

Audited Financial Statement of Accounts 2016-17

1 Introduction

- 1.1 The purpose of this report is to present to the Partnership Board the audited annual accounts for the year ended 31st March, 2017 and to recommend they are approved for signature. A copy of the audited annual accounts is appended to this report (Appendix 1).

2 Main Report

- 2.1 Scott-Moncrieff, the Partnership's external auditor, has concluded the audit of the financial statements for the year ended 31st March 2017. There are no qualifications to the audit certificate which appears on pages 45 and 46 of the accounts. The External Auditor's opinion states that the financial statements present a true and fair view of the financial position of the Partnership as at 31st March 2017 and its income and expenditure for the year then ended.
- 2.2. The Management Commentary on pages 2 to 4 of the accounts highlights key aspects of financial performance during the year.
- 2.3. The External Auditors report to Members on the 2016/17 audit is considered separately on the agenda of this meeting of the Partnership Board. A verbal update on progress with completion of the audit of the annual accounts was considered at the Performance and Audit Committee meeting of 8th September 2017. The Chair of the Performance and Audit Committee will have an opportunity to report to the Board on any issue arising from the Performance and Audit Committee's consideration of the accounts.

3 Recommendations

- 3.1 It is recommended that the Partnership Board:
- 3.1.1 note the audited annual accounts and the Auditor's opinion in the audit certificate to the accounts;
- 3.1.2 authorise the annual accounts for signature.

Hugh Dunn
Treasurer
September 2017

Appendix

Audited Annual Accounts 2016/17

Contact/tel Iain Shaw, Tel: 0131 469 3117
(iain.shaw@edinburgh.gov.uk)

Policy Implications	There are no policy implications arising as a result of this report.
Financial Implications	There are no financial implications arising following issue of an unqualified Audit certificate for the 2016/17 annual accounts.
Equalities Implications	There are no equalities implications arising as a result of this report.
Climate Change Implications	There are no climate change implications arising as a result of this report.

**The South East of Scotland
Transport Partnership
(SESTRAN)**

**Audited
Annual Accounts**

2016/2017

The South East of Scotland Transport Partnership (SESTRAN)

CONTENTS

	<u>Page</u>
Management Commentary	2-4
Statement of Responsibilities for the Annual Accounts	5
Annual Governance Statement	6-8
Remuneration Report	9-10
<u>Accounting Statements and Notes to the Annual Accounts:</u>	
Annual Accounts;	
1. <i>Movement in Reserves for the year ended 31st March 2017</i>	11
2. <i>Comprehensive Income & Expenditure Statement for the year ended 31st March 2017</i>	12
3. <i>Balance Sheet as at 31st March 2017</i>	13
4. <i>Cash Flow Statement for the year ended 31st March 2017</i>	14
Statement of Accounting Policies	15-18
Notes to the Annual Accounts	19-44
Independent Auditors Report	45-46

The South East of Scotland Transport Partnership (SESTRAN)

Management Commentary

1. Basis of Accounts

The Partnership prepares its Annual Accounts in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom. The Code of Practice is based on International Financial Reporting Standards (IFRS).

As a result of the 'Telling the Story' review of the presentation of local authority financial statements, a new Expenditure and Funding Analysis statement has been included at Note 2 on Page 19. An explanation of the nature and purpose of the statement is also included.

2. Statutory Background

The South East of Scotland Transport Partnership (SESTRAN) was established under the Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005. The Partnership came into force on 1st December 2005. Under Section 3 of the Transport (Scotland) Act 2005, the net expenses of SESTRAN, after allowing for government grant and any other income, are met by its constituent councils.

3. Corporate Strategy

The following is an introductory extract from the Transport (Scotland) Act 2005, which established the Partnership; one of seven Scottish Regional Transport Partnerships (RTPs):

“An Act of the Scottish Parliament to provide for the setting up and functions of the new transport bodies and to enable the Scottish Ministers to discharge certain transport functions; to provide further for the control and co-ordination of road works and for the enforcement of the duties placed on those who carry them out; to set up national concessionary fares schemes; and to make other, miscellaneous modifications of the law relating to transport.”

The Partnership aims to develop a sustainable transportation system for South East Scotland that will enable business to function effectively, and provide everyone living in the region with improved access to healthcare, education, public services and employment opportunities. These aims are embodied in the Regional Transport Strategy (RTS).

The constituent councils of the Partnership are the City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

SEStran's Vision Statement is as follows:

“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.”

4. Risks and Uncertainties

The principal risks and uncertainties faced by the Partnership fall into two categories.

Firstly, there is the funding uncertainty faced by all local authorities and RTPs. The Partnership has a range of statutory duties to enact. While every attempt is made to do this within the budget provided, budget reductions may make this less achievable resulting in a reduction in the quality of service provided.

The second category relates to changes in legislation leading to changes in the services to be delivered. This can create pressures from both a financial and organisational perspective.

5. Results for the Year

The Partnership is required to present its financial performance as a Comprehensive Income and Expenditure Statement. This can be seen on page 12. However, to show the net position of the Partnership and to allow comparison with the approved revenue budget, it is necessary to adjust the expenditure shown in the Comprehensive Income and Expenditure Statement to take account of a number of items where the statutory accounting requirements differ from the management accounting practice of the Partnership. These adjustments are detailed in Note 2.

The South East of Scotland Transport Partnership (SESTRAN)

Management Commentary (Contd.)

5. Results for the Year (Contd.)

The approved Revenue budget of the Partnership in 2016/17 was £1.620m. A comparison of the outturn position with the revised budget is summarised below:

	Revised Budget £'000	Outturn £'000	Variance £'000
Core Service	550	457	(93)
Revenue Projects	725	480	(245)
RTPI Project	344	515	171
Interest	1	0	(1)
Total Expenditure 2016/17	1,620	1,452	(168)
Government Grant	(782)	(782)	0
Constituent Council Requisitions	(200)	(151)	49
Other Income - Revenue Projects	(465)	(222)	243
Other Income - RTPI Project	(173)	(295)	(122)
Other Income - Miscellaneous	0	(2)	(2)
Total Income 2016/17	(1,620)	(1,452)	168

The Partnership incurred core service expenditure of £0.457m which was £93,000 below the revised Core Service revenue budget. This underspend mainly reflected reduced expenditure on staffing.

The Partnership incurred net expenditure of £0.258m on revenue projects which was £2,000 under budget.

The Partnership also incurred expenditure of £0.515m on the RTPI capital project, funded principally by income from bus operators, by the European Regional Development Fund (ERDF) and by the Partnership's underspend on the 2015/16 Revenue budget (see below).

Overall the Partnership had an underspend against the revenue budget of £49,000 which the Board, at its meeting on 2nd March 2017, agreed would be used to meet future commitments on the Sustainable and Active Travel Grant.

The Partnership carried forward a balance of £87,000 from an underspend on the 2015/16 Revenue budget for the RTPI project. During 2016/17, the Partnership claimed £32,000 from ERDF in respect of expenditure on the RTPI project. The Partnership used both these funding contributions towards the project during 2016/17.

The Partnership spent £79,000 on assets under construction in 2016/17 towards operational equipment for the regional real-time bus passenger travel information system.

Non Financial Results

The focus of SEStran's RTPI system, in 2016/17, was on bringing in the region's smaller operators to the system. SEStran was successful in winning funds from an ERDF competition (40% contribution) to help fund the purchase of GPS enabled ticket machines which, in addition to facilitating integrated ticketing, will enable access to the RTPI system. Five operators are now equipped and awaiting the completion of an interface between the ticket machine provider ("Ticketer") and the existing back office system.

In respect of the TV screens showing RTPI, a further 120 were committed in 2016/17 and SEStran has employed a member of staff to focus on delivering all the screens currently purchased and to complete the roll out of the initial system.

In 2016/17, SEStran's Regional Cycle Network Grant Scheme funded Diaches Brae construction in the City of Edinburgh along with a number of feasibility studies including a topography survey for the city's Bioquarter development and paths at Crail to St Andrews, Musselburgh and Walkerburn to Clovenfords.

The South East of Scotland Transport Partnership (SESTRAN)

Management Commentary (Contd.)

5. Results for the Year (Contd.)

Non Financial Results (contd)

Sustainable transport projects match funded in 2016/17, included Edinburgh College electric vehicles, Midlothian Smarter Choices, Smarter Places, Forth Valley College tripshare and travel planning for Queen Margaret University and a joint Edinburgh University/ Bioquarter/Scottish Enterprise.

European projects, Sharenorth and Socialcar continued and a new sustainable transport project, entitled Regiomob which focusses on share best practice over 7 countries, was started in 2016/17. The Partnership has also continued, through projects and everyday activities, to promote the further roll-out and development of Tripshare and Thistle Card projects. On the latter project, an Andriod and Apple based App has been developed and soft tested this year.

Throughout the year, SEStran worked constructively with Young Scot, Stonewall Scotland, Equate Scotland, Women 50/50 and Changing the Chemistry to increase diversity and widen the focus of consultation of the organisation. SEStran has published a set of Equality Outcomes 2017-2021 to guide our work in this area over the next few years alongside a target focussed Business Plan for 2017-2018.

Further details of the Partnership's performance can be found in the Annual Report detailed on their website at the following link:- <http://www.sestran.gov.uk/news/sestran-annual-report-2016-2017>

6. Future Developments

On 2nd March 2017, the Partnership's Board agreed a revenue budget for 2017/18, which made provision for £0.478m of core service costs and £0.849m of project expenditure in support of Regional Transport Strategy (RTS) projects. This represents a budget reduction from 2016/17 mainly due to reducing the Council contributions by 5% and the removal of the rail stations development as a result of delay in progressing the East Linton and Reston stations. Budgeted 2017/18 income from the EU projects amounting to £95,000 is anticipated in the current year and SEStran is working on applications for further EU projects whilst options are available prior to the end of Article 50 negotiations.

In view of the available level of funding, the challenge to deliver the full RTS continues. It remains the Partnership's intention to carry out a full re-write of the RTS but the Partnership considers it prudent to await the outcome of government decisions as regards the future of Regional Partnerships and regional spatial plans before making that commitment.

Following the Local Government elections on 4th May 2017 and subsequent Board appointments to the Partnership Board by constituent councils, the new Board met on 11th August 2017. At this meeting, the Partnership chairperson, vice chair-persons and Committee appointments were agreed following the procedure outlined in the Partnership's Standing Orders and the 2005 Membership Order.

It is considered appropriate to adopt a going concern basis for the preparation of the Annual accounts.

Chair of Partnership Board: GORDON EDGAR _____ Date signed: _____

Partnership Director: GEORGE ECKTON _____ Date signed: _____

Treasurer: HUGH DUNN, CPFA _____ Date signed: _____

The South East of Scotland Transport Partnership (SESTRAN)

STATEMENT OF RESPONSIBILITIES FOR THE STATEMENT OF ACCOUNTS

The Partnership's Responsibilities

The Partnership is required:

- to make arrangements for the proper administration of its financial affairs and to secure that the proper officer has the responsibility for the administration of those affairs. In this Partnership, that officer is the Treasurer;
- to manage its affairs to secure economic, efficient and effective use of its resources and safeguard its assets;
- to ensure the Annual Accounts are prepared in accordance with legislation (The Local Authority Accounts (Scotland) Regulations 2014) and so far as is compatible with that legislation, in accordance with proper accounting practices (section 12 of the Local Government in Scotland Act 2003);
- to approve the Annual Accounts.

I confirm that these annual accounts were approved for signature by the South East of Scotland Transport at its Board meeting on 22nd September 2017.

Chair of Partnership

Board:

Date signed:

The Treasurer's Responsibilities

The Treasurer is responsible for the preparation of the Partnership's Annual Accounts in accordance with proper practices as required by legislation and as set out in the CIPFA / LASAAC Code of Practice on Local Authority Accounting in the United Kingdom ('the Code').

In preparing the Annual Accounts, the Treasurer has:

- selected suitable accounting policies and then applied them consistently;
- made judgements and estimates that were reasonable and prudent;
- complied with legislation;
- complied with the Local Authority Accounting Code (in so far it is compatible with legislation)

The Treasurer has also:

- kept adequate accounting records which were up to date;
- taken reasonable steps for the prevention and detection of fraud and other irregularities.

I certify that the Annual Accounts give a true and fair view of the financial position of the Partnership at the reporting date and the transactions of the Partnership for the year ended 31st March 2017.

Treasurer:

HUGH DUNN, CPFA

Date signed:

The South East of Scotland Transport Partnership (SESTRAN)

ANNUAL GOVERNANCE STATEMENT 2016/17

1. Scope of Responsibility

The South East of Scotland Transport Partnership's aim is to develop a transportation system for South East Scotland as outlined in the Partnership's Regional Transport Strategy 2008-2023.

The Partnership is responsible for ensuring that its business is conducted in accordance with the law and appropriate standards, that public money is safeguarded and properly accounted for and used economically, efficiently, effectively and ethically. The Partnership also has a duty to make arrangements to secure continuous improvement in the way its functions are carried out.

In discharging these overall responsibilities Elected Members and Senior Officers are responsible for implementing proper arrangements for the governance of the Partnership's affairs and facilitating the effective exercise of its functions, including arrangements for the management of risk.

The Partnership has approved and adopted a Local Code of Corporate Governance which is consistent with appropriate corporate governance principles and reflects the requirements of the "Delivering Good Governance in Local Government: Framework (2016)" and is supported by detailed evidence of compliance, which is regularly reviewed.

This Statement explains how the Partnership delivers good governance and reviews the effectiveness of these arrangements. It also includes a statement on internal financial control in accordance with proper practice.

The Partnership's financial management arrangements conform to the governance requirements of the CIPFA Statement on the Role of the Chief Financial Officer in Local Government (2010).

2. The Partnership's Governance Framework

The governance framework comprises the systems and processes, and culture and values, by which the Partnership is directed and controlled, and its activities through which it accounts to, engages with and influences the community. It enables the Partnership to monitor the achievement of its strategic objectives and to consider whether those objectives have led to the delivery of appropriate, cost-effective services.

The framework reflects the arrangements in place to meet the six supporting principles of effective corporate governance:

- Focusing on the purpose of the Partnership and on outcomes for the community, and creating and implementing a vision for the local area;
- Members and officers working together to achieve a common purpose with clearly defined functions and roles;
- Promoting values for the Partnership and demonstrating the values of good governance through upholding high standards of conduct and behaviour;
- Taking informed and transparent decisions which are subject to effective scrutiny and managing risk;
- Developing the capacity and capability of members and officers to be effective;
- Engaging with local people and other stakeholders to ensure robust public accountability.

A significant part of the governance framework is the system of internal control which is based on an ongoing process designed to identify and manage the risks to the achievement of the Partnership's policies, aims and objectives. These are defined in the Partnership's Business Plan, which is updated annually. This enables the Partnership to manage its key risks efficiently, effectively, economically and ethically.

The South East of Scotland Transport Partnership (SESTRAN)

ANNUAL GOVERNANCE STATEMENT 2016/17 (contd.)

Within the overall control arrangements the system of internal financial control is intended to ensure that assets are safeguarded, transactions are authorised and properly recorded, and material errors or irregularities are either prevented or would be detected within a timely period. It is based on a framework of regular management information, financial regulations, administrative procedures and management supervision.

While the system of internal control is designed to manage risk at a reasonable level it cannot eliminate all risk of failure to achieve policies, aims and objectives and can therefore only provide reasonable, and not absolute, assurance of effectiveness.

3. Determining the Partnership's purpose, its vision for the local area and intended outcomes for the Community

The Partnership aims to develop a transportation system for South East Scotland which will enable businesses to function effectively and provide everyone living in the Region with improved access to health care, education, public services and employment opportunities. The vision for achieving this is outlined in the Regional Transport Strategy.

The Business Plan defines how to implement the aims of this strategy and the Annual Report provides a report of performance against objectives, targets and performance indicators as outlined in the Regional Transport Strategy.

4. Review of Effectiveness

The Partnership has put in place arrangements, detailed in the Local Code, for monitoring each element of the framework and providing evidence of compliance. A Principal Officer within the Partnership has been nominated to review the effectiveness of the Local Code and reports annually to the Partnership Board.

The review of the effectiveness of its governance framework including the system of internal financial control is informed by:

- the work of the Internal Auditors and the Head of Internal Audit's Annual Statement on the adequacy and effectiveness of the Partnership's system of internal financial control;
- the Partnership Director's Certificate of Assurance on internal control;
- the operation and monitoring of controls by Partnership managers;
- the External Auditors in their Annual Audit Report and other reports; and
- other inspection agencies comments and reports.

Through the year Elected Members and Officers have responsibility for the development and maintenance of the governance environment. These review mechanisms include:

- **The Partnership Board, which** provides strategic leadership, determines policy aims and objectives and takes executive decisions not delegated to officers. It provides political accountability for the Partnership's performance.
- **The Performance and Audit Committee, which** demonstrates the Partnership's commitment to the principles of good governance. It scrutinises the running of the Partnership and suggests improvements.

The South East of Scotland Transport Partnership (SESTRAN)

ANNUAL GOVERNANCE STATEMENT 2016/17 (contd.)

4. Review of Effectiveness (continued)

- **Internal Audit** provides an independent and objective assurance service to the Partnership by completing a programme of reviews throughout the year, to provide an opinion on the internal control, risk management and governance arrangements of South East of Scotland Transport Partnership.
- **The External Auditor's Annual Audit Report** is considered by the Partnership Board and the Performance and Audit Committee along with the output from other external audits and inspections.
- **The risk management system** requires that risks are regularly reviewed by the Performance and Audit Committee and the Board. This ensures that actions are taken to effectively manage the Partnership's highest risks.
- **The Legal Officer** is responsible to the Partnership for ensuring that agreed procedures are followed and that all applicable statutes and regulations are complied with.

For the period 1 April 2016 to 30 June 2016, SEStran did not have an appointed chair person, as provided for in the Regional Transport Partnership (Scotland) Order 2005, having appointed a senior vice-chair person for the duration of this period. This matter was identified by Internal Audit in its 2015/16 Annual Report and was fully rectified on 1 July 2016 when Councillor Lesley Hinds was appointed as Chairperson.

It is noted that revised Scottish Government guidance, which was received in June 2017, indicated that a Chair should only serve during two Council terms, and that Chairship should not extend into a third Council term. This matter was discussed at the Performance and Audit Committee meeting of 8th September 2017, and the Committee received assurances that this guidance had no retrospective effect which could call decisions of the Partnership into question during the period 29th June 2012 to 3rd December 2015. The Committee asked that the issue be recorded for transparency in the Annual Governance Statement 2016/17 and noted that Officers and Members acted on the basis of available legal advice based on the Guidance then available.

5. Certification

In compliance with accounting practice, the Treasurer has provided the Partnership Director with a statement on the adequacy and effectiveness of the Partnership's internal financial control system for the year ended 31st March 2017.

It is the Treasurer's opinion that reasonable assurance can be placed upon the adequacy and effectiveness of the Partnership's internal control system.

During the year the Head of Internal Audit reviewed the robustness of the current corporate governance arrangements and systems of internal control and her findings are included in the Head of Internal Audit's Annual Report.

From this year's review there is evidence that the Local Code of Corporate Governance is operating effectively with overall compliance by the Partnership in all significant areas of its corporate governance arrangements.

Chair of Partnership

Board:

Date signed:

Partnership Director: GEORGE ECKTON

Date signed:

The South East of Scotland Transport Partnership (SESTRAN)

REMUNERATION REPORT

1. Remuneration Policy for Senior Employees

The Partnership's Board determines initial remuneration for the senior employees with reference to the level of responsibility of the post. The Partnership does not operate a Remuneration Committee. Annual inflationary increases are based on those agreed by the Scottish Joint Negotiating Committee for Chief Officials of Local Authorities (Scotland).

2. Remuneration for Senior Councillors

The Partnership does not provide any remuneration to senior councillors. Expenses paid to Board members are detailed in note 19 to the annual accounts.

3. Management of Remuneration Arrangements

The remuneration of the Partnership's employees is administered by the City of Edinburgh Council, as part of a service level agreement with the Partnership.

4. Officers Remuneration

The numbers of employees whose remuneration during the year exceeded £50,000 were as follows:

Remuneration Bands	2016/17	2015/16
£50,000 - £54,999	1	1
£60,000 - £64,999	1	0
£90,000 - £94,999	0	1

5. Senior Employees Remuneration

The remuneration paid to the Partnership's senior employee is as follows:

Name and Post Title	Salary, Fees and Allowances £'000	Total Remuneration 2016/17 £'000	Total Remuneration 2015/16 £'000
Alex Macaulay - Partnership Director (to 30/4/16) *	8	8	91
George Eckton - Partnership Director (from 1/6/16) *	62	62	0
	70	70	91

* full time equivalent 2016/17 salaries being Alex Macaulay (£90,216) & George Eckton (£75,000)

The senior employee(s) in the above table has responsibility for management of the Partnership to the extent that he has power to direct or control the major activities of the Partnership (including activities involving the expenditure of money), during the year to which the Remuneration Report relates, whether solely or collectively with other persons.

6. Senior Employees Pension Entitlement

The pension entitlement of the Partnership's senior employee(s) is as follows:

Name and Post Title	In-year pension contributions			Accrued pension benefits	
	2016/17 £'000	2015/16 £'000		As at 31 March 2017 £'000	Difference from 31 March 2016 £'000
Alex Macaulay - Partnership Director (to 30/4/16)	2	19	Pension Lump Sum	15	1
George Eckton - Partnership Director (from 1/6/16)	14	0	Pension Lump Sum	9	0
				15	15
				16	16
	16	19			

The senior employees shown in table above are members of the Local Government Pension Scheme (LGPS).

The South East of Scotland Transport Partnership (SESTRAN)

REMUNERATION REPORT (contd.)

6. Senior Employees Pension Entitlement (contd.)

THE LGPS is a final salary pension scheme.

This means that pension benefits are based on the final year's pay and the number of years that person has been a member of the scheme.

The scheme's normal retirement age for employees is 65.

From 1 April 2009 a five tier contribution system was introduced with contributions from scheme members being based on how much pay falls into each tier. This is designed to give more equality between the cost and benefits of scheme membership. Prior to 2009 contribution rates were set at 6% for all non manual employees.

The tiers and members contributions rates for 2016-17 are as follows:

On earnings up to and including £20,500 (5.5%), on earnings above £20,500 and up to £25,000 (7.25%), on earnings above £25,000 and up to £34,400 (8.5%), on earnings above £34,400 and up to £45,800 (9.5%) and on earnings above £45,800 (12%).

If a person works part-time their contribution rate is worked out on the whole-time pay rate for the job, with actual contributions paid on actual pay earned.

There is no automatic entitlement to a lump sum. Members may opt to give up (commute) pension for lump sum up to the limit set by the Finance Act 2004. The accrual rate guarantees a pension based on 1/60th of final pensionable salary and years of pensionable service. (Prior to 2009 the accrual rate guaranteed a pension based on 1/80th and a lump sum based on 3/80th of final pensionable salary and years of pensionable service).

The value of the accrued benefits has been calculated on the basis of the age at which the person will first become entitled to receive a pension on retirement without reduction on account of its payment at that age; without exercising any option to commute pension entitlement into a lump sum; and without any adjustment for the effects of future inflation.

7. Exit Packages

Exit packages include compulsory and voluntary redundancy costs, pension contributions in respect of added years, ex-gratia payments and other departure costs.

There was no payment of any Exit Packages in 2016-17.

All information disclosed in the tables at paragraphs 4, 5 and 6 in this Remuneration Report will be audited.

The other sections of the Remuneration Report have been reviewed by the appointed auditor to ensure that they are consistent with the annual accounts.

Chair of Partnership
Board:

GORDON EDGAR

Date signed:

Partnership Director:

GEORGE ECKTON

Date signed:

The South East of Scotland Transport Partnership (SESTRAN)

MOVEMENT IN RESERVES STATEMENT

This statement shows the movement in the year on different reserves held by the Partnership, analysed into "Usable Reserves" (that is, those that can be applied to fund expenditure) and "Unusable Reserves". The Surplus or (Deficit) on the Provision of Services line shows the true economic cost of providing the Partnership's services, more details of which are shown in the Comprehensive Income and Expenditure Statement. These are different from the statutory amounts required to be charged to the General Fund Balance before any discretionary transfers to or from earmarked reserves undertaken by the Partnership.

Re-stated

2015/16 - Previous Year Year Comparative

Opening Balances at 1 April 2015

Total Comprehensive Expenditure and Income

Adjustments between accounting basis & funding basis under regulations (Note 7)

Increase/Decrease in 2015/16

Balance at 31 March 2016 carried forward

Usable Reserves		Unusable Reserves	Total Partnership Reserves
General Fund Balance	Total Usable Reserves		
£'000	£'000	£'000	£'000
0	0	3,611	3,611
(2,392)	(2,392)	211	(2,181)
2,392	2,392	(2,392)	0
0	0	(2,181)	(2,181)
0	0	1,430	1,430

2016/17 - Current Financial Year

Opening Balances at 1 April 2016

Total Comprehensive Expenditure and Income

Adjustments between accounting basis & funding basis under regulations (Note 7)

Increase/Decrease in 2016/17

Balance at 31 March 2017 carried forward

Usable Reserves		Unusable Reserves	Total Partnership Reserves
General Fund Balance	Total Usable Reserves		
£'000	£'000	£'000	£'000
0	0	1,430	1,430
(1,285)	(1,285)	(107)	(1,392)
1,285	1,285	(1,285)	0
0	0	(1,392)	(1,392)
0	0	38	38

The South East of Scotland Transport Partnership (SESTRAN)

COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT 2016/17

This statement shows the accounting cost in the year of providing services in accordance with generally accepted accounting practices, rather than the amount to be funded by government grant, council requisitions and other income.

Re-stated
2015/16

2016/17

Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Services	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000
3,557	(5)	3,552	Core	1,814	(2)	1,812
1,789	-2,066	(277)	Projects	915	-516	399
5,346	(2,071)	3,275	Cost Of Services	2,729	(518)	2,211
59	(47)	12	Financing & Investment Income (Note 9)	61	(54)	7
0	(895)	(895)	Taxation and Non-Specific Grant Income (Note 10)	0	(933)	(933)
5,405	(3,013)	2,392	(Surplus) or Deficit on Provision of Services	2,790	(1,505)	1,285
			Other Comprehensive Income and Expenditure			
0	0	0	Change in Demographic Assumptions	0	0	0
0	(158)	(158)	Change in Financial Assumptions	405	0	405
0	(28)	(28)	Other Experience	0	0	0
0	(25)	(25)	Expected Return on Assets	0	(298)	(298)
0	(211)	(211)	Total Other Comprehensive Income and Expenditure	405	(298)	107
5,405	(3,224)	2,181	Total Comprehensive Income and Expenditure	3,195	(1,803)	1,392

The South East of Scotland Transport Partnership (SESTRAN)

BALANCE SHEET

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Partnership. The net assets of the Partnership (assets less liabilities) are matched by the reserves held by the Partnership. Reserves are reported in two categories. The first category of reserves are usable reserves, that is, those reserves that the Partnership may use to provide services, subject to the need to maintain a prudent level of reserves and any statutory limitations on their use. The Partnership does not have powers to maintain a usable reserve. The second category of reserves are those that the Partnership is not able to use to provide services. This category of reserves include reserves that hold unrealised gains and losses (for example, the Capital Adjustment Account Reserve), where amounts would only become available to provide services if the assets are sold; and reserves that hold timing differences shown in the Movement in Reserves Statement line "Adjustments between accounting basis and funding basis under regulations".

Re-stated 31 March 2016 £'000		Notes	31 March 2017 £'000
1,621	Property, plant and equipment	11	351
1,621	Long term assets		351
1,204	Short-term debtors	13	422
0	Provision for Bad Debts	14	(12)
41	Cash and cash equivalents	15	76
1,245	Current assets		486
(145)	Contributions and Grants Received in Advance		(93)
(1,102)	Short-term creditors	16	(399)
(1,247)	Current liabilities		(492)
(189)	Other long-term liabilities (Pensions)	18	(307)
(189)	Long-term liabilities		(307)
1,430	Net assets/ (liabilities)		38
	Financed by:		
0	Usable reserves	17	0
1,430	Unusable reserves	18	38
1,430	Total reserves		38

The unaudited financial statements were authorised for issue on the 23rd June 2017.

The audited financial statements were authorised for issue by the Treasurer on 22nd September 2017.

Treasurer: HUGH DUNN, CPFA

Date signed: _____

The South East of Scotland Transport Partnership (SESTRAN)

CASH FLOW STATEMENT

The Cash Flow Statement shows the changes in cash and cash equivalents of the Partnership during the reporting period. The statement shows how the Partnership generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities. The amount of net cash flow arising from operating activities is a key indicator of the extent to which the operations of the Partnership are funded by way of government grant income, council requisitions and recipients of services provided by the Partnership. Investing activities represent the extent to which cash outflows have been made for resources which are intended to contribute to the Partnership's future service delivery. Cash flows arising from financing activities are useful in predicting claims on future cash flows by providers of capital (that is, borrowing) to the Partnership.

31 March 2016 £'000	31 March 2016 £'000		31 March 2017 £'000	31 March 2017 £'000
		OPERATING ACTIVITIES		
(1,264)		Government Grants	(1,551)	
(171)		Constituent Council Requisitions	(200)	
1		Interest paid/ (received)	(1)	
(1,916)		Other receipts from operating activities	(520)	
	(3,350)	Cash inflows generated from operating activities		(2,272)
465		Cash paid to and on behalf of employees	384	
2,295		Cash paid to suppliers of goods and services	1,838	
	2,760	Cash outflows generated from operating activities		2,222
	(590)	Net cash flows from operating activities		(50)
		INVESTING ACTIVITIES		
633		Purchase of property, plant and equipment	15	
	633	Net cash flows from investing activities		15
		FINANCING ACTIVITIES		
0		Other receipts from financing activities	0	
	0	Net cash flows from financing activities		0
	43	Net(increase)/ decrease in cash and cash equivalents		(35)
	84	Cash and cash equivalents at the beginning of the reporting period		41
	41	Cash and cash equivalents at the end of the reporting period (Note 15)		76

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES

1.1 Accounting Policies

The Annual Accounts have been prepared in accordance with the International Financial Reporting Standards (IFRS) based Code of Practice in the United Kingdom (the Code). This is to ensure that the Annual Accounts "present a true and fair view" of the financial position and transactions of the Partnership.

The Annual Accounts have been prepared on an historic cost basis, modified by the valuation of pension assets and liabilities and property, plant and equipment, where appropriate.

1.2 Revenue Expenditure

Revenue expenditure is that which does not yield benefit beyond the year of account. In broad terms the revenue expenditure of the Partnership can be divided into two categories:

- employees;
- day-to-day operating expenses, includes costs incurred in respect of furniture and fittings, and equipment.

1.3 Accruals of Expenditure and Income

The revenue account has been prepared on an accruals basis in accordance with the Code of Practice. Amounts estimated to be due to or from the Partnership, which are still outstanding at the year end, are included in the accounts. Government Grants have been accounted for on an accruals basis.

1.4 Operating Leases

a) *Leased-in assets*

Rental payments under operating leases are charged to the Comprehensive Income and Expenditure Statement on a straight line basis over the life of the lease.

b) *Leased-out assets*

The Partnership has not identified any leased-out assets that fall under the definition of operating leases.

1.5 Overheads

The cost of service in the Comprehensive Income and Expenditure Statement includes the Partnership's overheads.

1.6 Charges to the Comprehensive Income and Expenditure Statement for use of non-current assets

Charges are made to the Comprehensive Income and Expenditure Statement for the use of non-current assets, through depreciation charges. The aggregate charge to individual services is determined on the basis of the assets used in each service.

1.7 Employee Benefits

Pensions

The Partnership is an admitted body to the Local Government Pension Scheme (LGPS) which is administered by the Lothian Pension Fund. The LGPS is a defined benefit statutory scheme, administered in accordance with the Local Government Pension Scheme (Scotland) Regulations 1998, as amended.

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES (Contd.)

1.7 Employee Benefits (contd.)

Pensions (contd.)

The Annual Accounts have been prepared including pension costs, as determined under International Accounting Standard 19 – Employee Benefits (IAS 19). The cost of service in the Comprehensive Income and Expenditure Statement includes expenditure equivalent to the amount of retirement benefits the Partnership has committed to during the year. Pensions interest cost and the expected return on pension assets have been included in the “Surplus or Deficit on the Provision of Services” within the Comprehensive Income and Expenditure Statement.

The pension costs charged to the Comprehensive Income and Expenditure Statement in respect of employees are not equal to contributions paid to the funded scheme for employees. The amount by which pension costs under IAS19 are different from the contributions due under the pension scheme regulations are disclosed in the Movement in Reserves Statement for the General Fund.

Pension assets have been valued at bid value (purchase price), as required under IAS19. Under pension regulations, contribution rates are set to meet 100% of the overall liabilities of the Fund.

Accruals of Holiday Leave

Cost of service includes a charge for annual leave to which employees are entitled, but have not taken as at the Balance Sheet date. The Partnership is not required to raise requisitions on constituent councils to cover the cost of accrued annual leave. These costs are therefore replaced by revenue provision in the Movement in Reserves Statement for the General Fund balance by way of an adjusting transaction with the Accumulated Absence Account.

1.8 Non Current Assets

a) *Intangible Assets*

Expenditure on assets that have no physical substance but are identifiable and controlled by the Partnership have been capitalised where a benefit of more than one financial year can be established. The balance is depreciated over the economic life of the asset to reflect the pattern of consumption of benefits. Intangible assets have been valued on an historic cost basis.

b) *Property, Plant and Equipment*

Property, Plant and Equipment is categorised into the following classes:

- Vehicles, plant and equipment;
- Assets under construction;

Recognition:

- Expenditure on the acquisition, creation or enhancement of Property, Plant and Equipment has been capitalised on an accruals basis;

Depreciation:

- Depreciation is provided on all Property, Plant and Equipment;
- The Partnership provides depreciation on its Property, Plant and Equipment from the month when it comes into use. Thereafter depreciation is provided on a straight line basis over the expected life of the asset. No depreciation is provided on Assets Under Construction.

Measurement:

Property, Plant and Equipment are included in the Balance Sheet at the lower of net current replacement cost or net realisable value in existing use, net of depreciation.

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES (Contd.)

1.9 Government Grants and Other Contributions

• Revenue

Revenue grants and other contributions have been included in the financial statements on an accruals basis.

Where such funds remain unapplied at the Balance Sheet date, but approval has been given to carry these funds forward to the next financial year, the funds have been accrued.

• Capital

Capital grants and contributions are recognised in the Comprehensive Income and Expenditure Statement, except to the extent there are conditions attached to them that have not been met.

Where there are no conditions attached to capital grants and contributions, these funds are a reconciling item in the Movement in Reserves Statement by way of an adjusting transaction with the capital adjustment account where expenditure has been incurred and the unapplied capital grants account, where expenditure has not been incurred.

Where there are outstanding conditions attached to capital grants and contributions that have not been met by the Balance Sheet date, the grant or the contribution will be recognised as part of capital grants in advance. Once the condition has been met, the grant or contribution will be transferred from capital grants received in advance and recognised as income in the Comprehensive Income and Expenditure Statement.

1.10 Provisions

Provisions are made for liabilities of uncertain timing or amount that have been incurred.

The value of provisions is based upon the Partnership's obligations arising from past events, the probability that a transfer of economic benefit will take place, and a reasonable estimate of the obligation.

1.11 Reserves

Reserves held on the Balance Sheet are classified as either usable or unusable. Unusable reserves cannot be applied to fund expenditure. Under the Transport (Scotland) Act 2005, the Partnership does not have the power to operate a General Fund reserve.

The Partnership operates the following unusable reserves:

a) *Pension Reserve*

The Partnership operates a Pensions Reserve Fund under the terms of the Local Government Pension Reserve Fund (Scotland) Regulations 2003. The Pension Reserve represents the net monies which the Partnership requires to meet its net pension liability as calculated under IAS 19, Employee Benefits.

b) *Capital Adjustment Account*

The Capital Adjustment Account represents movement in the funding of assets arising either from capital resources such as capital receipts, or capital funded directly from revenue contributions.

c) *Accumulated Absences Account*

This represents the net monies which the Partnership requires to meet its short-term compensated absences for employees under IAS19.

1.12 Financial Instruments

Financial Assets

Loans and receivables are initially measured at fair value and carried at their amortised cost. Annual credits to the Comprehensive Income and Expenditure Statement for interest receivable are based on the carrying amount of the asset multiplied by the effective rate of interest for the instrument.

Surplus funds held on behalf of the Partnership are managed by the City of Edinburgh Council under a formal management agreement in a pooled investment arrangement.

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES (Contd.)

1.13 Cash and Cash Equivalents

Cash and cash equivalents include:

- Credit and debit funds held in banks

1.14 Contingent Liabilities

A contingent liability arises where an event has taken place that gives the Partnership a possible obligation whose existence will only be confirmed by the occurrence or otherwise of uncertain future events not wholly within the control of the Partnership.

Contingent liabilities are not recognised in the Balance Sheet but disclosed in a note to the accounts.

1.15 Value Added Tax

VAT payable is included as an expense only to the extent that it is not recoverable from Her Majesty's Revenue and Customs.

1.16 Events After the Reporting Period

Events after the reporting period are those events, both favourable and unfavourable, that occur between the end of the reporting period and the date when the Annual Accounts are authorised for issue.

Two types of events can be identified:

- i) those that provide evidence of conditions that existed at the end of the reporting period - the Annual Accounts are adjusted to reflect such events;
- ii) those that are indicative of conditions that arose after the reporting period - the Annual Accounts are not adjusted to reflect such events, but where a category of events would have a material effect, disclosure is made in the notes of the nature of the events and their estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Annual Accounts.

1.17 Short term Debtors and short term Creditors

The revenue transactions of the Partnership are recorded on an accruals basis which means that amounts due to or from the Partnership, but still outstanding at the year end, are included in the accounts. Where there was insufficient information available to provide actual figures, estimates have been included.

1.18 Changes in Accounting Policies and Estimates and Errors

Changes in accounting policies are only made when required by proper accounting practices or the change provides more reliable or relevant information about the effect of transactions, other events and conditions on the Partnership's financial position or performance.

Changes in accounting estimates are accounted for prospectively; i.e. in the current and future years affected by the change.

Material errors discovered in prior period figures are corrected retrospectively by amending opening balances and comparative amounts for the prior period.

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS

The Expenditure and Funding Analysis shows how annual expenditure is used and funded from resources by the Partnership in comparison with those resources consumed or earned by the Partnership in accordance with general accounting practice. It also shows how this expenditure is allocated for decision making purposes between service areas. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement (CIES) (see page 12).

Expenditure and Funding Analysis

	Net Expenditure Chargeable to the General Fund £'000	Adjustments £'000	Net Expenditure in the CIES £'000
2016/17			
Core	456	1,357	1,813
Projects	478	(79)	399
Net Cost of Services	934	1,278	2,212
Other Income and Expenditure			
Government grant	(782)		(782)
Constituent council requisitions	(151)		(151)
Interest received	(1)		(1)
Net pension interest cost		7	7
(Surplus) or deficit on the provision of services	0	1,285	1,285
Re-stated 2015/16			
Core	539	3,013	3,552
Projects	356	(633)	(277)
Net Cost of Services	895	2,380	3,275
Other Income and Expenditure			
Government grant	(782)		(782)
Constituent council requisitions	(113)		(113)
Interest paid			0
Net pension interest cost		12	12
(Surplus) or deficit on the provision of services	0	2,392	2,392

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS (Contd.)

Expenditure and Funding Analysis (contd)

2.1 Adjustments from the General Fund to arrive at the Comprehensive Income and Expenditure Statement amounts:

	Adjusts. For Capital Purposes £'000	Net Change for Pensions Adjusts. £'000	Other Differences £'000	Total Statutory Adjusts. £'000
2016/17				
Core	1,349	4	4	1,357
Projects	(79)			(79)
Net Cost of Services	1,270	4	4	1,278
Other Income and Expenditure				
Government Grant				0
Constituent council requisitions				0
Interest paid				0
Net pension interest cost		7		7
(Surplus) or deficit on the provision of services	1,270	11	4	1,285
Re-stated 2015/16				
Core	3,002	15	(4)	3,013
Projects	(633)			(633)
Net Cost of Services	2,369	15	(4)	2,380
Other Income and Expenditure				
Government Grant				0
Constituent council requisitions				0
Interest paid				0
Net pension interest cost		12		12
(Surplus) or deficit on the provision of services	2,369	27	(4)	2,392

- Adjustments for capital purposes include the removal of depreciation and impairment costs, and the inclusion of capital funded from current revenue.
- Net changes for pensions adjustment relates to the adjustment made for the removal of IAS19 Employee Benefits pension related expenditure and income with the pension contributions.
- Other differences relate to the reversal of the value of entitlement to accrued leave.

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS (Contd.)

2.2 Segmental Analysis of Income included in Expenditure and Funding Analysis

	Core £'000	Projects £'000	Total £'000
2016/17			
Expenditure			
Employee expenses	241	12	253
Other service expenses	216	983	1,199
Total Expenditure	457	995	1,452
Income			
Revenues from external customers	(1)	(52)	(53)
Government grants and other contribs.		(465)	(465)
Total Income	(1)	(517)	(518)
Net Cost of Services	456	478	934
	Core £'000	Projects £'000	Total £'000
2015/16			
Expenditure			
Employee expenses	269	3	272
Other service expenses	275	2,419	2,694
Total Expenditure	544	2,422	2,966
Income			
Revenues from external customers	(5)	(63)	(68)
Government grants and other contribs.		(2,003)	(2,003)
Total Income	(5)	(2,066)	(2,071)
Net Cost of Services	539	356	895

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS (Contd.)

2.3 Expenditure and Income Analysed by Nature

The Partnership's expenditure and income, as set out within the Comprehensive Income and Expenditure Statement is analysed as follows:

	31st March 2017 £'000	Re-stated 31st March 2016 £'000
Expenditure		
Employee expenses	261	284
Other service expenses	1,104	2,060
Depreciation, amortisation and impairment	1,364	3,002
Interest payments	61	59
Total Expenditure	2,790	5,405
Income		
Fees, charges and other service income	(53)	(68)
Interest and investment income	(54)	(47)
Income from constituent Councils	(151)	(113)
Government grants and other contributions	(1,247)	(2,785)
Total Income	(1,505)	(3,013)
(Surplus) or Deficit on the Provision of Services	1,285	2,392

3. ACCOUNTING STANDARDS THAT HAVE BEEN ISSUED BUT NOT YET ADOPTED

The Code requires the disclosure of information relating to the impact of an accounting change that will be required by a new standard that has been issued but not yet adopted.

This applies to the adoption of the following new or amended standards within the 2017/18 Code:

Amendments to IFRS 10 Consolidated Financial Statements, IFRS 12 Disclosure of Interests in Other Entities and IAS 28 Investments in Associates and Joint Ventures: Investment Entities - Applying the Consolidation Exception (issued on 18 December 2014).

Overall, the above amendments are not expected to have a material impact on the Annual Accounts.

The South East of Scotland Transport Partnership (SESTRAN)

4. CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES

In applying the accounting policies set out in Note 1, the Partnership has had to make certain judgements about complex transactions or those involving uncertainty about future events.

The critical judgements made in the Annual Accounts are:

- There is high degree of uncertainty about future levels of funding for local government.
The Partnership has determined that this uncertainty is not yet sufficient to provide an indication that the assets of the Partnership might be impaired as a result of a need to reduce levels of service provision.

5. ASSUMPTIONS MADE ABOUT THE FUTURE AND OTHER MAJOR SOURCES OF ESTIMATION UNCERTAINTY

The Annual Accounts contains estimated figures that are based on assumptions made by the Partnership about the future or events that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because balances cannot be determined with certainty, actual results could be materially different from the assumptions and estimates.

The items in the Partnership's Balance Sheet at 31 March 2017 for which there is a significant risk of material adjustment in the forth coming financial year are:

5.1 Pension Liabilities

Uncertainties

Estimation of the net liability to pay pensions depends on a number of complex judgements relating to the discount rate used, the rate at which salaries are projected to increase, changes in retirement ages, mortality rates and expected returns on pension fund assets. A firm of consulting actuaries is engaged to provide the Partnership with expert advice about the assumptions to be applied.

Effect if Actual Result Differs from Assumptions

The effects on the net pensions liability of changes in individual assumptions can be measured.

For instance, a 0.5% decrease in the discount rate assumption would result in an increase in the pension liability of £216,000.

However, the assumptions interact in complex ways. During 2016/17, the Partnership's actuaries advised that the net pensions liability had increased by £118,000. This is as a result of a significant decrease in the net discount rate over this period, the negative impact of which has been at least partially offset by much greater than expected asset returns.

6. EVENTS AFTER THE BALANCE SHEET DATE

The Unaudited Annual Accounts were authorised for issue on 23 June 2017. Events taking place after this date are not reflected in the financial statements or notes. Where events taking place before this date provided information about conditions existing at 31 March 2017, the figures in the financial statements and notes have been adjusted in all material respects to reflect the impact of this information.

Following the Local Government elections on 4th May 2017 and subsequent Board appointments to the Partnership Board by constituent councils, a new Partnership Board met on 11th August 2017 and agreed appointments for the Partnership chairperson, vice chair-persons and Committee appointments were agreed, following the procedure outlined in the Partnership's Standing Orders and the 2005 Membership Order.

There were no events which took place after 31st March 2017 which would materially affect the 2016/17 Annual Accounts.

The South East of Scotland Transport Partnership (SESTRAN)

7. ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

This note details the adjustments that are made to the total Comprehensive Income and Expenditure Statement recognised by the Partnership in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Partnership to meet future capital and revenue expenditure.

2016/17	Usable Reserves	Unusable Reserves			
	General Fund Balance	Capital Adjustment Account	Accumulated Absence Account	Pension Reserve	Movement in Unusable Reserve
	£'000	£'000	£'000	£'000	£'000
Adjustments primarily involving the Capital Adjustment Account					
Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Charges for depreciation and impairment of non-current assets	1,364	(1,364)			(1,364)
Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Contributions credited to the CIES that have been applied to capital financing	(94)	94			94
Adjustments primarily involving the Pensions Reserve					
Reversal of items relating to retirement benefits debited or credited to the CIES	63			(63)	(63)
Employer's pension contributions and direct payments to pensioners payable in the year	(52)			52	52
Adjustments primarily involving the Accumulated Absence Account					
Amount by which officer remuneration charged to the CIES on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	4		(4)		(4)
Total Adjustments	1,285	(1,270)	(4)	(11)	(1,285)

The South East of Scotland Transport Partnership (SESTRAN)

7. ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS (Contd.)

This note details the adjustments that are made to the total Comprehensive Income and Expenditure Statement recognised by the Partnership in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Partnership to meet future capital and revenue expenditure.

Re-stated 2015/16	Usable Reserves	Unusable Reserves			
	General Fund Balance	Capital Adjustment Account	Accumulated Absence Account	Pension Reserve	Movement in Unusable Reserve
	£'000	£'000	£'000	£'000	£'000
Adjustments primarily involving the Capital Adjustment Account					
Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Charges for depreciation and impairment of non-current assets	3,002	(3,002)			(3,002)
Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Contributions credited to the CIES that have been applied to capital financing	(633)	633			633
Adjustments primarily involving the Pensions Reserve					
Reversal of items relating to retirement benefits debited or credited to the CIES	85			(85)	(85)
Employer's pension contributions and direct payments to pensioners payable in the year	(58)			58	58
Adjustments primarily involving the Accumulated Absence Account					
Amount by which officer remuneration charged to the CIES on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(4)		4		4
Total Adjustments	2,392	(2,369)	4	(27)	(2,392)

The South East of Scotland Transport Partnership (SESTRAN)

8. TRANSFERS TO/FROM EARMARKED RESERVES

The Partnership does not have powers for an earmarked reserve to be set aside from the General Fund to provide financing for future expenditure plans.

9. FINANCING AND INVESTMENT INCOME

	2016/17 £'000	2015/16 £'000
Interest income on plan assets	(54)	(47)
Pensions interest cost	61	59
	<hr/> 7	<hr/> 12

10. TAXATION AND NON SPECIFIC GRANT INCOMES

	2016/17 £'000	2015/16 £'000
Government Grant	(782)	(782)
Constituent Council Requisitions	(151)	(113)
	<hr/> (933)	<hr/> (895)

The South East of Scotland Transport Partnership (SESTRAN)

11. PROPERTY, PLANT AND EQUIPMENT

11.1 Movements on balances:

Movements in 2016/17

Cost or Valuation	Vehicles Plant and Equipment £'000	Assets Under Construction £'000	Property Plant and Equipment £'000
At 1st April 2016	2,437	0	2,437
Additions	15	79	94
Impairment increases/(decreases) recognised in the Surplus/Deficit on the Provision of Services	(1,918)	0	(1,918)
At 31st March 2017	534	79	613
Accumulated Depreciation			
At 1st April 2016	(816)	0	(816)
Depreciation charge	(64)	0	(64)
Depreciation written out to the Surplus/Deficit on the Provision of Services	618	0	618
At 31st March 2017	(262)	0	(262)
Net Book Value			
At 31st March 2017	272	79	351

The South East of Scotland Transport Partnership (SESTRAN)

11. PROPERTY, PLANT AND EQUIPMENT (Contd.)

11.2 Movements on balances:

Comparative Movements in 2015/16	Re-stated Vehicles Plant and Equipment £'000	Assets Under Construction £'000	Total Property Plant and Equipment £'000
Cost or Valuation			
At 1st April 2015	4,734	130	4,864
Additions	633	0	633
Impairment increases/(decreases) recognised in the Surplus/Deficit on the Provision of Services	(3,060)	0	(3,060)
Other movements	130	(130)	0
At 31st March 2016	2,437	0	2,437
Accumulated Depreciation			
At 1st April 2015	(874)	0	(874)
Depreciation charge	(365)	0	(365)
Depreciation written out to the Surplus/Deficit on the Provision of Services	423	0	423
At 31st March 2016	(816)	0	(816)
Net Book Value			
At 31st March 2016	1,621	0	1,621

11.3 Depreciation

The following useful lives have been used in the calculation of depreciation:

- Vehicles, plant and equipment: 4 - 5 years

The Partnership provides depreciation on its Property, Plant and Equipment from the month when it comes into use.

11.4 Capital Commitments

The Partnership is currently seeking bids for sustainable and active travel projects of value up to £200,000. A project, or projects will be determined by a panel, following receipt of bids. A further sum of £50,000 has been set aside to match fund bids to ERDF for the purchase of "interoperable" ticket machines , which also have the facility to produce RTPI, for the smaller bus operators.

The South East of Scotland Transport Partnership (SESTRAN)

12. FINANCIAL INSTRUMENTS

12.1 The following categories of financial instrument are carried in the Balance Sheet:

	Long-term		Current	
	31st March 2017 £'000	31st March 2016 £'000	31st March 2017 £'000	31st March 2016 £'000
Investments				
Loans and receivables	0	0	344	1,132
Borrowings				
Financial liabilities at amortised cost	0	0	331	984

12.2 Fair Values of Assets and Liabilities

The financial assets represented by loans and receivables are carried in the Balance Sheet at amortised cost. Since all of the Partnership's loans and receivables mature within the next 12 months, the carrying amount has been assumed to approximate to fair value. The fair value of trade and other receivables is taken to be the invoiced or billed amount.

The fair values calculated are as follows:

	31 March 2017		31 March 2016	
	Carrying Amount £'000	Fair Value £'000	Carrying Amount £'000	Fair Value £'000
Financial Liabilities				
Trade creditors	331	331	984	984
	31 March 2017		Re-stated 31 March 2016	
	Carrying Amount £'000	Fair Value £'000	Carrying Amount £'000	Fair Value £'000
Financial Assets				
Loans and receivables	160	160	904	904
Trade debtors	184	184	228	228
	344	344	1,132	1,132

13. DEBTORS

	31st March 2017 £'000	31st March 2016 £'000
Debtors:		
Central government bodies	0	768
Other local authorities	0	(3)
HM Customs and Excise - VAT	15	69
Other entities and individuals	407	370
	422	1,204

The South East of Scotland Transport Partnership (SESTRAN)

14. PROVISION FOR BAD DEBTS

	31st March 2017 £'000	31st March 2016 £'000
Cost or Valuation		
Opening Balance	0	0
Provision made during year	(12)	0
Closing Balance	(12)	0

15. CASH AND CASH EQUIVALENTS

The balance of cash and cash equivalents is made up of the following elements:

	31st March 2017 £'000	31st March 2016 £'000
Bank accounts	76	41
	76	41

16. CREDITORS

	31st March 2017 £'000	31st March 2016 £'000
Central government bodies	0	(3)
Other local authorities	(77)	(116)
Other entities and individuals	(316)	(981)
Employee costs	(6)	(2)
	(399)	(1,102)

17. USABLE RESERVES

The Partnership does not have statutory powers to operate a usable reserve.

The South East of Scotland Transport Partnership (SESTRAN)

18. UNUSABLE RESERVES

		31st March 2017 £'000	Re-stated 31st March 2016 £'000
18.1	Capital Adjustment Account	351	1,621
18.2	Pension Reserve	(307)	(189)
18.3	Accumulated Absence Account	(6)	(2)
		<hr/> 38	<hr/> 1,430

18.1 Capital Adjustment Account

The Capital Adjustment Account absorbs the timing differences arising from the different arrangements for accounting for the consumption of non-current assets and for financing the acquisition, construction or enhancement of those assets under statutory provisions. The Account is debited with the cost of acquisition, construction or enhancement as depreciation, impairment losses and amortisations are charged to the Comprehensive Income and Expenditure Statement (with reconciling postings from the Revaluation Reserve to convert fair value figures to a historical cost basis). The Account is credited with the amounts set aside by the Partnership as finance for the costs of acquisition, construction and enhancement.

	2016/17 £'000	Re-stated 2015/16 £'000
Balance at 1st April	1,621	3,990
Reversal of items related to capital expenditure debited or credited to the Comprehensive Income and Expenditure Statement:		
· Charges for depreciation and impairment of non-current assets	(1,364)	(3,002)
Net written out amount of the cost of non-current assets consumed in year	<hr/> 257	<hr/> 988
Capital financing applied in the year:		
· Contributions credited to the Comprehensive Income and Expenditure Statement that have been applied to capital financing	94	633
Balance at 31st March	<hr/> 351	<hr/> 1,621

18.2 Pension Reserve

The Pension Reserve absorbs the timing differences arising from the different arrangements for accounting for post employment benefits and for funding benefits in accordance with statutory provisions. The Partnership accounts for post employment benefits in the Comprehensive Income and Expenditure Statement as the benefits are earned by employees accruing years of service, updating the liabilities recognised to reflect inflation, changing assumptions and investment returns on any resources set aside to meet the costs. However, statutory arrangements require benefits earned to be financed as the Partnership makes employer's contributions to pension funds or eventually pays any pensions for which it is directly responsible. The debit balance on the Pensions Reserve therefore shows a shortfall in the benefits earned by past and current employees and the resources the Partnership has set aside to meet them. The statutory arrangements will ensure that funding will have been set aside by the time the benefits come to be paid.

The South East of Scotland Transport Partnership (SESTRAN)

18. UNUSABLE RESERVES (Contd.)

18.2 Pension Reserve (Contd.)

	2016/17 £'000	2015/16 £'000
Balance at 1st April	(189)	(373)
Remeasurements of the net defined benefit liability / (asset)	(107)	211
Reversals of items relating to retirement benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement.	(63)	(85)
Employer's pension contributions and direct payments to pensioners payable in the year.	52	58
Balance at 31st March	<u>(307)</u>	<u>(189)</u>

18.3 Accumulated Absence Account

The Accumulated Absence Account absorbs the differences that would otherwise arise on the General Fund Balance from accruing for compensated absences earned but not taken in the year, for example, annual leave entitlement carried forward at 31st March. Statutory arrangements require that the impact on the General Fund balance is neutralised by transfers to or from the Account.

	2016/17 £'000	2015/16 £'000
Balance at 1st April	(2)	(6)
Settlement or cancellation of accrual made at the end of the preceding year	2	6
Amounts accrued at the end of the current year	(6)	(2)
Balance at 31st March	<u>(6)</u>	<u>(2)</u>

19. MEMBERS EXPENSES

The Partnership paid the following amounts to members during the year:

	2016/17 £'000	2015/16 £'000
Expenses	<u>1</u>	<u>1</u>
	<u>1</u>	<u>1</u>

The South East of Scotland Transport Partnership (SESTRAN)

20. EXTERNAL AUDIT COSTS

The Partnership has incurred the following costs in relation to the audit of the Annual Accounts, certification of grant claims, and statutory inspections and to non-audit services provided by the Partnership's external auditors:

	2016/17 £'000	2015/16 £'000
Fees payable in respect of:		
· external audit services carried out by the appointed auditor for the year	10	9
	<u>10</u>	<u>9</u>

21. GRANT INCOME

The Partnership credited the following grants, contributions and donations to the Comprehensive Income and Expenditure Statement in 2016/17:

	2016/17 £'000	Re-stated 2015/16 £'000
Credited to Taxation and Non Specific Grant Income		
Scottish Government - Revenue Grant	(782)	(782)
Constituent Council Requisitions (Note 22.3)	(151)	(113)
	<u>(933)</u>	<u>(895)</u>
Credited to Services		
EU Grant - CHUMS	(6)	(27)
EU Grant - NWE Ride	0	(5)
EU Grant - Social Car	(26)	(14)
EU Grant - Regio Mob	(36)	0
EU Grant - Sharenorth	(11)	0
EU Grant - RTPI	(32)	0
Bus Investment Fund Grant - RTPI	0	(768)
Contribution - City of Edinburgh Council	(4)	(8)
Contribution - Fife Council	(1)	(2)
Contribution - East Lothian Council	0	(468)
Contribution - Scottish Borders Council	(1)	(468)
Contribution - Perth & Kinross Council	0	(2)
Contribution - West Lothian Council	0	(14)
Contribution - Sustrans	(83)	(94)
Contribution - Hitrans	(2)	(1)
Contribution - Nestrans	(3)	(3)
	<u>(205)</u>	<u>(1,874)</u>

The South East of Scotland Transport Partnership (SESTRAN)

22. RELATED PARTIES

The Partnership is required to disclose material transactions with related parties - bodies or individuals that have the potential to control or influence the Partnership or to be controlled or influenced by the Partnership. Disclosure of these transactions allows readers to assess the extent to which the Partnership might have been constrained in its ability to operate independently or might have secured the ability to limit another party's ability to bargain freely with the Partnership.

22.1 Scottish Government

The Partnership receives grant-in-aid revenue funding through the Scottish Government. Grants received from the Scottish Government are set out in the subjective analysis in Note 21.

22.2 Members

Members of the Partnership have direct control over the Partnership's financial and operating policies. The total of members' expenses paid by the Partnership in 2016-17 is shown in Note 19.

22.3 Other Parties

During the year, the Partnership entered into the following transactions with related parties:

	2016/17 £'000	2015/16 £'000
· Revenue Expenditure - Support Services		
City of Edinburgh Council - Financial Services	23	23
Falkirk Council - HR Services	2	0
Fife Council - Clerking/ Legal Services	27	20
	<hr/>	<hr/>
	52	43
	<hr/>	<hr/>
Revenue Expenditure - Other		
City of Edinburgh Council	9	22
City of York Council	12	0
Clackmannanshire Council	0	10
East Lothian Council	4	111
Edinburgh and Lothians Greenspace Trust	86	0
Falkirk Council	0	5
Midlothian Council	25	0
Scottish Borders Council	5	3
Scottish Government	17	3
West Lothian Council	2	25
	<hr/>	<hr/>
	160	179
	<hr/>	<hr/>

The South East of Scotland Transport Partnership (SESTRAN)

22. RELATED PARTIES (Contd.)

22.3 Other Parties (contd.)

	2016/17 £'000	Re-stated 2015/16 £'000
· Revenue Income - Requisitions		
Clackmannanshire Council	(5)	(4)
East Lothian Council	(10)	(7)
City of Edinburgh Council	(49)	(36)
Falkirk Council	(15)	(11)
Fife Council	(36)	(27)
Midlothian Council	(8)	(6)
Scottish Borders Council	(11)	(9)
West Lothian Council	(17)	(13)
	<u>(151)</u>	<u>(113)</u>
· Revenue Income - Interest on Revenue Balances		
City of Edinburgh Council	(1)	0
	<u>(1)</u>	<u>0</u>
· Revenue Income - Other		
Scottish Government	0	(768)
Constituent Councils	(87)	(29)
City of Edinburgh Council	(4)	(8)
East Lothian Council	0	(468)
Fife Council	(1)	(2)
Perth and Kinross Council	0	(2)
Scottish Borders Council	(1)	(468)
West Lothian Council	0	(14)
	<u>(93)</u>	<u>(1,759)</u>

The South East of Scotland Transport Partnership (SESTRAN)

22. RELATED PARTIES (Contd.)

22.3 Other Parties (contd.)

The following represents amounts due to/ (from) the Partnership at 31 March 2017, with its related parties.

CREDITORS	2016/17 £'000	2015/16 £'000
· Creditors - Related Parties (Revenue Grants)		
Clackmannanshire Council	0	(10)
City of Edinburgh Council	(4)	(10)
East Lothian Council	(5)	(25)
Midlothian Council	(25)	0
Scottish Borders Council	(5)	(3)
West Lothian Council	0	(25)
	<u>(39)</u>	<u>(73)</u>
· Creditors - Related Parties (Other)		
City of Edinburgh Council	(25)	(23)
Edinburgh and Lothians Greenspace Trust	(86)	0
Falkirk Council	(2)	0
Fife Council	(14)	(20)
Constituent Councils	(49)	(87)
Scottish Government	0	(3)
	<u>(176)</u>	<u>(133)</u>
· Creditors - Other Parties	<u>(277)</u>	<u>(983)</u>
Total Creditors	<u>(492)</u>	<u>(1,189)</u>
DEBTORS		
· Debtors - Related Parties (Revenue Grants/ Other)		
East Lothian Council	0	94
Scottish Borders Council	1	94
Scottish Government	0	768
West Lothian Council	0	14
	<u>1</u>	<u>970</u>
· Debtors - Other Parties	<u>421</u>	<u>176</u>
Total Debtors	<u>422</u>	<u>1,146</u>

The South East of Scotland Transport Partnership (SESTRAN)

23. LEASES

Operating Leases

From 8th February 2016 the Partnership took occupancy of Area 3D (Bridge) in Victoria Quay, Edinburgh under the terms of a Memorandum of Terms of Occupation with Scottish Government, which forms part of the Civil Estates Occupancy Agreement (CEOA).

The Partnership is permitted to occupy the space from 8th February 2016 to 7th February 2019 (the Prescribed Term) and so on until ended by either party giving notice under the terms of the CEOA. Both parties will, upon provision of not less than 1 year's prior written notice, have the ability to break this agreement.

The Partnership's contract with MOBIUS Networks for the leasing of SIM cards for the RTPI project which enable the buses to be tracked live on the system, continues into 2017/18.

The Partnership has the option to terminate the lease under no penalty if at least six months notice is given.

The Partnership's expenditure on lease payments during 2016/17 was £69,000 (2015/16 £66,000)

The future minimum lease payments due under non-cancellable leases in future years are:

	2016/17 £'000	2015/16 £'000
· Not later than 1 year	40	41
· Later than 1 year not later than 5 years	0	0
· Later than 5 years	0	0
	<hr/>	<hr/>
	40	41
	<hr/>	<hr/>

The Partnership has no other material operational leases.

24. DEFINED BENEFIT PENSION SCHEMES

24.1 Participation in Pension Schemes

As part of the terms and conditions of employment of its staff, the Partnership makes contributions towards the cost of post employment benefits. Although these benefits will not actually be payable until the employees retire, the Partnership has a commitment to make the payments that needs to be disclosed at the time that employees earn their future entitlement. As explained in Accounting Policy 1.6, the Partnership is an admitted body to the Local Government Pension Scheme (LGPS) which is administered by the Lothian Pension Fund.

The Partnership participates in:

- A funded defined benefit final salary scheme. This means that the Partnership and employees pay contributions into a fund, calculated at a level intended to balance the pensions liabilities with investment assets.
- An arrangement for the award of discretionary post retirement benefits upon early retirement - this is an unfunded defined benefit arrangement, under which liabilities are recognised when awards are made. However, there are no investment assets built up to meet these pension liabilities, and cash has to be generated to meet actual pensions payments as they eventually fall due.

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES (Contd.)

24.2 Transactions Relating to Post-employment Benefits

The Partnership recognises the cost of retirement benefits in the reported cost of services when they are earned by employees, rather than when the benefits are eventually paid as pensions. However, the charge that is required to be made is based on the cash payable in the year, so the real cost of post employment/retirement benefits is reversed out of the General Fund via the Movement in Reserves Statement. The following transactions have been made in the Comprehensive Income and Expenditure Statement and the General Fund Balance via the Movement in Reserves Statement during the year:

	2016/17 £000	2016/17 £000	2015/16 £000	2015/16 £000
Comprehensive Income and Expenditure Statement				
<i>Cost of services:</i>				
Service cost, comprising:				
Current service costs	56		73	
Past service costs	<u>0</u>		<u>0</u>	
		56		73
<i>Financing and investment income:</i>				
Net interest expense		<u>7</u>		<u>12</u>
Total post employee benefit charged to the surplus on the provision of services		63		85
<i>Other post-employment benefits charges to the Comprehensive Income / Expenditure Statement</i>				
Remeasurement of the net defined liability, comprising:				
Return on plan assets, excluding the amount incl. in the net interest expense above.	(298)		-25	
Actuarial gains and (losses) arising on changes in financial assumptions	405		-158	
Actuarial gains and (losses) arising on changes in demographic assumptions	0		0	
Other experience	<u>0</u>		<u>(28)</u>	
		<u>107</u>		<u>(211)</u>
Total post-employment benefits charged to the Comprehensive Income / Expenditure Statement		<u>170</u>		<u>(126)</u>
Movement in Reserves Statement				
Reversal of net charges made to the surplus on the provision of services for post-employment benefits in accordance with the Code.		<u>-118</u>		<u>184</u>
Actual amount charged against the General Fund Balance for pensions in the year:				
Employer's contributions payable to the scheme		52		58
		<u>52</u>		<u>58</u>

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES (Contd.)

24.3 Pension Assets and Liabilities Recognised in the Balance Sheet

The amount included in the Balance Sheet arising from the Council's obligations in respect of its defined benefit plan is as follows:

	2016/17 £'000	2015/16 £'000
Fair value of employer assets	1,913	1,551
Present value of funded liabilities	(2,220)	(1,740)
Present value of unfunded liabilities	0	0
Net liability arising from defined benefit obligation	(307)	(189)

24.4 Reconciliation of the Movements in the Fair Value of Scheme Assets

	2016/17 £'000	2015/16 £'000
Opening fair value of scheme assets	1,551	1,457
Interest income	54	47
Remeasurement gain / (loss):		
Return on plan assets, excluding the amount included in the net interest expense	298	25
Contributions from employer	52	58
Contributions from employees into the scheme	15	19
Benefits paid	(57)	(55)
Unfunded benefits paid		
Closing fair value of scheme assets	1,913	1,551

Reconciliation of Present Value of the Scheme Liabilities

	2016/17 £'000	2015/16 £'000
Present value of funded liabilities	(1,740)	(1,830)
Present value of unfunded liabilities	0	0
Opening balance at 1st April	(1,740)	(1,830)
Current service cost	(56)	(73)
Interest cost	(61)	(59)
Contributions from employees into the scheme	(15)	(19)
Remeasurement gain / (loss):		
Change in demographic assumptions	0	0
Change in financial assumptions	(405)	158
Other experience	0	28
Past service cost	0	0
Benefits paid	57	55
Unfunded benefits paid	0	0
Closing balance at 31st March	(2,220)	(1,740)

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES (Contd.)

24.5 Fair Value of Employer Assets

The following asset values are at bid value as required under IAS19.

	2016/17 £'000	%	2015/16 £'000	%
Equity Securities:				
Consumer *	287	15	236	15
Manufacturing *	290	15	183	12
Energy and Utilities *	142	7	123	8
Financial Institutions *	134	7	131	8
Health and Care *	112	6	103	7
Information technology *	95	5	93	6
Other *	132	7	89	6
Sub-total Equity Securities	1,191		959	
Debt Securities:				
Corporate Bonds (investment grade) *			0	0
Corporate Bonds (non-investment grade) *			0	0
UK Government *	192	10	100	6
Other *	4	0	39	3
Sub-total Debt Securities	196		139	
Private Equity:				
All *	2	0	17	1
All	60	3	50	3
Sub-total Private Equity	62		68	
Real Estate:				
UK Property	129	7	133	9
Overseas Property	0	0	0	0
Sub-total Real Estate	129		133	
Investment Funds and Unit Trusts:				
Equities *			0	0
Equities			0	0
Bonds *	28	2	4	0
Bonds			8	1
Commodities *	6	0	4	0
Commodities			0	0
Infrastructure *			9	1
Infrastructure	171	9	95	6
Other *			0	0
Other	41	2	37	2
Sub-total Investment Funds and Unit Trusts	246		157	
Derivatives:				
Foreign Exchange *	0	0	0	0
Sub-total Derivatives	0		0	
Cash and Cash Equivalents				
All *	89	5	96	6
Sub-total Cash and Cash Equivalents	89		96	
Total Fair Value of Employer Assets	1,913		1,551	

Scheme assets marked with an asterisk () have quoted prices in active markets.*

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES (Contd.)

24.6 Basis for Estimating Assets and Liabilities

Liabilities have been assessed on an actuarial basis using the projected unit credit method, an estimate of the pensions that will be payable in future years which are dependent on assumptions about mortality rates, salary levels, etc. The Local Government Pension Scheme has been assessed by Hymans Robertson LLP, an independent firm of actuaries and are based on the latest formal valuation of the scheme as at 31 March 2014.

The principal assumptions used by the actuary have been:

	2016/17	2015/16
Long term expected rate of return on assets in the scheme:		
· Equity investments	22.6%	4.9%
· Bonds	22.6%	4.9%
· Property	22.6%	4.9%
· Cash	22.6%	4.9%
Mortality assumptions - longevity at 65 for current pensioners:		
· Men	22.1 years	22.1 years
· Women	23.7 years	23.7 years
Mortality assumptions - longevity at 65 for future pensioners:		
· Men	24.2 years	24.2 years
· Women	26.3 years	26.3 years
Pension increase rate	2.4%	2.2%
Salary increase rate (see below)	4.4%	4.2%
Discount rate	2.6%	3.5%

Note: The salary increases are assumed to be 1.25% p.a. until 31 March 2016, reverting to the long-term assumption shown thereafter.

Estimation of defined benefit obligations is sensitive to the actuarial assumptions set out above. In order to quantify the impact of a change in the financial assumptions used, the Actuary has calculated and compared the value of the scheme liabilities as at 31 March 2017 on varying bases. The approach taken by the Actuary is consistent with that adopted to derive the IAS19 figures.

For example, to quantify the uncertainty around life expectancy, the Actuary has calculated the difference in cost to the Employer of a one year increase in life expectancy. For sensitivity purposes, this is assumed to be an increase in the cost of benefits of broadly 3%. In practice the actual cost of a one year increase in life expectancy will depend on the structure of the revised assumption and changes in some of the assumptions may be interrelated.

Change in assumptions at 31 March 2017	Approximate % Increase to Employer	Approximate Monetary Amount £'000
0.5% decrease in Real Discount Rate	10.0%	216
0.5% increase in the Salary Increase Rate	2.0%	44
0.5% increase in the Pension Increase Rate	8.0%	168

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES (Contd.)

24.7 Analysis of projected amount to be charged to profit or loss for the period to 31 March 2018

	Assets £000	Obligations £000	Net (liability) / asset £000	% of pay
Current service cost	0	(76)	(76)	(33.3%)
Past service cost including curtailments	0	0	0	0.0%
Effect of settlements	0	0	0	0.0%
Total Service Cost	0	(76)	(76)	(33.3%)
Interest income on plan assets	50	0	50	21.9%
Interest cost on defined benefit obligation	0	(58)	(58)	(25.4%)
Total Net Interest Cost	50	(58)	(8)	(3.5%)
Total included in Profit or Loss	50	(134)	(84)	(36.8%)

SESTRAN's estimated contribution to Lothian Pension Fund for 2017/18 is £53,000.

25. NATURE AND EXTENT OF RISKS ARISING FROM FINANCIAL INSTRUMENTS

The Partnership's activities expose it to a variety of financial risks:

- Credit risk - the possibility that other parties might fail to pay amounts due to the Partnership.
- Liquidity risk - the possibility that the Partnership might not have funds available to meet its commitments to make payments.
- Re-financing risk - the possibility that the Partnership might be requiring to renew a financial
- Market risk - the possibility that financial loss might arise for the Partnership as a result of changes in such measures as interest rate movements.
- Price risk - the possibility that fluctuations in equity prices has a significant impact on the value of financial instruments held by the Authority. This is considered immaterial because the Authority does not generally invest in equity shares.
- Foreign exchange risk - the possibility that fluctuations in exchange rates could result in loss to the Partnership.

Treasury Management is carried out on the Partnership's behalf by the City of Edinburgh Council.

The Council's overall risk management procedures focus on the unpredictability of financial markets, and implementing restrictions to minimise these risks. The Council complies with the CIPFA Prudential Code, and has adopted the CIPFA Treasury Management in the Public Services Code of Practice.

Credit risk

Credit risk arises from deposits with banks and financial institutions, as well as credit exposures to the Partnership's customers.

The Partnership's surplus funds not immediately required to meet expenditure commitments are held with the City of Edinburgh Council, and the Partnership receives interest on revenue balances on these monies. Since the Partnership's surplus funds are held with the City of Edinburgh Council, the counterparty default exposure is effectively nil.

All Partnership invoices become due for payment on issue, and all trade debtors are overdue less than a month.

Collateral - During the reporting period the Partnership held no collateral as security.

The South East of Scotland Transport Partnership (SESTRAN)

25. NATURE AND EXTENT OF RISKS ARISING FROM FINANCIAL INSTRUMENTS (Contd.)

Liquidity risk

The Partnership is also required by statute to provide a balanced budget, which ensures sufficient monies are raised to cover annual expenditure. There is therefore no significant risk that it will be unable to raise finance to meet its commitments under financial instruments. The arrangement with the City of Edinburgh Council ensures sufficient liquidity is available for the Partnership's day to day cash flow needs.

The Council manages the Partnership's liquidity position through the risk management procedures above as well as through cash flow management procedures required by the Code of Practice.

Refinancing risk

The Partnership has only a small level of surplus funds and no long term debt. The refinancing risk to the Partnership relates to managing the exposure to replacing financial instruments as they mature. As such, the Partnership has no refinancing risk on its liabilities.

The Partnership has no investments with a maturity greater than one year.

Market risk

Interest rate risk

The Partnership is exposed to interest rate movements on its investments. Movements in interest rates have a complex impact on an organisation, depending on how variable and fixed interest rates move across differing financial instrument periods.

For instance, a rise in variable and fixed interest rates would have the following effects:

- borrowings at variable rates - the interest expense charged to the Surplus or Deficit on the Provision of Services will rise;
- borrowings at fixed rates - the fair value of the liabilities borrowings will fall;
- investments at variable rates - the interest income credited to the Surplus or Deficit on the Provision of Services will rise; and
- investments at fixed rates - the fair value of the assets will fall.

The Partnership currently has no borrowings. Changes in interest receivable on variable rate investments will be posted to the Surplus or Deficit on the Provision of Services and affect the General Fund Balance. However, all investments currently have a maturity of less than one year and the fair value has therefore been approximated by the outstanding principal.

The Partnership's surplus funds are held with the City of Edinburgh Council.

The Council's Treasury Management Team continue to monitor market and forecast interest rates during the year and adjust investment policies accordingly.

Price risk

The Partnership does not invest in equity shares.

Foreign exchange risk

As at 31 March 2017, the Partnership had financial assets of £53,000 subject to foreign exchange risk. The foreign exchange loss or gain on these financial assets cannot be determined until 2017/18, when the Partnership is in receipt of the related grant income from the European Regional Development Fund. The Partnership has no financial liabilities denominated in foreign currencies.

26. SESTRAN Limited

The Partnership incorporated a wholly-owned limited company - SESTRAN Limited - on 22 January 2010. The company did not commence the provision of services and had no transactions to record for the purposes of preparing Group Accounts. Following approval by the Partnership Board on 23rd September 2016, the company was dissolved on 6 June 2017.

The South East of Scotland Transport Partnership (SESTRAN)

27. PRIOR PERIOD ADJUSTMENTS

Correction of Long Term Assets Valuation

The Partnership has undertaken an Impairment Review on assets which provide the Real-Time Passenger information system (RTPI). Prior year's Long Term Assets have been re-stated to reflect the impairment of RTPI ICT equipment, screens and development costs.

All adjustments have been reported through the 2016/16 annual accounts.

The impact of these adjustments on the main financial statements were as follows:-

	2015/16 Statements £000s	Impairment £000s	Depreciation £000s	2015/16 Re-stated £000s
<u>Movement in Reserves Statement</u>				
Total Comprehensive Expenditure and Income	-86	-2,637	542	-2,181
Balance as at 31 March 2016	3,525	-2,637	542	1,430
<u>Comprehensive Income and Expenditure Statement</u>				
Cost of Services	1,180	2,637	-542	3,275
(Surplus) or Deficit on Provision of Services	297	2,637	-542	2,392
Total Comprehensive Expenditure and Income	86	2,637	-542	2,181
<u>Balance Sheet</u>				
Long Term Assets	3,716	-2,637	542	1,621
Net Assets/ (liabilities)	3,525	-2,637	542	1,430
Unusable Reserves	-3,525	2,637	-542	-1,430
Total Reserves	-3,525	2,637	-542	-1,430

Further adjustments were made to notes 2, 7, 11 and 18 of the annual accounts.

The South East of Scotland Transport Partnership (SESTRAN)

INDEPENDENT AUDITOR'S REPORT

Independent auditor's report to the members of South East of Scotland Transport Partnership and the Accounts Commission

This report is made solely to the parties to whom it is addressed in accordance with Part VII of the Local Government (Scotland) Act 1973 and for no other purpose. In accordance with paragraph 120 of the Code of Audit Practice approved by the Accounts Commission, we do not undertake to have responsibilities to members or officers, in their individual capacities, or to third parties.

Report on the audit of the financial statements

Opinion on financial statements

We certify that we have audited the financial statements in the annual accounts of South East of Scotland Transport Partnership for the year ended 31 March 2017 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Movement in Reserves Statement, Comprehensive Income and Expenditure Statement, Balance Sheet, Cash-Flow Statement, and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and International Financial Reporting Standards (IFRSs) as adopted by the European Union, and as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2016/17 (the 2016/17 Code).

In our opinion the accompanying financial statements:

- give a true and fair view in accordance with applicable law and the 2016/17 Code of the state of affairs of South East of Scotland Transport Partnership as at 31 March 2017 and of its deficit on the provision of services for the year then ended;
- have been properly prepared in accordance with IFRSs as adopted by the European Union, as interpreted and adapted by the 2016/17 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

Basis of opinion

We conducted our audit in accordance with applicable law and International Standards on Auditing in the UK and Ireland (ISAs (UK&I)). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of South East of Scotland Transport Partnership in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK including the Financial Reporting Council's Ethical Standards for Auditors, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of the Treasurer for the financial statements

As explained more fully in the Statement of Responsibilities, the Treasurer is responsible for the preparation of financial statements that give a true and fair view in accordance with the financial reporting framework, and for such internal control as the Treasurer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's responsibilities for the audit of the financial statements

Our responsibility is to audit and express an opinion on the financial statements in accordance with applicable legal requirements and ISAs (UK&I) as required by the Code of Audit Practice approved by the Accounts Commission. Those standards require us to comply with the Financial Reporting Council's Ethical Standards for Auditors. An audit involves obtaining evidence about the amounts and disclosures in the financial statements sufficient to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error. This includes an assessment of: whether the accounting policies are appropriate to the circumstances of South East of Scotland Transport Partnership and have been consistently applied and adequately disclosed; the reasonableness of significant accounting estimates made by the Treasurer; and the overall presentation of the financial statements.

Our objectives are to achieve reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK&I) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Other information in the annual accounts

The Treasurer is responsible for the other information in the annual accounts. The other information comprises the information other than the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon except on matters prescribed by the Accounts Commission to the extent explicitly stated later in this report.

In connection with our audit of the financial statements in accordance with ISAs (UK&I), our responsibility is to read all the financial and non-financial information in the annual accounts to identify material inconsistencies with the audited financial statements and to identify any information that is apparently materially incorrect based on, or materially inconsistent with, the knowledge acquired by us in the course of performing the audit. If we become aware of any apparent material misstatements or inconsistencies we consider the implications for our report.

The South East of Scotland Transport Partnership (SESTRAN)

INDEPENDENT AUDITOR'S REPORT (Contd.)

Report on other requirements

Opinions on other prescribed matters

We are required by the Accounts Commission to express an opinion on the following matters.

In our opinion, the auditable part of the Remuneration Report has been properly prepared in accordance with The Local Authority Accounts (Scotland) Regulations 2014.

In our opinion, based on the work undertaken in the course of the audit

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and
- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

Matters on which we are required to report by exception

We are required by the Accounts Commission to report to you if, in our opinion:

- adequate accounting records have not been kept; or
- the financial statements and the auditable part of the Remuneration Report are not in agreement with the accounting records; or
- we have not received all the information and explanations we require for our audit; or
- there has been a failure to achieve a prescribed financial objective.

We have nothing to report in respect of these matters.

Karen Jones

For and on behalf of Scott-Moncrieff
Exchange Place 3
Semple Street
Edinburgh
EH3 8BL

Date: _____