

# ANNUAL REPORT 2007

Covering the year from the 2006 AGM (held 14th October 2006) to the end of 2007, including a summary of annual accounts for the year to 31st October 2007

**TRANSform Scotland**  
*the campaign for sustainable transport*



## ABOUT TRANSFORM SCOTLAND

TRANSform Scotland is the national sustainable transport alliance. 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.

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 from the Scottish Government.

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

### **Board of Directors** (since 14/10/06 unless otherwise stated)

#### **Member group represented**

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

#### **Board member**

Gregor McAbery  
Paul Tetlaw  
Cllr. Maureen Child (until 03/07/07)  
Cllr. Phil Wheeler (since 03/07/07)  
Mike Harrison  
John Yellowlees  
Stuart Hay  
Tony Lennon  
Helen Todd  
Clifton Bain  
Tom Hart  
Ralph Barker (until 04/12/07)  
John Pinkard

### **Officebearers** (since 14/10/06 unless otherwise stated)

Chair	Paul Tetlaw
Vice-Chair	John Pinkard
Company Secretary	Karen McClung
Treasurer	Mike Harrison (since 04/12/07; position vacant from 14/10/06 to 04/12/07)

### **Employees** (since 14/10/06 unless otherwise stated)

Director	Colin Howden
Development Officer	Siobhan Reardon
Development Officer	Jenny Brotchie (from 22/01/07 until 04/05/07)

### **Contact details, and for further information**

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## 1. CHAIR'S MESSAGE - Paul Tetlaw

It seems appropriate to look at the highs and lows of 2007 in the context of the greatest challenge now facing society: climate change.

Towards the end of 2007 we learned that the year had been one of the warmest ever recorded globally and it was surely no coincidence that the Nobel Peace prize was awarded jointly to Al Gore and the UNIPCC. In Bali we witnessed the unique spectacle of all the other nations turning on the United States and forcing a long awaited shift of position from them.

So what can we report from closer to home? Short-haul air travel remains a huge threat to the environment with the Edinburgh and Glasgow routes to London generating over 100 flights per day. The good news is that there is a better alternative. Our recent report *The Railways Mean Business* shows that this is not only bad for the environment - but it does not make business sense. Our research illustrated how train travel far outstrips air when it comes to increased productivity for the business user.

In November 2007, we held our 10th anniversary event in the civic splendour of Edinburgh's Lothian Chambers and I was able to announce that Professor Steve Stradling has agreed to become the new Chair of the Transform Scotland Trust. We will be working very closely with the Trust to continue raising the profile and benefits of sustainable transport.

However, I am afraid that events in the Holyrood Parliament towards the end of 2007 did not auger well for the big climate change challenge. We witnessed the scrapping of tolls on the Forth and Tay Road Bridges and commitments of up to £4200m on a Second Forth Road Bridge. Transport remains the fastest growing source of greenhouse gas emissions and it is very worrying that our political leaders are shying away from this challenge.

2008 brings the much awaited Scottish Climate Change Bill to the Parliament and we would urge all politicians to support the demanding targets that are necessary. It is not just an environmental imperative but as Professor Nicolas Stern so clearly told us 2006 "it's an economic no-brainer".

## 2. DIRECTOR'S REPORT - Colin Howden

The last year saw us focus our efforts on a smaller number of targets which paid results in terms of two campaign victories. The alliance we built in favour of the Edinburgh tram scheme came to fruition in the aftermath of the 2007 elections and we can now see this important public transport scheme in construction on the streets of our Capital.

We also saw the demise of the Edinburgh Airport Rail Link, a project we had criticised for some time. While some people thought it strange that we should challenge a public transport scheme, *whatever its flaws*, very few people would argue that what we have in its place – the electrification of the Central Belt mainline rail network – is of less value.

But while we won some campaigns, we're going to have to win a lot more. We also lost crucial campaigns on roads (with the announcement of a Second Forth Road Bridge) and demand management (with the new Government committed to scrapping bridge tolls and opposed to road pricing).

However, we demonstrated the power of building alliances and this is something we need to build upon. Most fundamentally, we will not win without challenging the views held by politicians and the media that more and cheaper transport is good for the economy – and this is something that we intend to tackle over the next year.

Much credit for our success must go to Development Officer Siobhan Reardon. I also have to thank the hard work of Jenny Brotchie (during the trams & election campaigns), and the vital unpaid contributions of our volunteers – in particular Calum McCallum, Louisa Martin and Mary Church. I must also thank the hard work of our Board members, and in particular Paul Tetlaw (as Chair) and John Pinkard (as Vice-Chair).

## Edinburgh tram campaign (late 2006)

Our campaign objectives were: firstly, to provide a third party pro-tram voice to campaign for delivery of CEC/tie limited proposals for construction of tram lines in Edinburgh; and, secondly, to put pressure on the Scottish Government to deliver funding for trams (especially in context of their excessive, and unsustainable, spending on new road-building, and commitments on climate change).

So what happened?

- In late 2006, we put together a broad-based pro-tram campaign alliance, incorporating the education sector, retailers, other businesses and business groups, health and disability organisations, heritage organisations, and environment and transport groups. These groups were mobilised to make their own views known in the media and to politicians.
- Simultaneously, we supported the Edinburgh University Students' Association (EUSA) in their *Joined Up Thinking* campaign for tram line 3 (funding for which is as yet unsecured).
- The Edinburgh Evening News then came out in support of trams.
- We briefed City of Edinburgh Council's councillors and gave a deputation to the Full Council
- The 21/12/06 CEC vote then came out overwhelmingly in support of continuing with the tram scheme.

We were extremely pleased with this campaign, with our first campaign objective ("provide third party pro-tram voice") being met in full, and our second objective ("put pressure on Scottish Government to deliver rest of funding for trams") being met in part (especially through the EUSA-led campaign push).

## Scottish Parliament elections (early 2007)

In December 2006, we decided that we wanted to actively campaign for sustainable transport during the period of the Scottish Parliament elections due to be held in May 2007. We wrote a campaign strategy, and employed extra staff for a temporary period. The new set-up kicked off at the end of January 2007.

Our objectives were threefold: firstly, to get sustainable transport raised as a major issue within election debates; secondly, to raise the profile of TRANSform Scotland; and thirdly, to test out TRANSform Scotland working as a four-employee organisation.

So what happened?

- We produced 8 new briefing papers (air transport, Second Forth Road Bridge, Less Traffic, Smarter Choices, Toll Collect, South Sub, railways, Peak Oil).
- We prepared a new data presentation stressing the theme of 'Sustainable Investment' and new display boards stressing 'Smarter Choices' and 'Less Traffic'. We used these at numerous events, including a few high-profile public speaking engagements.
- We produced a series of email *Campaign Update* newsletters - which were well received.
- Finally, with the kind help of production company Pulkka and illustrator Jan-Andrew Henderson, we produced the online animation *Holyrood's Inconvenient Truth*.

We were pleased with the internal aspects of the campaign, and showed that we could manage an expanded number of staff despite the increased campaigns work being conducted.

Our ability to raise the profile of TRANSform Scotland was mixed: patchy at communicating to politicians/researchers, and the media; but a lot of good work in reaching our members.

On the negative side, while transport was a significant issue within the election debates, the agendas of the political parties instead emphasised unsustainable transport (with the February 2007 bout of hysteria about road pricing) and the then government's announcement of a Second Forth Road Bridge in March 2007. As such, our ability to influence the party's agendas was at best limited. More

positively, we were able to obtain geographically-widespread media coverage for the materials that we produced. We were pleased to see that, for example, the BBC's news agenda largely reflected our views in their criticisms of the party's election priorities on transport.

Overall, we were pleased that we managed to carry out so much activity. However, we also learned a number of lessons: we feel we perhaps spread ourselves too thin, we lost out through the lack of one set-piece document communicating our concerns, and we should have boiled down our concerns to perhaps one key demand.

## Post-elections: a new Parliament and a new Government

The elections saw the SNP form a minority government, taking over from the outgoing Labour / Lib Dem coalition. The smaller parties and independents, who had played a major part in the 2003-2007 parliament, were decimated, with the Greens retaining only two MSPs (although they had the consolation of 5 councillors elected in Glasgow and 4 in Edinburgh under the new STV electoral system for local elections). The Greens, the only other pro-independence party in the Parliament, also made a limited agreement with the SNP giving them some power in the running of the Parliament.

We subsequently met with the new Transport Minister, Stewart Stevenson MSP, and made a couple of appearances in front of the new Transport, Infrastructure and Climate Change Committee. One of the key commitments of the new administration was for a Scottish Climate Change Bill committing to 80% reductions in climate emissions by 2050, with 3% cuts in emissions.

On transport, the SNP had set out some welcome commitments on railways in their election manifesto, and had pledged to scrap the Edinburgh Airport Rail Link (EARL) proposal - a scheme which we had opposed for some time. However, the SNP had also pledged to abolish bridge tolls and scrap the Edinburgh tram scheme.

## Campaign win 1: Edinburgh trams saved

New First Minister Alex Salmond said that he'd vote against the Edinburgh trams. However, the other four parties (Labour, Lib Dems, Conservatives and Greens) represented a majority in favour of trams in the Parliament. The new Government commissioned Audit Scotland to review both the trams and EARL. Audit Scotland reported - and indicated that the tram scheme was indeed in good shape.

We mobilised the pro-tram alliance we had put together in late 2006, and also published *Trams for Edinburgh's Waterfront*, which indicated the level of support for trams from employers in north Edinburgh.

The opposition parties in the Parliament organised against the SNP and gave the new Government its first defeat in the new Parliament. The SNP conceded and agreed to support the trams - albeit with a constrained budget of £500m (something that doesn't happen to road schemes!) Nevertheless, we had won and Edinburgh's trams had been saved: they are now under construction.

## Campaign win 1: EARL scrapped

Audit Scotland did however decide that the EARL project was not progressing well. The new Government announced a review of the scheme which, upon its completion in September 2007, specifically supported the alternative option that we had promoted: the Gogar interchange.

In what was a remarkable turnaround, the new Government was now also talking about trams as providing the main public transport access to Edinburgh Airport.

The same Parliamentary statement set out the SNP's aspirations for improvements to the inter-city rail network & rail electrification (the latter a topic which had been off-limits under the previous administration). It seems to us - as we argued before the election - that a programme such as this is much more important to the future of Scotland's rail network than the expensive vanity project which EARL represented.

### **National Transport Strategy (December 2006)**

The finalised NTS was launched on 5th December 2006. Amongst other things, it had a strong emphasis on reducing climate change emissions. The Scottish Executive led in the media on road pricing (which we welcomed) and high-speed rail (which we were more reticent about). However, it was notable that the actual document made no commitments to implementing road pricing or constructing any high-speed rail! The NTS is still in use by the new Government.

### **Regional Transport Strategies (early 2007)**

The Scottish Executive had set the Regional Transport Partnerships the task of producing Regional Transport Strategies by early 2007. We wrote detailed responses to 5 of the 7 RTSs, and fed our comments back in person to the remaining two RTPs. The post-election settlement has however diminished the powers of the RTPs, with the new Government deciding to remove capital allocations from the RTPs and instead pass these back to local authorities.

### **Strategic Spending Review (November 2007)**

The new Government also committed to a comprehensive review of its spending plans. We made our views known to the Transport Minister and his civil servants, calling for continuation of existing levels of spend on sustainable transport. The November 2007 announcement actually saw a modest increase in spend on active travel modes, but the most significant increase went into new road-building - in contradiction of the government's commitments to tackle climate change.

### **Climate change**

This continued its rise during the year as an issue of political importance. Al Gore's film *An Inconvenient Truth* helped bring the issue to a broader audience, while the UK Government's Stern Report (October 2006) set out the economic impacts of climate change. The IPCC Fourth Assessment Report (January 2007) ended any remaining doubts about the existence of man-made climate change, and the need to take action. It still remains to be seen how strong the action the Westminster & Scottish Climate Change Bills will provide, and whether they are prepared to take action on transport emissions.

### **Road-building**

In late 2006, we saw the remarkable sight of The Scotsman newspaper taking the lead in campaigning for a Second Forth Road Bridge - *whilst simultaneously lecturing the country about the need to take action on climate change*. In March 2007, as an election give-away, the outgoing administration duly caved in and announced that it would build a new bridge ("replacement crossing" in its words - although there are no plans to close the existing one). The cost of the scheme has now spiralled to £4200 million - a ten-fold increase since the FETA Local Transport Strategy in 2004 - but, unlike the Edinburgh trams, there has been absolutely no Governmental or Parliamentary scrutiny of this project.

In Aberdeen, an excellent campaign, led by local group Road Sense, has been built against the proposed Aberdeen western bypass - yet another multi-million pound road scheme. The 2006 Road Orders saw a massive 8200 objections raised against the scheme, and the Public Local Inquiry is due in 2008.

### **Maglev mania**

The December 2006 Eddington Report came out against high-speed rail, and the Scottish Executive's National Transport Strategy was decidedly non-committal, but this didn't stop a bout of maglev hysteria afflicting the 2007 election debate.

While there may be need for Anglo-Scottish high-speed rail, we see the idea of a stand-alone Edinburgh-Glasgow maglev railway as a frankly tedious distraction from the real business of improving Scotland's rail network.

### 3. TREASURER'S REPORT - Mike Harrison

#### Income and Expenditure Account - for the year ended 31st October 2007

	<b>2007</b>	<b>2006</b>
	<b>£</b>	<b>£</b>
Income from ordinary activities (all in UK)	64,174	45,592
Administrative expenses	(60,354)	(45,256)
Operating (deficit)/surplus	3,820	(9,799)
Interest receivable	217	137
(Deficit) / Surplus on ordinary activities before taxation	4,037	(9,662)
Taxation	41	0
(Deficit) / Surplus for the year	3,996	(9,662)
Accumulated surplus brought forward	9,058	18,720
Accumulated surplus carried forward	13,054	9,058

#### Balance Sheet as at 31st October 2007

	<b>£</b>	<b>2007</b>	<b>£</b>	<b>2006</b>
		<b>£</b>		<b>£</b>
<b>Tangible fixed assets:</b>				
Computer equipment		753		381
<b>Current assets:</b>				
Debtors	7,423		8,540	
Bank and cash balances	14,744		6,165	
	22,167		14,705	
<b>Current liabilities:</b>				
Creditors due within one year	(9,866)		(6,028)	
Net current assets		12,301		8,677
Total assets less current liabilities		13,054		9,058
Financed by reserves:				
<b>Accumulated surplus:</b>				
Unrestricted funds		13,054		9,058

**Please note:** this information represents an extract from our *Directors' Report and Financial Statements for the year ended 31 October 2007*. 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.

## 4. COMPANY SECRETARY'S REPORT - Karen McClung

### 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 Officerbearers 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 14/10/06 (2006 AGM) to 13/10/07 (2007 AGM), the size of the Board was twelve, three below its maximum complement. Since the 2007 AGM, there have been twelve members of the Board.

### 1. Board of Directors

#### Member group represented

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

#### Board member

Gregor McAbery  
Paul Tetlaw  
Cllr. Maureen Child (until 03/07/07)  
Cllr. Phil Wheeler (since 03/07/07)  
Mike Harrison  
John Yellowlees  
Stuart Hay  
Tony Lennon  
Helen Todd  
Clifton Bain  
Tom Hart  
Ralph Barker (until 04/12/07)  
John Pinkard

### Officebearers

Chair  
Vice-Chair  
Company Secretary  
Treasurer

Paul Tetlaw  
John Pinkard  
Karen McClung  
Mike Harrison (since 04/12/07; position vacant from 14/10/06 to 04/12/07)

### 2. Board Committees

#### Executive Committee

Colin Howden  
John Pinkard  
Siobhan Reardon  
Paul Tetlaw

#### Development Group

Kate Barclay (since 04/12/07)  
Petra Biberbach (until 04/12/07)  
Colin Howden  
Siobhan Reardon  
Paul Tetlaw (until 04/12/07)

#### Campaigns Group

Lang Banks  
Stuart Hay  
Colin Howden  
Jessica Pepper  
Paul Tetlaw (since 04/12/07)  
John Yellowlees

### 3. Employees

Director  
Development Officer  
Development Officer

Colin Howden  
Siobhan Reardon  
Jenny Brotchie (from 22/01/07 until 04/05/07)

## APPENDICES

### Appendix A: Membership list as at 13/10/07 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
CalMac Ferries Ltd.	Railway Engineering Associates Ltd.
Campaign for Better Transport	Ramblers Scotland
Campaign for Borders Rail	RoadPeace
Capital Rail Action Group	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 and Galloway Council	Stagecoach UK Bus
Dundee City Council	Sustrans Scotland
FirstGroup	tie limited
First ScotRail	Transport Salaried Staffs' Association
Forward Scotland	Transportation Management Solutions
Friends of the Earth Edinburgh	Travel Dundee
Friends of the Earth Scotland	UK Public Health Association in Scotland
Go Bike! Strathclyde Cycle Campaign	The University of Edinburgh
Great North Eastern Railway	Vipre UK
Green Skies	Virgin Trains
Highland Cycle Campaign	Voluntary Health Scotland
Joint Action against the M74 (JAM74)	The Waverley Route Trust
Liftshare.com	West Lothian Council
Light Rail Scotland	WWF Scotland
Living Streets Scotland	

### Appendix B: Representation on external bodies

#### **TRANSform Scotland is member of:**

European Federation for Transport and Environment  
Edinburgh Sustainable Development Partnership  
Home Zones for Scotland Network  
Scottish Government Climate Change Stakeholder Group  
Scottish Government Home Zones Advisory Group  
Scottish Government Sustainable Tourism Partnership  
Scottish Sustainable Development Forum  
Scottish Transport Studies Group  
Slower Speeds Initiative  
SPT Sustainable Travel Group

#### **TRANSform Scotland has a reciprocal affiliation with:**

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

## Appendix C: Publications

Code	Title	Type of publication	Date
TS 07/31	<i>Bridge Tolls</i>	Evidence	18/09/07
TS 07/30	<i>Scottish Parliament Transport, Infrastructure &amp; Climate Change Committee Away Day, 27th &amp; 28th August</i>	Briefing	28/08/07
TS 07/29	<i>Executive Debate on Transport</i>	Briefing	26/06/07
TS 07/28	<i>Trams for Edinburgh's Waterfront</i>	Report	18/06/07
TS 07/27	<i>Executive Debate on Abolition of Bridge Tolls</i>	Briefing	31/05/07
TS 07/26	<i>Trams for Edinburgh</i>	Briefing	23/05/07
TS 07/25	<i>Bridge Tolls</i>	Briefing	23/05/07
TS 07/24	<i>Update – Spring 2007</i>	Newsletter	01/05/07
TS 07/23	<i>Air travel</i>	Briefing	01/05/07
TS 07/22	<i>Peak Oil and transport</i>	Briefing	30/04/07
TS 07/21	<i>Scotland's rail system</i>	Briefing	18/04/07
TS 07/20	<i>Reopening the South Sub</i>	Briefing	30/03/07
TS 07/19	<i>Toll Collect</i>	Briefing	22/03/07
TS 07/18	<i>TACTRAN – Regional Transport Strategy Draft for consultation draft – January 2007</i>	Submission	16/03/07
TS 07/17	<i>Smarter Choices</i>	Briefing	26/02/07
TS 07/16	<i>Less Traffic</i>	Briefing	26/02/07
TS 07/15	<i>Strathclyde Partnership for Transport – The Regional Transport Strategy for the West of Scotland 2007-2021</i>	Submission	23/02/07
TS 07/14	<i>Aberdeen Western Peripheral Route – Objection to Road Orders</i>	Submission	09/02/07
TS 07/13	<i>Debate on Bridge Tolls</i>	Briefing	08/02/07
TS 07/12	<i>NESTRANS – Regional Transport Strategy 2021 Consultation draft – December 2006</i>	Submission	07/02/07
TS 07/11	<i>UN Intergovernmental Panel on Climate Change – Fourth Assessment Report</i>	Briefing	01/02/07
TS 07/10	<i>HITRANS – Regional Transport Strategy for the Highlands and Islands – Draft for consultation November 2006</i>	Submission	31/01/07
TS 07/09	<i>Annual Report 2006</i>	Annual report	26/10/07
TS 07/08	<i>Shetland Transport Strategy Consultation Draft – November 2006</i>	Submission	26/01/07
TS 07/07	<i>Trams for Edinburgh</i>	Briefing	21/12/06
TS 07/06	<i>Petition PE977 – Aberdeen Western Peripheral Route</i>	Evidence	13/12/06
TS 07/05	<i>Strategic Plan</i>		11/12/06
TS 07/04	<i>Scottish Executive National Transport Strategy – Advance briefing</i>	Briefing	04/12/06
TS 07/03	<i>SPT Regional Transport Strategy Strategic Options – Consultation Report</i>	Submission	16/11/06
TS 07/02	<i>Climate Change and Road Transport</i>	Briefing	26/10/06
TS 07/01	<i>Are High-Speed Railways Good for the Environment?</i>	Report	15/10/06



## **About TRANS*form* Scotland**

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