

## **Statement of Compliance 2016 with the Public Services Reform (Scotland) Act 2010**

### **1. BACKGROUND**

- 1.1 Sections 31 and 32 of the Public Services Reform (Scotland) Act 2010 (“the Act”) impose duties on Scottish public bodies to publish information on expenditure and certain other matters as soon as is reasonably practicable after the end of each financial year. This statement is produced by the South East of Scotland Transport Partnership (SEStran) to ensure compliance with the requirements of the Act.
- 1.2 We work hard to be a transparent, responsive, best value organisation and to deliver our vision for the transport network of South East of Scotland as outlined in our statutory Regional Transport Strategy.
- 1.3 The vision of SEStran is for a regional transport system that:  
***“Provides all citizens of South East Scotland with a genuine choice of transport which fulfils their needs and provides travel opportunities for work and leisure on a sustainable basis.”***
- 1.4 Our annual report and accounts for 2015/16 sets out the impact of our work and the outcomes we achieved, together with our associated costs. This is laid before the Partnership Board of SEStran in September 2016. The purpose of this statement is to disclose those costs which are relevant to Section 31(1) and (2) of the Act.

### **2. PUBLIC RELATIONS**

- 2.1 We spent £87,390 on public relations in 2015/16. This is 2.8% of our total expenditure in the year. The costs included design, printing and publication of documents, including our annual reports, other documents and Business Plan 2016/17.
- 2.2 Most notably 2015/16 saw the launch of our refreshed RTS and Delivery Plan. We incurred printing costs to enable us to provide hard copies of this report to key stakeholders but in future years we have agreed with Transport Scotland to move towards greater use of e-publications.

### **3. OVERSEAS TRAVEL**

- 3.1 We incurred expenditure of £6215 on overseas travel in 2015/16. This is the equivalent of 0.2% of our total expenditure. This travel is in relation to European projects that SEStran is involved in and is therefore subsidised by the EU at a percentage varying from 50% to 100%.

### **4. HOSPITALITY & ENTERTAINMENT**

4.1 We incurred expenditure of £2675 on hospitality, including catering costs, in 2015/16. This is the equivalent of 0.08% of our total expenditure. No expenditure was incurred on gifts, benefits or sporting or cultural events.

## 5. EXTERNAL CONSULTANCY

5.1 We incurred expenditure of £1,613,956 on external consultancy. This is the equivalent of 51% of our total expenditure. We commissioned a range of projects and employed Lindean Partnership Ltd, JPFS Consultancy, WYG, Coachline, Systra and Onestop IT Solutions.

## 6. PAYMENTS IN EXCESS OF £25,000

6.1 Section 31(3) of the Act places a duty on public bodies to publish the amount, date, payee and subject matter of any payment made during the financial year which has a value in excess of £25,000.

6.2 SEStran made the following payments over £25,000

Payee	Subject Matter	Payment Date	Gross Amount
East Lothian Council	Urban Cycle Networks Grant	01/06/15	£39,000
East Lothian Council	Urban Cycle Networks Grant	01/06/15	£35,000
Edinburgh College	Sustainable Travel Awareness	08/04/15	£25,000
INEO Systrans	BIF 2	15/02/16	£31,680
INEO Systrans	BIF 2	15/02/16	£40,541
INEO Systrans	BIF 2	17/03/16	£96,821
INEO Systrans	BIF 3	15/02/16	£27,768
WYG Group	BIF 3	08/04/16	£25,810
INEO Systrans	RTPI	07/04/15	£33,808
INEO Systrans	RTPI	07/04/15	£38,492
INEO Systrans	RTPI	07/04/15	£43,851
INEO Systrans	RTPI	09/10/15	£176,645
WYG Group	BIF 3	08/04/16	£25,810
WYG Group	BIF 3	19/10/15	£41,781
Network Rail	Rail Stations Development	24/06/15	£60,363
Network Rail	Rail Stations Development	19/10/15	£148,215
Network Rail	Rail Stations Development	08/04/16	£188,466
Network Rail	Rail Stations Development	30/10/15	£224,768
Network Rail	Rail Stations Development	14/12/15	£257,819

SSUK	BIF 3	29/02/16	£27,086
SSUK	BIF 3	21/03/16	£183,987
Trapeze	Routewise Support	14/04/15	£50,818
Liftshare	Tripshare Scheme	16/11/15	£26,399
West Lothian Council	Urban Cycle Networks Grant	08/04/16	£25,000

- 6.3 All RTPI and BIF payments were in relation to ongoing work to the Real Time Passenger Information project that SEStran operates.
- 6.4 The Rail Stations Development payments were in relation to the development of East Linton & Reston stations.
- 6.5 Throughout 2015/16 SEStran paid certain consultants in excess of £25,000 over several payments. These are listed below:

Supplier	Subject Matter	Total Amount
Ineo Systrans	RTPI	£438,157
Lindean Partnership Ltd	Project Management	£36,657
Network Rail	Rail Stations Development	£937,046
WYG Group	RTPI	£58,824
Coachline	One Ticket	£51,403
Onestop IT	IT Support	£27,427

## **7. MEMBERS OR EMPLOYEES WHO RECEIVE REMUNERATION IN EXCESS OF £150,000**

- 7.1 Section 31(4) of the Act places a duty on public bodies to publish the number of individuals who received remuneration in excess of £150,000.
- 7.2 No employee, office holder or other individual involved with SEStran received remuneration in excess of £150,000 during 2015/16.

## **8. SUSTAINABLE ECONOMIC GROWTH**

- 8.1 Section 32(1)(a) of the Act places a duty on public bodies to publish a statement of the steps it has taken during the financial year to promote and increase sustainable growth through the exercise of its functions.
- 8.2 SEStran is a statutory body, under the Transport (Scotland) Act 2005 and is tasked with producing a Regional Transport Strategy for South East Scotland.
- 8.3 The following statement sets out the steps that SEStran has taken in 2015-16 to promote and increase sustainable economic growth in the exercise of its functions. Further information on this and our work is contained in our Audited Annual Accounts and Annual Report for 2015-16.

- 8.4 In delivering against our published priorities in the revised Regional Transport Strategy, we contributed to the Scottish Government's overall objectives and National Outcomes. During 2015/16 our work contributed to:
- Reducing the number of commuter journeys by single occupancy vehicles within the South East of Scotland
  - Minimising the overall need for travel; overall by car
  - Maximising public transport provision and achieving public transport integration and intermodality
  - Improving safety for all road and transport users
  - Enhancing community life and social inclusion
  - Maintaining existing infrastructure to a standard that ensures that it can be fully utilised
  - Enhancing movement of freight, particularly by rail and other off-road modes
  - Enhancing real time passenger information available for bus services in both urban and rural areas

## **9. EFFICIENCY, EFFECTIVENESS AND ECONOMY**

- 9.1 Section 32(1)(a) of the Act requires public bodies to publish a statement of the steps taken to improve efficiency, effectiveness and economy in the exercise of their functions.
- 9.2 The following statement sets out the steps that South-East of Scotland Regional Transport Partnership (SEStran) has taken in 2015-16 to improve its efficiency, effectiveness and economy in the exercise of its functions.
- 9.3 Supporting the principles of public sector reform, SEStran is aware of the overall need to ensure the delivery of public services as efficiently and effectively as possible.
- 9.4 In relation to the Scottish Government's National Outcome 16: *Our public services are high quality, continually improving, efficient and responsive to local people's needs*, we are committed to delivering services that are high quality, continually improving, efficient and responsive.
- 9.5 We receive from our constituent council members in total £200,000.
- 9.6 In 2015/16 a grant of £782,000 was received from the Scottish Government. We spent 97.2% of our £3,164,000 budget.
- 9.7 In 2015/16 SEStran were involved with several European projects as follows:
- CHUMS
  - Social Car
  - Share-North
- 9.8 We received £131,000 from the EU in relation to these projects.

- 9.9 Over the last year we have continued to deliver best value for our members and funders. In 2015/16 the office moved to Scottish Government, Victoria Quay buildings which will result in an annual saving of £24,000 in comparison to the previous rent for office space at East Claremont Street.
- 9.10 In the current economic climate, and with reduced resources, we will continue to work with all involved in regional transport to ensure effective delivery of strategy, policy and projects that deliver the vision for the transport network of the South East of Scotland.