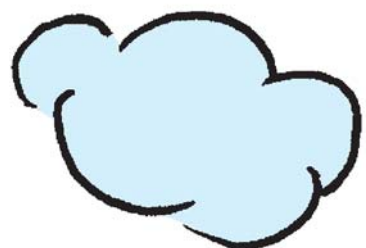


Transform Scotland is the national alliance for sustainable transport. We bring together organisations from the public, private and voluntary sectors to campaign for a more sustainable transport system.

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



for sustainable transport
Annual Report 2008 : transformscotland.org.uk



Message from the Chair of Transform Scotland Limited

Following the meltdown of our financial models in 2008 we can say with certainty that to continue with business as usual will be a recipe for future crises. A radical rethink is now required and no one yet knows just how deep and challenging this will be - we are in uncharted waters.

In transport terms the challenge is no less demanding. Our transport systems must be adapted to face a new world where climate change and the need to reduce oil dependency are key drivers of change. We must deliver a reduction of at least 80% in greenhouse gas emissions and at the same time massively reduce our over-dependence on oil as a fuel for transport. I find it quite staggering that we currently have a system that is 98% fuelled by oil.

The Strategic Transport Projects Review, announced in December 2008, is either hugely encouraging or massively disappointing depending on which sections you read. It is quite right that we electrify all of our key rail routes and better connect our cities by rail - all of this is long overdue. But to seek to embark on a massive road building programme will do nothing whatsoever to prepare us for the key challenges we face. It would simply lock us even further into a lifestyle and a way of doing business that is simply not sustainable.

We must now equip our society for a new and different future. Let's make this the year where we are truly honest with ourselves about the changes that must be made to how, why and where we travel.

Paul Tetlaw
Chair, Transform Scotland

“I find it quite staggering that we currently have a system that is **98% fuelled by oil.**”

About Transform Scotland Limited (TSL)

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. A move to a sustainable transport system would reduce our climate emissions and our dependence on imported oil. This will certainly help the environment, but would also help Scotland's economy.

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 established as a non-profit making company - company number SC181648. Our Board of Directors is elected by our member organisations in accordance with the rules set out in our Articles of Association.

“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.”

Board of Directors (since 13/10/07 unless otherwise stated)

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
First ScotRail
Friends of the Earth Scotland
Friends of the Earth Scotland
Railfuture Scotland
Ramblers Scotland
RSPB Scotland
Scottish Association for Public Transport
SERA Scotland
Vipre UK
Co-opted member

Board member

Gregor McAbery
Paul Tetlaw
Cllr. Phil Wheeler
Mike Harrison

Professor Tom Rye
John Yellowlees
Stuart Hay (until 23/09/08)
Owen Davis (from 23/09/08)
Tony Lennon
Helen Todd
Clifton Bain
Tom Hart
Ralph Barker (until 04/12/07)
John Pinkard
Crawford McGhie

Officebearers (since 13/10/07 unless otherwise stated)

Chair
Vice-Chair
Company Secretary
Treasurer

Paul Tetlaw
John Pinkard
Karen McClung
Mike Harrison (since 04/12/07)

Employees (since 13/10/07 unless otherwise stated)

Director
Development Manager
Research Officer

Colin Howden
Siobhan Reardon
Jolin Warren

Membership List

Aberdeen City Environmental Forum
Aberdeen Friends of the Earth
Asthma UK Scotland
Aviation Environment Federation
BT Scotland
CalMac Ferries Ltd.
The Campaign for Better Transport
Campaign for Borders Rail
Capital Rail Action Group
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
Ecomove
First Glasgow
First ScotRail
First Transpennine Express
Forward Scotland
Friends of the Earth Edinburgh
Friends of the Earth Scotland
Go Bike! Strathclyde Cycle Campaign
Green Skies
Highland Cycle Campaign
Liftshare
Light Rail Scotland
Living Streets Scotland
Lothian Buses plc
Lothian Community Transport Services

National Express East Coast
Passenger Focus
Queen Margaret University
Rail Action Group, East of Scotland
Railfuture Scotland
Railway Engineering Associates Ltd.
Ramblers Scotland
Road Action Group Salen
RoadPeace
Road Sense
RSPB Scotland
Scottish Accessible Transport Alliance
Scottish Association for Public Transport
Scottish Borders Environment Partnership
Scottish Green Party
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
Travel Dundee
UK Public Health Association in Scotland
The University of Edinburgh
Vipre UK
Virgin Trains
The Walking on Wheels Trust
The Waverley Route Trust
West Lothian Council
WWF Scotland

About TSL and its affiliations

We work closely with the Transform Scotland Trust which was established to carry out research and educate the public about transport's impact on the economy, environment, and society as a whole.

We work with our sister organisation in England and Wales, the Campaign for Better Transport and are members of our European equivalent, the European Federation for Transport and Environment (T&E).

Transform Scotland is also a member of:

Edinburgh Sustainable Development Partnership

Scottish Environmental Technology Network

Scottish Government Sustainable Tourism Partnership

Scottish Sustainable Development Forum

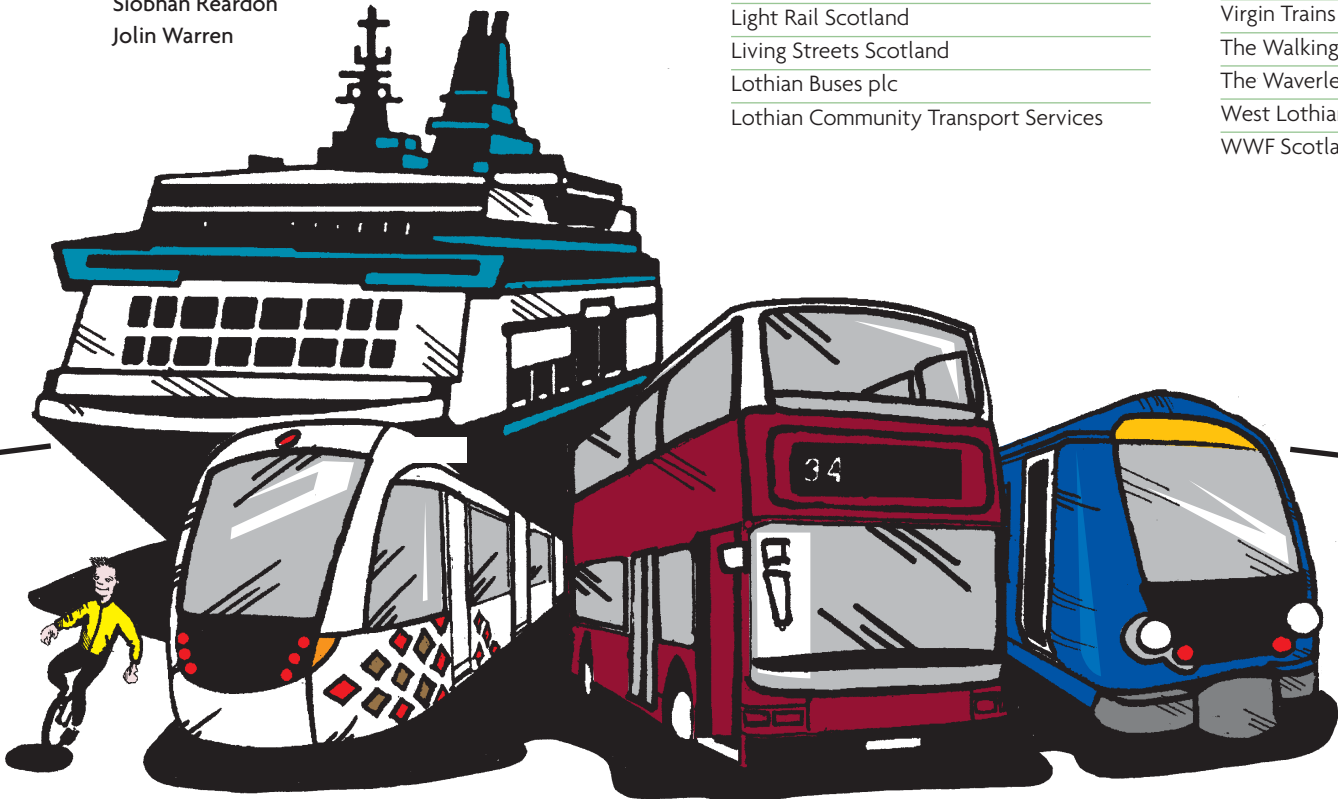
Scottish Transport Studies Group

Slower Speeds Initiative

Strathclyde Partnership for Transport Sustainable Travel Group

Stop Climate Chaos Scotland

Sustainable Transport Group



Our 2008 Highlights

1. Introduction

In November 2007, we had celebrated the tenth anniversary of the founding of Transform Scotland. We also used this occasion to publicly launch the Transform Scotland Trust. That year had been exceptionally busy, with our activity around the Scottish Parliament elections being followed by a successful campaign to save the Edinburgh tram scheme.

2008 was, in many ways, a year in which we concentrated on reorganising ourselves so that we would be in a fitter state to tackle future challenges in delivering sustainable transport.

We carried out a long-overdue overhaul of our visual identity, secured our financial future for two years, built alliances, delivered some useful projects, and maintained a strong campaigning voice for sustainable transport in Scotland. But, unfortunately, Scotland still appears to be going backwards on sustainable transport - and it is imperative that we continue the task of building up our campaigning resources.

2. Our priorities for action

We believe that we will not have sustainable transport unless we see action to tackle three key sustainability tests:

Climate change: Is the transport sector reducing greenhouse gas emissions?

Oil dependence: Are we reducing our dependence on this scarce, finite and depleting commodity?

Public health: Are we tackling obesity through increased levels of active travel?

We promoted a simple set of measures which we believe will deliver sustainable transport:

Prioritise the health-giving modes of transport

Deliver a nationwide programme of Smarter Choices

Continue investment into local bus, tram & rail services

Get the Scottish inter-city rail network up to speed

Air-rail substitution: replace short-haul flights with rail

Make transport pay for its total costs.

We took these messages and communicated them to policy-makers, the media and other opinion formers across Scotland.

3. Some of our key activities during 2008:

Communicating the benefits of rail travel

We took the key messages from our 'The Railways Mean Business' report to a range of audiences - setting out the productivity benefits for business travellers of switching from air to rail for journeys from Glasgow/Edinburgh to London. The existing benefits of rail travel - reliability, better use of the working day, comfort, and low stress - far outweigh the assumption that shorter travel time equates to greater productivity. We took the report to Westminster in early 2008, where we presented the findings to the All-Party Sustainable Aviation Group. We are now at work on a follow-up project that will allow businesses to monetise the benefits of using sustainable travel.

We completed the 'Ayr-Stranraer rail regeneration study', commissioned by Passenger Focus, Strathclyde Partnership for Transport, and the South-West of Scotland Transport Partnership, which looked at ways in which the railway line from Strathclyde to the South-West of Scotland can be improved and better marketed. The report is due to be formally launched at an event in 2009.

We also led evidence to the Parliament's transport committee inquiry into high-speed rail, and saw a number of our key recommendations adopted by the committee. We are now part of the High Speed 2 Scotland campaign for Anglo-Scottish high-speed rail services.

Campaigning for sustainable investment

The Scottish Government budget for 2009-10 saw road capital spend rising from £87m in 2008/09, to £157m in 2009/10, then to over £210m in 2010/11. At the same time, spending on public transport projects saw no comparable increase, while the budget for active travel remained small (£20m in 2008-09) - and due to decline in real terms until 2010-11.

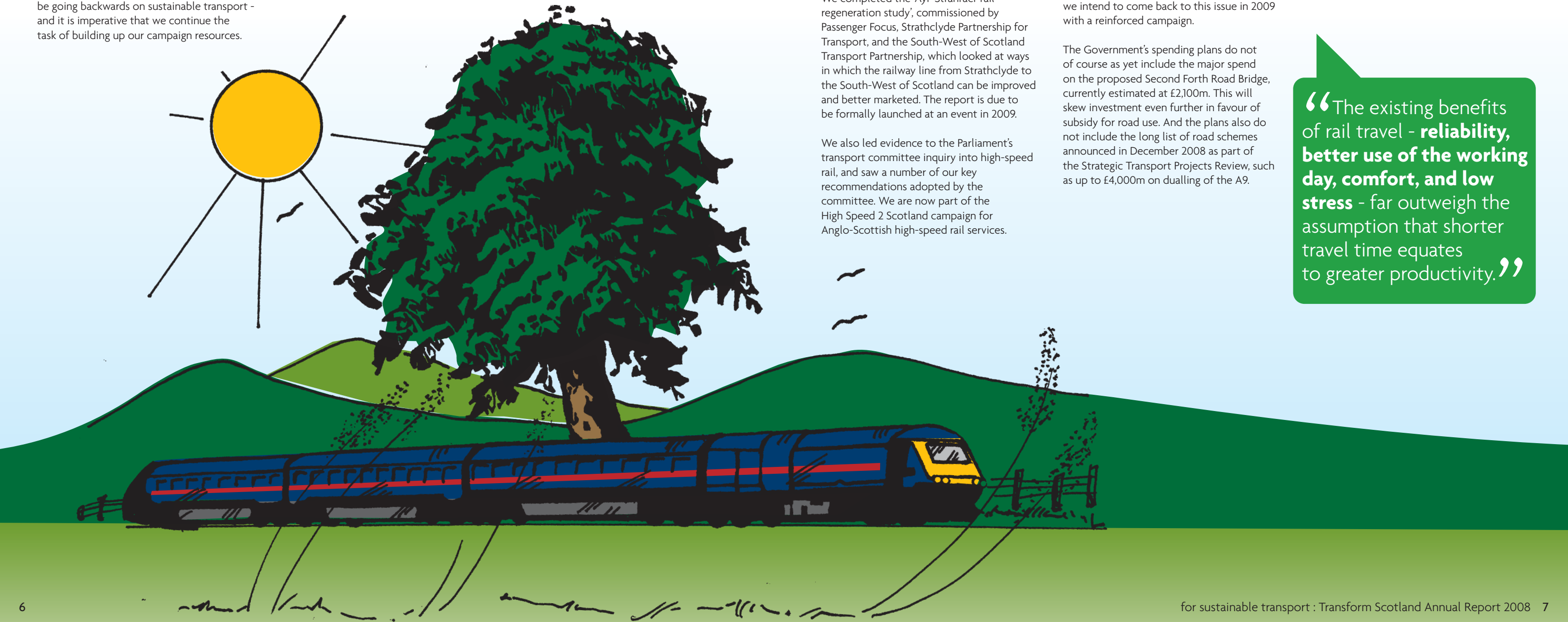
Working in support of a lobby from Spokes, the Lothian Cycle Campaign, we helped coordinate a grouping of national sustainable and active travel organisations (Cycling Scotland, Living Streets Scotland, Paths for All Partnership, Ramblers Scotland and Sustrans Scotland) to press for a shift in spending priorities to the healthy transport modes. The Parliament's Transport Committee adopted our recommendations - but the Finance Committee threw them out, leaving us all back at square one. However, undeterred, we intend to come back to this issue in 2009 with a reinforced campaign.

The Government's spending plans do not of course as yet include the major spend on the proposed Second Forth Road Bridge, currently estimated at £2,100m. This will skew investment even further in favour of subsidy for road use. And the plans also do not include the long list of road schemes announced in December 2008 as part of the Strategic Transport Projects Review, such as up to £4,000m on dualling of the A9.

Holding government to account on climate change

We have been working hard for a strong Scottish climate change bill, both as part of the Stop Climate Chaos Scotland coalition, through joint projects with member groups such as WWF Scotland and Lothian Buses, and through our own campaigns work. We need to ensure that the Scottish Government's Climate Change (Scotland) Bill, introduced into the Scottish Parliament in December 2008, is a genuinely world-leading piece of legislation - but, perhaps more importantly, that there is a credible plan for ensuring that the Bill's targets are met. It will be impossible to meet the targets without action in the transport sector, so it is imperative that a strong Scottish Climate Change Act is followed by a plan of action for reducing emissions from transport.

“The existing benefits of rail travel - **reliability, better use of the working day, comfort, and low stress** - far outweigh the assumption that shorter travel time equates to greater productivity.”



Our 2008 Highlights (continued)

4. The prospects for sustainable transport in Scotland

Some welcome recent developments

The Scottish Government's Climate Change Bill entered the Parliament in November 2008 following a long period of consultation during which we made our views known on the proposed legislation. The bill, while far from perfect, sets out ambitious goals for reducing greenhouse gas emissions.

We were also pleased to see the announcement of the Scottish Government's sustainable travel towns programme 'Smarter Choices Smarter Places'. This project will help build the case for investment in local sustainable transport projects all around Scotland.

The Government's plans for electrification of the central Scotland inter-city rail network is a very welcome development – and one which wasn't going to happen under the previous administration.

Finally, the Waverley Route – which will return rail services to the Borders after a 40-year absence – still seems on course despite further set-backs, while the Edinburgh tram scheme is now in mid-construction.

But some things didn't go as well..

The first Bill of the new administration, in summer 2007, had been to abolish bridge tolls on Forth & Tay Bridges - so it was deeply disappointing that the start of the second year of the new administration saw a second high-profile public subsidy handed to car users.

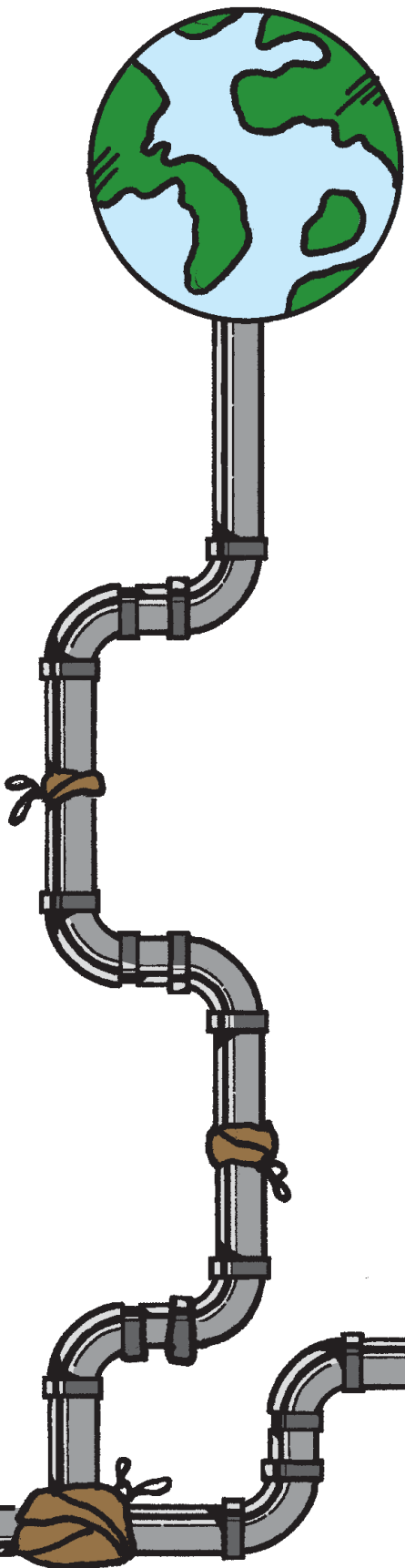
This time it took the form of the abolition of some hospital car parking charges, a move which has undermined the chances of implementing successful travel plans for hospitals. As such, the hopes for transport demand management under this administration currently seems slight.

At the same time, the Government pressed on with subsidy to road use through its multi-billion pound road-building programme. Construction started on the M74 in Glasgow. While this project was very much a child of the previous administration, the current administration has enthusiastically supported this deeply damaging project. The Government then narrowed the scope of the Aberdeen western bypass Public Local Inquiry - was this specifically because our arguments had so comprehensively won the M74 public inquiry? - which left us with no choice but to boycott the Inquiry.

At the same time, more money was spent on preparing for a Second Forth Road Bridge, despite the case for an additional bridge crumbling. The huge cost of the second Forth bridge now threatens the chances of public expenditure all around Scotland, not only on transport but on other public expenditure, for years to come.

So is Scotland delivering on sustainable transport?

Scotland is certainly delivering on sustainable transport rhetoric – but it is still unclear whether this will be matched by priority for investment in sustainable transport. So the campaign for sustainable transport needs to be further reinforced.



5. Developing Transform Scotland

A new identity for Transform Scotland

After a decade of activity, it was becoming increasingly clear to us that we needed to refresh the organisation's visual identity. We did this comprehensively, delivering a new website and marketing materials, and a new logo; we also took the opportunity to simplify the typographical hell of "TRANSform Scotland" to become 'Transform Scotland'. We have had very positive feedback about our image makeover and we reckon it'll last most of the next decade.

New members and new alliances

We have been working hard to build up our links with other organisations, whether getting them on-board as member groups or working in alliance.

We have recently been able to announce important new members from the private and public sectors. We have recruited First Transpennine Express, who now run the rail services between Scotland and Manchester. We have brought on board Queen Margaret University Edinburgh, whose new campus has taken important strides in trying to ensure its staff and students travel to its site sustainably. Also joining us has been BT Scotland, who are working on ways to reduce travel demand through better use of telecommunications technologies.

We have joined the business-led High Speed 2 Scotland campaign for high-speed rail links to Scotland. And we have got involved with the industry body Sustainable Transport Group, which aims to promote technology-focussed solutions in the field of sustainable transport.

6. The future for Transform Scotland

A new campaigns focus

We spent time during the summer of 2008 to have a think about exactly what might drive change in sustainable transport. We started from the position that the international climate crisis and Scotland's own obesity epidemic do not, at least as yet, appear to be resulting in a significant change in priorities towards sustainable transport. However, the oil strike at the Grangemouth oil refinery in April 2008, and the oil price spike of summer 2008, demonstrated just how exposed the Scottish transport sector is to security of oil supplies - and we intend to focus increasingly in future years on ways in which we can reduce the transport sector's overwhelming over-dependence on oil.

We need to prepare for a post-oil Scotland, not one increasingly dependent on foreign supplies of oil. Fossil fuels are scarce and finite, and as they get used up their price is certain to rise. In the context of soaring rates of demand from China and India, and with global oil supplies likely to reach their maximum at some point this decade, it should be no surprise to see British fuel prices go up. The challenge is to reduce dependence on fossil fuels as soon as possible, and we intend to use this as the challenge with which we will frame our work in future years.

“the 'hydrocarbon twins' of climate change and oil depletion will continue to make our critique ever more important.”

7. The past year - and the future for Transform Scotland

2008 was a year in which we got a new look, a little bit more money (we are now financially secure until spring 2010), and had a think about how perhaps we might actually win some more campaigns. We have a clear set of political demands - and a good team in place to make these demands.

Despite some further set-backs for the prospects for sustainable transport, we haven't suffered any unrecoverable political losses in the past twelve months, and the "hydrocarbon twins" of climate change and oil depletion will continue to make our critique ever more important.

Transform Scotland Limited

Income and Expenditure Account

(for the year ended 31st March 2009)

	31/3 2009 £	31/10 2007 £
Income	73,652	64,174
Expenditure	(80,567)	(60,354)
Surplus / (Deficit)	(6,915)	3,820
Interest receivable	65	217
Surplus / (Deficit) before taxation	(6,850)	4,037
Taxation	13	41
Surplus / (Deficit) for the year	(6,863)	3,996
Cash Funds / Accumulated Funds	7,916	9,058
Cash Funds / Accumulated Funds carried forward	1053	13,054

Please note: Figures provided for the 12 months to 31st March 2009 have been taken from Transform Scotland's Management Accounts. Full accounts will be available at a later date.

Figures for the 12 months to 31st October 2007 are presented to give some indication for comparison purposes of a similar 12 month period.

The organisation has opted for an extended financial year end date and financial statements will be presented for the period 1st November 2007 to 31st March 2009 in due course.



Message from the Chair of Transform Scotland Trust



The Transform Scotland Trust seeks to evidence the benefits of sustainable transport to Scotland and its citizens and, more widely, to support the maintenance of the rather narrow planetary niche habitable by humans.

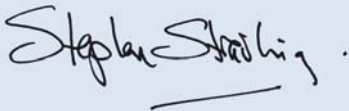
Direct impacts of motorised transport include: anthropogenic global warming through the production of greenhouse gases from the burning of fossil fuel; vehicle emissions affecting local pollution and health; vehicle noise; land take for roads and parking, railways and airports; and waste from scrapped vehicles and vehicle components.

Supply-side measures such as improving the fuel efficiency of vehicles and reducing the fossil carbon content of transport fuel can help reduce these environmental impacts. But the adoption of cleaner, greener cars may still lead to an increase in the overall environmental burden through sheer growth in car travel.

Demand-side measures such as strategies to encourage more fuel conscious driving and more use of active, sustainable forms of transport are needed. Investments in infrastructure for cycling and walking can generate health, environmental and economic benefits, as we set out in our first report 'Towards a Healthier Economy'.

Smarter Choices are an inexpensive and effective set of measures which encourage people to choose more active and sustainable forms of travel as they go about their quotidian round. Examples include: workplace, school, and personalised travel plans, public transport information, car clubs, car sharing schemes and teleconferencing.

Small changes can cumulate and make large differences. And transform Scotland's travel.



Professor Stephen Stradling
Chair, Transform Scotland Trust

“more use of active, sustainable forms of transport are needed. Investments in infrastructure for cycling and walking can generate health, environmental and economic benefits”



Charity Information

Scottish Charity Number SCO36706

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;

The Trustees shall have power to apply the Trust Fund to both capital and income in the attainment of the trust purposes or any of them and to such extent and in such manner whatever as they may from time to time think fit.

Trustees

The Trustees who served during the year were as follows:

Stephen Stradling
(appointed as Chair 9/1/08)

Paul Tetlaw
(appointed 3/10/07)

Kate Barclay
(appointed 3/10/07)

Morris Bradley
(appointed 3/10/07)

Sue Gutteridge
(appointed 9/4/08, resigned 11/12/08)

Frances McCartney
(appointed 9/4/08)

Officebearers

Professor Stephen Stradling, Chair
Mary Church, Secretary

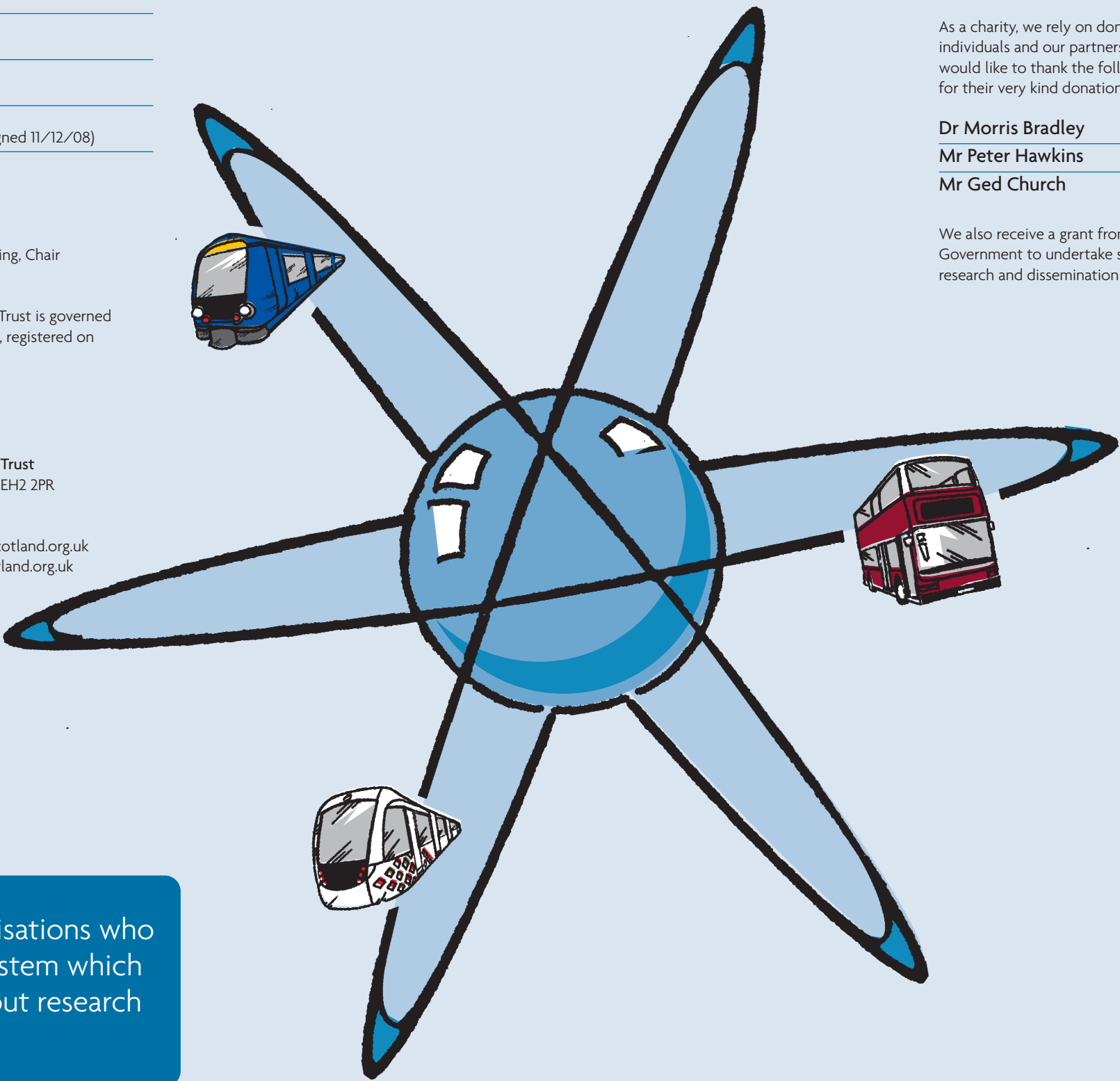
The Transform Scotland Trust is governed by a Declaration of Trust, registered on 8th August 2005.

Contact details

For further information:

The Transform Scotland Trust
5 Rose Street, Edinburgh EH2 2PR

tel: +44 (0) 131 243 2690
email: trust@transformscotland.org.uk
web: www.transformscotland.org.uk



“We work in partnership with organisations who understand the need for a transport system which **delivers on all these fronts**, to carry out research and project work.”

About Transform Scotland Trust

The Transform Scotland Trust was established to carry out research and educate the public about transport’s impact on the economy, environment, and society as a whole. We work in partnership with organisations who understand the need for a transport system which delivers on all these fronts, to carry out research and project work.

As a charity, we rely on donations from individuals and our partnership work. We would like to thank the following individuals for their very kind donations:

Dr Morris Bradley

Mr Peter Hawkins

Mr Ged Church

We also receive a grant from the Scottish Government to undertake specific pieces of research and dissemination work.

The Trust is chaired by **Stephen Stradling**, Professor of Transport Psychology at Edinburgh Napier University’s Transport Research Institute. He divides his time between research in traffic psychology – which car drivers and motorcyclists are the crash magnets? – and transport psychology – why are we so ambivalent about our cars? Professor Stradling also sits on the Scottish Government’s expert group on road safety.

Trustees

Dr. Morris Bradley is a retired psychologist. Having lectured at Strathclyde University in behavioural, biological and physiological psychology, he then became Director of the Richardson Institute for Peace Studies and Conflict Resolution at Lancaster University. He now works on promoting awareness of climate change.

Sue Gutteridge has worked extensively in promoting the concept of Home Zones, comprehensive traffic calming schemes to create areas where children could play, safe from speeding traffic. Children and play was also the focus of her work when she was with Stirling Council. Unfortunately, Sue had to resign her position as Trustee at the end of 2008, however her contribution during the year was highly valued.

Kate Barclay is a fundraiser for the John Muir Trust. Her previous experience is mainly in international development, where she has worked overseas on education projects as well as in funding teams in the UK. She also previously worked for Transform Scotland in development, and has maintained close links and an interest in sustainable transport since.

Frances McCartney is a solicitor based in Glasgow with a particular interest in public law, human rights and environmental law. She has lectured on a part-time basis at the University of Strathclyde, and has also acted for a number of community groups and NGOs in environmental disputes. Frances recently set up the Environmental Law Centre Scotland.

Paul Tetlaw is also the Chair of Transform Scotland Limited. A Chartered Chemist and Fellow of the Chartered Institution of Water and Environmental Management, he spent most of his career in environmental management in the water industry. Paul is also a member of the governing Council of The Cockburn Association and a member of the steering group of Capital Rail Action Group (CRAG), who he represents on the Board of Transform Scotland Limited.

Our 2008 Highlights

Since our formal launch in November 2007, it has been a hectic time for the Trust. As well as appointing new Trustees who brought expertise from many different sectors to the work of the Trust and developing a clear visual identity, we also decided on key themes for the year.

We focused on two areas - Transport and the Economy, and Smarter Choices. When looking at the economic value of transport decisions it is clear that not only does sustainable transport stack up in terms of value for money, it also delivers wider benefits that, when quantified, show a return on investment which far outweighs that of major road and air based infrastructure.

Transport & the Economy

The first report published by the Transform Scotland Trust, 'Towards a Healthier Economy: Why investing in sustainable transport makes economic sense', was undertaken in partnership with Sustrans Scotland.

The research examined where information on the economic benefits of sustainable transport exists and where there are gaps in current knowledge. Based on the findings – one of which was the potential multi-billion pound saving to the economy by getting people out of their cars and onto their bikes - the report recommended the incorporation of health impacts of transport decisions into the Scottish Government's appraisal framework (STAG). The findings were also endorsed by the World Health Organisation.

The report was launched at the University of Edinburgh and we held a seminar on the report's findings at Victoria Quay for Scottish Government civil servants. The report gained widespread positive media coverage in national broadcast, print and online media.

In 2009 we will continue to work on this key topic, developing new work on the basis of the report's recommendations including those relating to Transport and Tourism.

You can download a copy of the 'Towards a Healthier Economy' report from our website: www.transformscotland.org.uk.

Smarter Choices

Smarter Choices also took centre stage in the Trust's work for 2008. These small scale measures such as car sharing, car clubs, conferencing, travel planning and flexible working have a very high rate of financial return and go to the core of sustainable transport policy – reducing the need to travel.

To highlight the value of Smarter Choices and the very real contribution they make to reducing people's travel, we co-hosted a conference on car clubs with the City of Edinburgh Council early in 2009.

The international event, 'Using Car Clubs to create more sustainable towns & cities', which was also sponsored by SEStran, examined the growing significance of car clubs as more people, including employers, look for alternatives to car ownership. It highlighted Edinburgh's own car club, the largest and most successful outside of London, which was celebrating its 10th anniversary. There was a technical tour of the car club prior to the main event and a reception hosted by the City of Edinburgh Council, at which the Transport Minister, Stewart Stevenson, spoke. The conference brought together practitioners from throughout Europe and the UK, academics and politicians to discuss the value of car clubs, and share experiences and best practice.

As a result of the conference, the Trust is taking forward a project to review the current provisions for promoting car clubs in Scotland, and how this can be improved to enable more communities to benefit.

For more information about this work, please contact the Transform Scotland Trust.

Other Work

In between research projects and events, we also worked to build new partnerships, communicating the benefits of sustainable transport to business and industry groups, such as the Sustainable Tourism Partnership. We have been working with the partnership to highlight the vital role sustainable transport plays in creating a viable tourism industry.

The benefits of sustainable transport can be clearly seen in all sectors of the economy – from public health and the environment to tourism and energy. It is only by engaging with each sector to evidence and communicate these benefits that we will be able to bring about any real change.

Transform Scotland Trust Statement of Receipts and Payments (for the year ended 31st March 2008)

Statement of Receipts – as at 31st March 2008		2008 £
Donation from individuals		2,000
Donation from Transform Scotland Ltd		2,632
Donation from institutions		100
Total receipts		4,732
Payments		-
Total Payments		-
Surplus / (Deficit) for the year		4,732
Statement of Balances – as at 31st March 2008		2008 £
Bank and cash in hand		-
Opening balances		-
Surplus / (Deficit) for year		4,732
Closing balances		4,732

“To support the work of the Transform Scotland Trust, please contact us at trust@transformscotland.org.uk or call 0131 243 2690.”

At year end the Transform Scotland Trust had assets of £564 represented by future Gift Aid tax claims and liabilities of £294 representing the account at the independent examiners fees.





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