redevelopment, Edinburgh-Glasgow line speed improvements); secondly, the failure of the option development process to consider other, potentially better value, solutions for providing rail access to the Airport; and thirdly, but most fundamentally, the fact, conceded by the promoters, that the scheme will further increase journey times on the Scottish mainline rail network, worsening its competitiveness with road transport.

Trams

We have continued to support The City of Edinburgh Council's proposals, promoted by tie limited, for a tram network for the city, amongst other things issuing Parliamentary briefings ahead of the 22/03/06 and 29/03/06 final stage debates on the Bills for Tram Line 2 and Tram Line 1. With the Bills passed into law, and while the planning process for the trams is now largely complete, there are still opponents to the trams and we intend to continue campaigning in favour of this much-needed intervention.

Buses

We have committed considerable resources to the development of a project that would enable us to do more work on pro-bus campaigning, and have been in discussions with various groups regarding its funding. We hope that this will bear fruit, and that work can begin on this as soon as possible.

In the meantime, we have continued tracking bus developments across Scotland, and decided to engage, to some degree, in the summer 2006 media debate over Glasgow bus services.

6.3 Healthy Transport

Healthy Transport policy

We have continued to promote our *Healthy Transport* briefing (initially launched at a Parliamentary seminar in June 2004) as a summary of our views in this area.

We maintain strong links with Sustrans Scotland, Spokes and other organisations, making strong representations in the media about the need for the Scottish Executive to maintain its funding for Sustrans' work in developing the National Cycle Network and other projects. Sustrans' funding was subsequently restored.

We worked with Living Streets Scotland in delivering the Edinburgh Street Audit Pilot Project, commissioned by The City of Edinburgh Council. The project led to the production of five thorough and in-depth reports (plus a summary report) looking at how Community Streets Audits could become an invaluable tool in improving the quality of Scotland's streets. Unfortunately these reports, whilst formally welcomed by The City of Edinburgh Council, are not in the public domain.

We have also continued promoting Home Zones as the one intervention that could genuinely transform the use of streets, especially in residential areas. We maintained our place on the Scottish Executive's Home Zones Advisory Group, and helped organise the Home Zones for Scotland Network.

Late in 2005, we published the conference report on the Network's 26/09/05 conference, held at Victoria Quay and chaired by David Spaven. Subsequent to this, we carried out two projects on behalf of the Network, conducting a comprehensive survey of Home Zones activity being carried out by local authorities, developers and housing association

6.4 Socially-Just Transport

Whilst justice issues have always underpinned our analysis of Scottish transport, this was the first year in which we had formally identified social justice issues as a campaigning focus for the organisation.

Our main activity during the year was the publication of the *Socially-Just Transport* briefing, authored by volunteer Konstanze Glaser, and published at a Parliamentary seminar hosted by Tommy Sheridan MSP (then of the SSP) in November 2005. While there was limited interest from MSPs of other parties, the issue is widely recognised by social justice, disability and public health NGOs, with the seminar featuring contributions from Capability Scotland, the UK Public Health Alliance in Scotland, the Scottish Accessible Transport Alliance and The Poverty Alliance.

We also engaged in Patrick Harvie MSP's (SGP) Glasgow Clean Air Campaign, with Colin Howden speaking at its launch in November 2005. We have subsequently been investigating stepping up our campaigns work on air pollution.

6.5 Reduce the Need to Travel

In March 2006, we submitted written evidence to the Parliament on the Executive's Planning Bill, endorsing the concern raised by Scottish Environment LINK and others that the Bill featured inadequate scrutiny of the proposed statutory National Planning Framework. We also supported calls for the Bill to put in place a limited Third Party Right of Appeal (TPRA). Unfortunately, the Parliament rejected these requests, despite massive public support, in favour of the interests of developers.

In December 2005, we submitted, jointly with Freight on Rail, written evidence on the Parliament's Local Government and Transport Committee's Freight Transport Inquiry, which had been held as a result of a lobby from the road haulage industry. Our evidence concentrated on promoting rail freight as an alternative to road haulage. In February 2006, Colin Howden gave oral evidence to the Committee, in a joint panel session with FoE Scotland chief executive Duncan McLaren.

We also had some involvement with the development of the Scottish Executive's freight strategy, with David Spaven and Tom Hart attending policy seminars.

6.6 Sustainable Investment

We engaged with the Eddington Study, commissioned jointly by HM Treasury and the DfT. In December 2005, Paul Tetlaw attended a meeting in Glasgow with Sir Rod Eddington, promoting, in particular, the need for road charging to form an important part of governmental policy on transport and the economy. In January 2006, Paul Tetlaw and Colin Howden submitted, and published, a comprehensive written response to the Eddington Study team.

We have also continued to track Scottish Executive spending priorities, and would have scheduled more work in this area had the Comprehensive Spending Review not been delayed from 2006 until 2007. This campaign area will form a priority over the next year.

6.7 Political campaigns work

Much of this year's campaigns centred on the Executive's formulation of its National Transport Strategy (NTS). We attended, and spoke at, several of the Executive's numerous consultation events. Along with CTC Scotland, we held, on 26/11/05, a seminar on how activists could influence the NTS – this attracted around 50 delegates, and featured the civil servant then charged with drafting the NTS.

Following the launch in April 2006 of the Executive's consultation paper, we published a members' briefing on the NTS, and encouraged members to respond to the consultation.

Our *Facing the Flood* conference, held on 08/05/06, weeks after the Executive's National Transport Strategy consultation was published, and a month after the publication of the Executive's Climate Change Programme, was aimed squarely at influencing the Executive on policy on transport and climate change. Unfortunately, Transport Minister Tavish Scott, having initially accepted an invitation to speak at this conference, was unavailable. We trust that the numerous Executive civil servants passed on the messages coming out loud and clear from the conference on the need for the National Transport Strategy to take action on transport and climate change.

TRANSform Scotland's own response to the Strategy consultation, submitted in July 2006, answered all of the Executive's lengthy list of questions, but also set down our views on what a sustainable transport strategy needs to comprise, and what measures the Scottish Executive will need to take, if it is to deliver for sustainable transport. The document gave a strong basis upon which to judge the Executive's National Transport Strategy.

We've also been getting up to speed with the Executive's new transport agency Transport Scotland, and the Strategic Transport Projects Review that the Executive has instructed it to carry out. Things look pretty desperate on this front, with Transport Scotland's business plan and communications materials virtually ignoring environmental and social issues. It makes a mockery of Ministerial exhortations towards sustainable development priorities when its own agencies do such a thorough job of ignoring such imperatives.

Regional & Local Campaigning

This year saw the launch of the seven Regional Transport Partnerships (RTPs), and we have been getting up to speed with the RTPs' activities.

In December 2005, we submitted our views on the Executive's Regional Transport Strategy (RTS) draft guidance. We considered the guidance to be quite good: however it remains to be seen whether the RTSs will indeed promote sustainable transport – or just the pet projects of the RTP Boards. We have subsequently been tracking the development of the RTSs and will continue to do so.

We have also continued to engage in Edinburgh transport issues, often in response to the rabid interest in transport shown by the city's media, but pro-actively on some occasions. For example, we submitted a consultation response to CEC's Local Transport Strategy phase one consultation, and Colin Howden attended consultation seminars at both phase one and two of the process. We also engaged in Lothian land use planning issues, submitting consultation responses on the Edinburgh City Local Plan, CEC's *Vision for Capital Growth*, and the review of the Lothians Structure Plan.

In Glasgow, Calum McCallum has been key to our increased involvement in local issues, with input being fed into Glasgow City Council's *Environment Strategy and Action Plan* (which curiously continues to omit to mention the M74!), GCC's City Plan 2, and GCC's Local Transport Strategy phase one consultation.

Scottish Parliament

As will have been seen from the range of work set out above, much of our activities remains focussed on the Parliament – whether it be writing parliamentary briefings, evidence papers, or speaking to political parties. In the run-up to the May 2007 Holyrood elections, we hope to further increase our work in this area.

7. COMMUNICATIONS

Publications & Media

We published 45 publications during the year, including reports, consultation responses and evidence papers. These are documented in Appendix C.

We also published three issues of our *Update* newsletter (Autumn 2005, Spring 2006 and Summer 2006) and continued to update our website. The site has copies of all of our publications and remains a popular resource base for researchers, students and policy-makers. We have also implemented a facility for online supporter subscriptions. A redesign of the website is planned for the coming year.

Our media profile continues to be significantly above what our resource base would suggest and we continue to be a favoured point of call for comment on sustainable transport issues.

Events: conferences and seminars

We held four seminars during the year (some of which have been described earlier): these, and details of our other events, are documented in Appendix D.

Our *Facing the Flood* conference, held on 08/05/06, was seen to be very successful in bringing together the debate on transport and climate change at an important point in policy development on the National Transport Strategy. The event was successfully managed by Susan Warren, who we employed on a three-month contract.

David Spaven remained a frequent speaker at keynote Scottish transport conferences, in particular the November 2005 Scottish Transport Awards conference and the February 2006 Waterfront conference on the National Transport Strategy. Paul Tetlaw, Tom Hart, Colin Howden and others also represented, or spoke on behalf of, TRANSform Scotland at other events.

8. ANNUAL ACCOUNTS

Income and Expenditure Account - for the year ended 31st October 2006

	2006 £	2005 £
Income from ordinary activities (all in UK)	45,592	73,833
Direct costs of campaigning	<u>(10,385)</u>	<u>(29,471)</u>
Gross surplus	35,207	44,362
Administrative expenses	<u>(45,256)</u>	<u>(34,634)</u>
Other operating income	<u>(10,049)</u>	9,728
	250	-
Operating (deficit)/surplus	(9,799)	9,728
Interest receivable	<u>137</u>	<u>225</u>
(Deficit)/ Surplus on ordinary activities before taxation	(9,662)	9,953
Taxation	<u>0</u>	<u>0</u>
(Deficit)/Surplus for the year	(9,662)	9,953
Accumulated surplus brought forward	<u>18,720</u>	<u>8,767</u>
Accumulated surplus carried forward	9,058	18,720

Balance Sheet as at 31st October 2006

	--2006-- £	2005 £
Tangible fixed assets:		
Computer equipment	381	571
Current assets:		
Debtors	8,540	8,037
Bank and cash balances	<u>6,165</u>	<u>12,480</u>
	14,705	20,517
Current liabilities:		
Creditors due within one year	<u>(6,028)</u>	<u>(2,368)</u>
Net current assets	8,677	18,149
Total assets less current liabilities	<u>9,058</u>	<u>18,720</u>
Financed by reserves:		
Accumulated surplus:		
Unrestricted funds	<u>9,058</u>	<u>18,720</u>

Please note: this information represents an extract from our *Directors' Report and Financial Statements for the year ended 31 October 2006*. These extracts cannot be expected to provide a full understanding of the financial position of TRANSform Scotland. Copies of the complete report can be obtained from the TRANSform Scotland office on request.

9. COMPANY SECRETARY'S REPORT

Board of Directors

TRANSform Scotland is managed by a Board of Directors elected by the membership. Board members are elected as nominated representatives of the member groups for a three-year term, and can stand for re-election at the end of this period. The Board members appoint the Chair and Vice-Chair from within their number, appoint a Company Secretary, and any other Officers as they see fit (e.g. Treasurer).

The Articles of Association state that the Board should have between 6 and 15 members. During the year from 22/10/05 (2005 AGM) to 14/10/06 (2006 AGM), the size of the Board was thirteen, two below its maximum complement. Since the 2006 AGM, there have been twelve members of the Board.

Member group represented

Aberdeen Friends of the Earth
Capital Rail Action Group
The City of Edinburgh Council
CTC Scotland
First ScotRail
Friends of the Earth Edinburgh
Friends of the Earth Scotland
Railfuture Scotland
Ramblers Scotland
RSPB Scotland
Scottish Association for Public Transport
SERA Scotland
UK Public Health Association in Scotland
Vipre UK
The Waverley Route Trust

Board member

Gregor McAbery
Paul Tetlaw
Cllr. Maureen Child
Mike Harrison
John Yellowlees
Stuart Hay (until 07/03/06)
Stuart Hay (since 07/03/06; vacant until 07/03/06)
Tony Lennon
Helen Todd (since 07/03/06)
Clifton Bain (since 14/10/06)
Tom Hart
Ralph Barker
Helen Tyrrell (until 14/10/06)
John Pinkard
David Spaven (until 14/10/06)

Officebearers

Chair	David Spaven (until 14/10/06) Paul Tetlaw (since 14/10/06)
Vice-Chair	Paul Tetlaw (until 14/10/06) John Pinkard (since 14/10/06)
Company Secretary	Karen McClung
Treasurer	Mike Harrison (until 14/10/06) vacant (since 14/10/06)

Executive Committee

Colin Howden
John Pinkard (since 14/10/06)
Siobhan Reardon
David Spaven (until 14/10/06)
Paul Tetlaw

Development Group

Petra Biberbach
Colin Howden
Siobhan Reardon
Paul Tetlaw
Helen Tyrrell (until 14/10/06)

Campaigns Group

Lang Banks
Stuart Hay
Colin Howden
Jessica Pepper
David Spaven (until 14/10/06)
John Yellowlees

Employees

Executive Director	Colin Howden
Development Officer	Kate Barclay (until 01/03/06)
Development Officer	Siobhan Reardon (since 20/03/06)
Conference Organiser	Susan Warren (from 14/02/06 to 14/05/06)

APPENDICES

Appendix A: Membership list as at 14/10/06 AGM

Aberdeen City Environmental Forum	Lothian Buses plc
Aberdeen Friends of the Earth	Lothian Community Transport Services
Asthma UK Scotland	Passenger Focus
Aviation Environment Federation	Rail Action Group, East of Scotland
The Bus and Coach Watchdog Edinburgh	Railfuture
Caledonian MacBrayne	Railway Engineering Associates Ltd.
Campaign for Borders Rail	Ramblers Scotland
Capital Rail Action Group	RoadPeace
CARE80	RSPB Scotland
The City of Edinburgh Council	Scott Wilson Railways (Scotland) Ltd.
citycarclub	Scottish Accessible Transport Alliance
Clydesdale Rail Action Group	Scottish Association for Public Transport
The Cockburn Association	Scottish Borders Environment Partnership
Confederation of Passenger Transport UK	Scottish Citylink Coaches Ltd.
CTC Scotland	Scottish Green Party
Cycling Scotland	SERA Scotland
Depletion Scotland	Spokes, the Lothian Cycle Campaign
Dumfries & Galloway Council	Stagecoach UK Bus
Dundee City Council	Sustrans Scotland
FirstGroup	tie limited
First ScotRail	Transport 2000
Forward Scotland	Transport Salaried Staffs' Association
Friends of the Earth Edinburgh	Transportation Management Solutions
Friends of the Earth Scotland	Travel Dundee
Go Bike! Strathclyde Cycle Campaign	UK Public Health Association in Scotland
Great North Eastern Railway	The University of Edinburgh
Green Skies	Vipre UK
Highland Cycle Campaign	Virgin Trains
Joint Action against the M74 (JAM74)	Voluntary Health Scotland
Liftshare.com	The Waverley Route Trust
Light Rail Scotland	West Lothian Council
Living Streets Scotland	WWF Scotland

Appendix B: Representation on external bodies

TRANSform Scotland is member of:

The City of Edinburgh Council Transport Advisory Panel
European Federation for Transport and Environment
Edinburgh Sustainable Development Partnership
Home Zones for Scotland Network
Road Block
Scottish Executive Central Scotland Transport Corridor Study Delivery Issues Group
Scottish Executive Climate Change Stakeholder Group
Scottish Executive Home Zones Advisory Group
Scottish Sustainable Development Forum
Scottish Transport Studies Group
Slower Speeds Initiative

TRANSform Scotland has a reciprocal affiliation with:

Aberdeen City Environmental Forum	Joint Action Against the M74 (JAM74)
Aviation Environment Federation (AEF)	RoadPeace
Green Skies	Transport 2000

Appendix C: Publications

Code	Title	Type of publication	Date
TS 06/33	Consultation on proposed Forth and Tay Bridges (Removal of Tolls) Bill by Bruce Crawford MSP	Consultation response	30/08/06
TS 06/32	Transport and Works (Scotland) Bill - written evidence to Procedures Committee	Parliamentary evidence paper	28/08/06
TS 06/31	Transport and Works (Scotland) Bill - written evidence to Local Government and Transport Committee	Parliamentary evidence paper	23/08/06
TS 06/30	Tolled Bridges Review	Consultation response	17/08/06
TS 06/29	Update - Summer 2006	Newsletter	08/08/06
TS 06/28	New Cross Country Franchise - consultation document April 2006	Consultation response	07/08/06
TS 06/27	Airdrie-Bathgate Rail Link	Parliamentary evidence paper	02/08/06
TS 06/26	<i>Sustainable transport - or business as usual?</i>	Consultation response	13/07/06
TS 06/25	Glasgow City Council 'Environment Strategy and Action Plan 2006-2010 draft for consultation'	Consultation response	11/07/06
TS 06/24	Edinburgh and the Lothians Structure Plan Review 2020 - consultation paper May 2006	Consultation response	30/06/06
TS 06/23	A Vision for Capital Growth: 2020-2040 - Draft for consultation May 2006	Consultation response	30/06/06
TS 06/22	Edinburgh City Local Plan draft March 2006	Consultation response	30/06/06
TS 06/21	Response to Petition PE921	Parliamentary evidence paper	14/06/06
TS 06/20	Climate change debate	Parliamentary briefing	08/06/06
TS 06/19	Proposals for a new approach to delivering public transport infrastructure developments	Consultation response	19/05/06
TS 06/18	National Transport Strategy consultation	Briefing paper	18/05/06
TS 06/17	Edinburgh Airport Rail Link	Parliamentary evidence paper	15/05/06
TS 06/16	M8 Baillieston-Newhouse	Objection letter	10/05/06
TS 06/15	<i>Update - Spring 2006</i>	Newsletter	26/04/06
TS 06/14	Glasgow City Council City Plan 2	Consultation response	14/04/06
TS 06/13	Bridge tolls debate	Parliamentary briefing	30/03/06
TS 06/12	Tram Line 1 debate	Parliamentary briefing	29/03/06
TS 06/11	<i>Facing the Flood</i>	Conference programme	24/03/06
TS 06/10	BAA Aberdeen Masterplan	Consultation response	24/03/06
TS 06/09	Tram Line 2 debate	Parliamentary briefing	22/03/06

TS 06/08	Public Transport Users Committee	Consultation response	30/03/06
TS 06/07	Glasgow Airport Rail Link Bill	Parliamentary evidence paper	14/03/06
TS 06/06	Planning etc. (Scotland) Bill	Parliamentary evidence paper	06/03/06
TS 06/05	CEC Local Transport Strategy	Consultation response	25/02/06
TS 06/04	GCC Local Transport Strategy	Consultation response	25/01/06
TS 06/03	Air Route Development Fund	Parliamentary briefing	17/01/06
TS 06/02	GCC Environmental Sustainability Strategy	Consultation response	14/01/06
TS 06/01	Eddington Study	Consultation response	12/01/06
TS 05/23	Edinburgh Standards for Streets	Consultation response	30/12/05
TS 05/22	Draft Guidance on Regional Transport Strategies	Consultation response	20/12/05
TS 05/21	Local Government and Transport Committee Freight Transport Inquiry	Parliamentary evidence paper	02/12/05
TS 05/20	<i>Update – Autumn 2005</i>	Newsletter	27/11/05
TS 05/19	<i>Socially-Just Transport</i>	Briefing paper	26/11/05
TS 05/18	Scottish Executive debate on Rail	Parliamentary briefing	10/11/05
TS 05/17	<i>Edinburgh Street Audits: Summary Report</i>	Report	unpublished
TS 05/16	<i>Edinburgh Street Audits: Newtoft</i>	Report	unpublished
TS 05/15	<i>Edinburgh Street Audits: Great Junction Street</i>	Report	unpublished
TS 05/14	<i>Edinburgh Street Audits: Haymarket</i>	Report	unpublished
TS 05/13	<i>Edinburgh Street Audits: Bruntsfield</i>	Report	unpublished
TS 05/12	<i>Edinburgh Street Audits: Canaan Lane</i>	Report	unpublished

Appendix D: Events

Title	Type of event	Date
<i>Socially-Just Transport</i> launch event	Parliamentary seminar	23/11/05
<i>Strategies for walking and cycling? – Ensuring the National and Regional Transport Strategies deliver for sustainable transport</i> – jointly organised with CTC Scotland	Members' seminar	26/11/06
<i>Airport Expansion - Update and Future Developments</i> – Airport Watch	Members' seminar	01/03/06
<i>Facing the Flood</i>	Conference	08/05/06
<i>Are High-Speed Railways good for the environment?</i> – David Spaven	Members' seminar	06/09/06
Annual General Meeting	General meeting	14/10/06

About TRANSform Scotland

TRANSform Scotland is the national sustainable transport campaign. We campaign for a more sensible transport system, one less dependent on unsustainable modes such as the car, the plane and road freight, and more reliant on sustainable modes like walking, cycling, public transport and freight by rail or sea.