

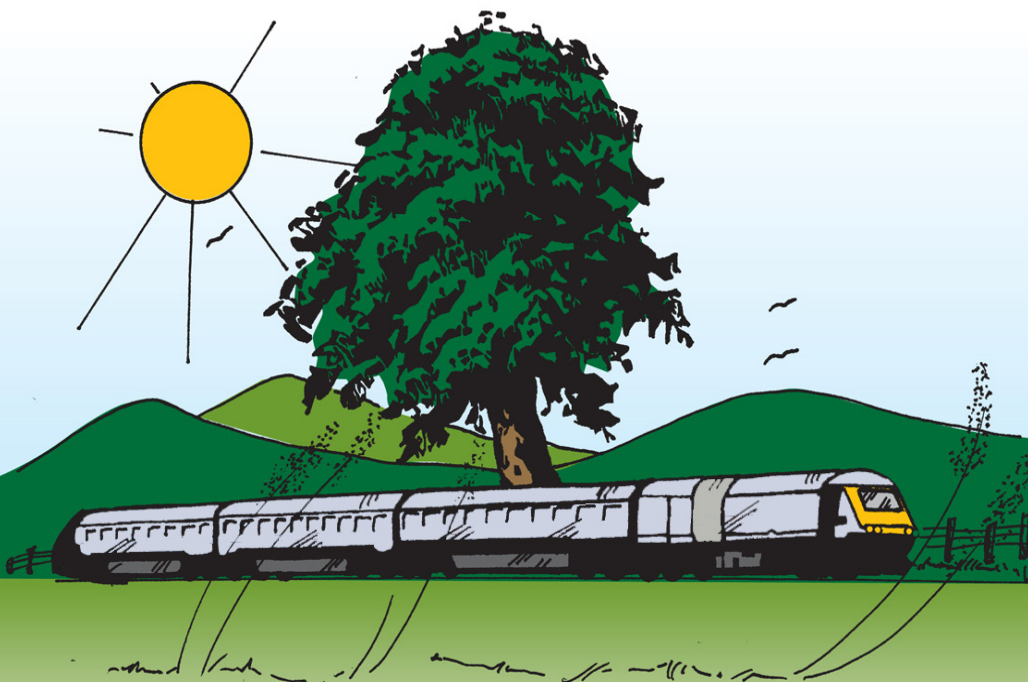


Transform Scotland

is the national alliance for sustainable transport, bringing together organisations from the public, private and voluntary sectors.

We are the **the only voice** in Scotland campaigning for all areas of **sustainable transport.**

Annual Report 2011



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.

Transform Scotland campaigns for better transport policies and practice. We seek to communicate the sustainable transport agenda to the media, politicians at the Scottish Parliament, local government, businesses and the general public.

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.

Transform Scotland Limited is a registered Scottish charity (charity number SC041516). Our Board of Directors is elected by our member organisations in accordance with the rules set out in our Articles of Association.

Board of Directors (as at July 2011)

Member Group Represented

Aberdeen Friends of the Earth
Capital Rail Action Group
The City of Edinburgh Council
CTC Scotland
Transport Research Institute,
Edinburgh Napier University
Friends of the Earth Scotland
Railfuture Scotland
Ramblers Scotland
RSPB Scotland
ScotRail
Scottish Association for Public Transport
Personal Capacity (co-opted)
Personal Capacity (co-opted)

Board Member

Gregor McAbery
Paul Tetlaw
Cllr. Gordon Mackenzie
Mike Harrison

vacant
Stan Blackley
Lawrence Marshall
Helen Todd
Lloyd Austin
John Yellowlees
Tom Hart
Calum McCallum
John Pinkard

Officebearers

Chair
Vice-Chair
Treasurer

John Pinkard
Helen Todd
Mike Harrison

Employees

Director
Head of Research

Colin Howden
Jolin Warren

About Transform Scotland Trust

Formally launched in November 2007, the Transform Scotland Trust was established by Transform Scotland Limited to carry out the following charitable objectives:

- To carry out research for the benefit of the public into matters relating to transport in any part of the world and its impact on the environment, society and economic activity, and to make available and publish the results of such research.
- To educate the public in relation to the matters referred to above.

Transform Scotland Trust is a registered Scottish charity (charity number SC036706).

Trustees

Current Trustees:

Prof. Stephen Stradling
Dr. Morris Bradley
Frances McCartney
Paul Tetlaw
Prof. Allyson Pollock

Secretary

Mary Church



A message from the Chair of Transform Scotland

With the new Parliament now settled in Holyrood, Transform Scotland's work has become even more important than ever before.

For example, under the Climate Change Act, Scotland needs to deliver a 3% emission reduction every year. Given that transport is a major source of Scotland's current emissions, a strong transport focus is essential. Despite this, we are yet to see any significant commitment by the Scottish Government to schemes or initiatives that will substantially lower Scotland's transport emissions.

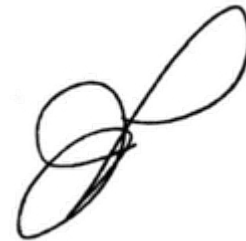
The Government's own research (the 2009 Atkins Report) shows that Smarter Choices projects and active travel measures offer the best value in terms of emission reduction. These activities also create a wide range of other benefits such as public health improvement, increased quality of life as well

as economic benefits.

We will hold the Government to account if it fails to deliver the transport proposals contained in its Report on Proposals and Policies (RPP) and related documents. Whilst the RPP will inevitably need to be fine-tuned in order to minimise delivery costs and maximise emission reductions, it still represents a positive direction of travel that — when implemented — will help the Government to meet its legal obligations under the Climate Change Act.

On this note, one of our next key tasks will be to scrutinise in the Government's spending review process and to lobby for the inclusion of budget items that will allow climate targets to be met. Amongst other things, this process will be a key test of the government's commitment to implementing the transport projects identified in the RPP.

After a very successful and productive year, we are looking forward to tackling these and other challenges over the coming year.



John Pinkard
Chair of Transform Scotland

A message from the Chair of Transform Scotland Trust

From its formal launch in November 2007, the Transform Scotland Trust has delivered a range of high quality, pertinent and applicable research on sustainable transport. We can now look back on the time of the Trust and confidently assert that its work has been instrumental in providing the backbone of research for Transform Scotland and those promoting sustainable transport in Scotland.

This work started in December 2008 when we published 'Towards a Healthier Economy'. The report established the multi-billion pound economic benefits that would follow a shift to continental levels of cycle use. In June 2009, we launched 'Smarter Ways Forward' to a Parliamentary seminar hosted by the convener of the Parliament's transport committee, which documented the progress across Scotland of implementing Smarter Choices measures.

June 2010 saw Jolin Warren commence presenting the 'Civilising the Streets' report to a number of transport events across Scotland. This report, produced jointly with Sustrans Scotland, set out how Scottish towns and cities can move to the levels of active travel seen in many continental European cities.

Our Car Clubs review, completed in September 2010, led the Scottish Government to set up a project called 'Developing Car Clubs in Scotland' which is now being carried out by Car Plus.

Our most recent report is a Travel Cost Calculator scoping study, being completed this summer. This will be our last report as, with Transform Scotland recently acquiring charitable status, we have decided to wind down the Trust. Transform Scotland will carry on the tradition of sustainable transport research work that has been developed by the Trust over the past few years, undoubtedly with further top quality rigorous and relevant research to come.

I have much valued my time as Chair of Trustees, both for the opportunity to push forward the agenda for evidence-based policy making in this area, and for the enjoyable and stimulating discussions at Trust meetings. My thanks to my fellow Trustees for their time,

brains, dedication and enthusiasm and to the redoubtable officers of Transform Scotland who serve the cause of sustainable transport in Scotland so well.

A handwritten signature in blue ink, appearing to read 'Stephen Stradling', with a horizontal line underneath.

Professor Stephen Stradling
Chair, Transform Scotland Trust



Transform Scotland Activities

Introduction

In the run up to the [Scottish Parliament elections](#) in May 2011, discussions were held with all of the parties about our key demands for the future of sustainable transport in Scotland. We were particularly pleased that the SNP set out their commitment to further develop integrated ticketing across Scotland.

Sustainable transport will require existing infrastructure to be better maintained and also for new infrastructure to be provided. However the key issue remains getting people to make fewer unnecessary journeys. A key issue for the new Parliament will be where it is prepared to take on this challenge: failing to do so will leave prospects of meeting our climate targets in doubt.

On a happy note, we are pleased to see that the Airdrie-Bathgate Rail Link is now complete and open, while the Edinburgh-Glasgow Improvement Programme remains on track. However, the Scottish Government appears hell-bent on continuing with its [multi-billion pound road building programme](#). The proposed Second Forth Road Bridge runs the risk of emptying the coffers for investment in sustainable alternatives to the car. We also await the findings of the legal challenge by Road Sense against the proposed Aberdeen western bypass. Who knows: perhaps the delay in publication is because Road Sense have won — just like JAM74 and Friends of the Earth Scotland won the Public Local Inquiry against the M74 motorway?

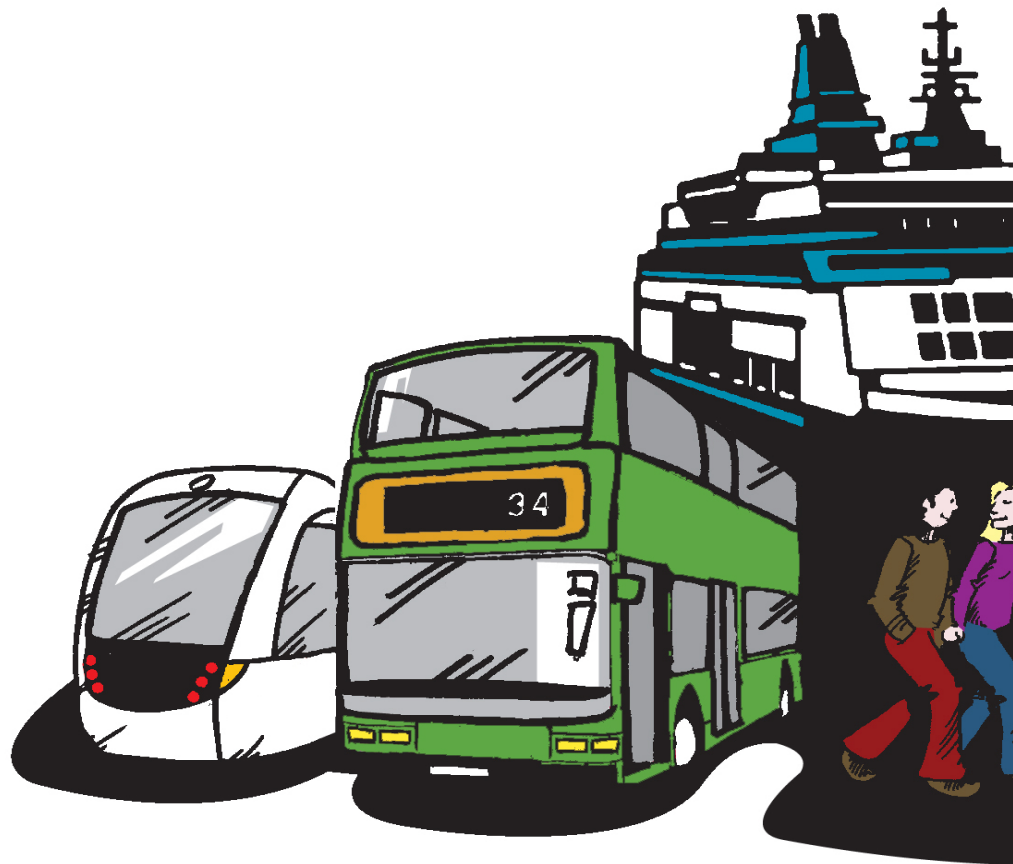
Activities

The start of 2011 saw a significant campaign success with the reinstatement in the Scottish Budget of the [Freight Facilities Grant](#). We worked closely with the Rail Freight Group to help persuade the Parliament that the Government should retain the grants that had been cancelled in the draft budget and which had proved, over 35 years, successful in getting freight transferred from road to rail and sea. This success followed that of securing the Cycling, Walking and Safer Streets (CWSS) fund as a ringfenced budget — one of the few that remain.

In early 2010 we gave evidence to the [Independent Budget Review \(IBR\)](#) and were pleased that the IBR highlighted our recommendations on the priority for maintenance of the existing transport structure and our evidence on road pricing. However, it is disappointing that, while the government has now commissioned a maintenance review for the roads, the Ministerial decision was to exclude traffic demand management measures from the climate change RPP.

The [climate change RPP](#) (Report on Proposals and Policies) sets out a path for meeting the transport components of the Government's climate change targets; however, far too many of the transport measures are neither confirmed in policy nor funded in the Government's spending plans. The year has seen us endeavour to influence the RPP. We were involved as a stakeholder when the RPP was being drawn up, and in November 2010 presented written and oral evidence on the plans to Parliament. We remain sceptical that emissions from the transport sector can be contained without demand management measures such as road user charging or other car restraint measures.

We worked closely with Stop Climate Chaos Scotland through its policy group and helped it construct its election manifesto. This led to strong demands on sustainable transport from a broad coalition that includes international development, faith, unions and environment groups.



The year has seen us prepare evidence to a wide range of **Government and Network Rail consultations** concerning long distance services on the East and West Coast mainlines as well as services within Scotland. We feel that the Government focus on electrification of the main Edinburgh-Glasgow line is the correct priority, while we are pleased to see that work continues to progress on the Borders Railway. The successful delivery of the Airdrie-Bathgate reopening was indeed very welcome.

After extensive lobbying, including teaming up with the Edinburgh Chamber of Commerce, Edinburgh Council have decided to continue with the **Edinburgh Tram** project. We look forward to full works recommencing soon. It is disappointing that the tram scheme had hit such an impasse, with the cost now over £700m. However, this cost escalation is nothing like that of the M74 which almost trebled in price from £245m to £692m for only five miles of motorway.

Future prospects

This year Transform Scotland Limited gained **charitable status**. This has meant that Transform Scotland Trust will start to wind down, allowing Transform Scotland Limited to carry on producing research into all areas of sustainable transport.

We are developing a campaign to secure a **national public transport smartcard**. We believe that a comprehensive system of smart and integrated ticketing is a key measure which has the potential to significantly increase public transport use in Scotland. International experience shows that if people hold public transport season tickets then they are much more likely to continue using public transport. However, we think it is important that the Scottish smartcard also provide pay-as-you-go options for less frequent travellers.

Our next big project is on **transport and the economy**. Whether we like it or not, transport decisions on the whole continue to be taken on economic rather than social or environmental factors. We'll be building on the research report 'Towards a Healthier Economy' that the Trust published in 2008 and the infrastructure focus taken by the Government.

We are ably assisted by an excellent team of volunteers. Two of our volunteers are working on a **public sector travel survey**, which will collect data on whether organisations have travel plans, are following them, and are in line with the Government's 2020 climate targets. Given the scale of the challenge set by the Government's "world-leading" climate legislation, it is imperative that all publicly-funded bodies take the lead on contributing to the Government's targets.

Finally, through the transport subgroup of the 2020 Climate Group, we are currently working with FirstGroup and Scottish Business in the Community to prepare a business-focused **project on travel planning**.



Transform Scotland Income and Expenditure

Statement of Financial Activities (for the Year Ended 31st March 2011)

	Total 2011 £	Total 2010 £
Total incoming resources	46,238	78,608
Total resources expended	60,895	73,985
Net incoming / (outgoing) resources		
- Net income / (expenditure) for year	(14,657)	4623
Funds brought forward	17,917	13,294
Funds carried forward	3,260	17,917

Please Note: The above figures have been taken from the Transform Scotland Limited draft annual accounts, which are subject to an Independent Examination. Final accounts together with the examiner's report will be available at a later date.

Transform Scotland Trust Receipts and Payments

Receipts and Payments Account (for the Year Ended 31st March 2011)

	Total 2011 £	Total 2010 £
Total receipts	42,525	93,512
Total payments	34,407	80,265
Surplus / (deficit) for year	8,118	13,247
Cash funds brought forward	13,716	469
Cash funds carried forward	21,834	13,716

Please Note: The above figures have been taken from the Transform Scotland Trust draft annual accounts, which are subject to an Independent Examination. Final accounts together with the examiner's report will be available at a later date.



Transform Scotland Trust Activities

Activities

Over the past year, the Transform Scotland Trust has worked on three key projects: Civilising the Streets, Car Clubs, and the Travel Cost Calculator.

The 'Civilising the Streets' project looked at what lessons Scotland can learn from our European neighbours in understanding the political and social conditions that can result in successful and meaningful investment in active travel. As well as publication of the report, the Trust gave a well-received presentation of the results to several conferences and seminars, including the Scottish Transport Applications and Research (STAR) conference, National Active Travel Conference, and the European Transport Conference.

Our 'Developing Car Clubs in Scotland' report, launched in September 2010, set out how car club membership in Scotland could expand from 3,500 today to 25,000 by 2014/15. The report was the culmination of a review carried out for the Trust by Chas Ball. Amongst other things, the review held stakeholder workshops in Glasgow, Perth, Linlithgow and Inverness, before a concluding session hosted by the Scottish Government at Victoria Quay. We were very grateful for funding from three regional transport partnerships (SEStran, SPT and Tactrans) and from Co-operative Development Scotland, while the project also received in-kind support from Hitrans, ScotRail and the Scottish Government.

Finally, the **Travel Cost Calculator (TCC)** scoping study report is nearly complete. The TCC is a proposed business journey planner that provides details of end-to-end journeys on different transport modes, making it straightforward to compare total journey costs (including items such as productive working time and parking charges) and see details of how to undertake a journey. We believe that a tool such as this will clearly and impartially show the sometimes hidden benefits of sustainable transport modes. The scoping study report will provide details on what a variety of organisations think of the idea and what the costs of development would be. We hope to use this study to attract funding for the actual TCC tool.



Our Members

Aberdeen City Environmental Forum
Aberdeen Friends of the Earth
Association of Community Rail Partnerships
Asthma UK Scotland
Aviation Environment Federation

BT Scotland
CalMac Ferries Ltd.
Campaign for Better Transport
Campaign for Borders Rail
Capital Rail Action Group

Centre for Scottish Public Policy
City Car Club
The City of Edinburgh Council
Clydesdale Rail Action Group
The Cockburn Association

Confederation of Passenger Transport
Scotland
CTC Scotland
Cycling Scotland
Depletion Scotland
Dundee City Council

East Coast
East Dunbartonshire's Cycle Co-operative
First Glasgow
First ScotRail
First Transpennine Express

Friends of the Earth Edinburgh
Friends of the Earth Scotland
Friends of the Far North Line
Future Balance
Go Bike! Strathclyde Cycle Campaign

Green Skies
Highland Cycle Campaign
Liftshare
Living Streets Scotland
Lothian Community Transport Services

National Express Dundee
Passenger Focus
Paths for All
Queen Margaret University
Rail Freight Group

Railfuture Scotland
Ramblers Scotland
Road Action Group Salen
RoadPeace
Road Sense

Royal Scottish Geographical Society
RSPB Scotland
Scottish Accessible Transport Alliance
Scottish Association for Public Transport
Scottish Borders Environment Partnership

SERA Scotland
The South West of Scotland Transport
Partnership (SWestrans)
Spokes, the Lothian Cycle Campaign
Stagecoach UK Bus
Sustrans Scotland

tie limited
Transport Research Institute, Edinburgh Napier
University
Transport Salaried Staffs' Association
Transportation Management Solutions

UK Public Health Association in Scotland
The University of Edinburgh
Virgin Trains
The Walking on Wheels Trust
West Lothian Council
WWF Scotland



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