

## **Public Services Reform (Scotland) Act 2010**

### **1. INTRODUCTION**

- 1.1 The Regional Transport Partnerships are included in the schedule of the Public Services Reform (Scotland) Act 2010. This requires annual publication of certain information and this report advises the Board of the information to be published.

### **2. DATA TO BE PUBLISHED**

#### **2.1 Expenditure**

- 2.1.1 Section 31 (1) and (2) require public bodies to publish as soon as is reasonably practicable after the end of each financial year a statement of any expenditure they have incurred during that financial year on or in connection with the following matters:
- Public relations
  - Overseas travel
  - Hospitality and entertainment
  - External consultancy
  - Payments with a value in excess of £25,000
  - Members or employees who received remuneration in excess of £150,000.

#### **2.2 SUSTAINABLE ECONOMIC GROWTH**

- 2.2.1 Section 32(1)(a) provides that as soon as is reasonably practicable after the end of each financial year each listed public body must publish a statement of the steps it has taken during that financial year to promote and increase sustainable growth through the exercise of its functions. As this requires the publication of a statement it is not sufficient simply to refer to other published material such as the annual report.

#### **2.3 EFFICIENCY, EFFECTIVENESS & ECONOMY**

- 2.3.1 Section 32(1)(b) provides that as soon as is reasonably practicable after the end of each financial year each listed public body must publish a statement of the steps it has taken during that financial year to improve efficiency, effectiveness and economy in the exercise of its functions. Again, this requires the publication of a free standing statement and it is not sufficient simply to refer to other published material such as the annual report.

2.4 The data as described in sections 2.1 to 2.3 of this report is included in appendix 1 of this report and will be published on the SEStran website in accordance with the requirements of the Act.

### 3. RECOMMENDATION

3.1 The Board is asked to note the content of the material for publication under the Public Services Reform (Scotland) Act 2010 and detailed in appendix 1 of this report.

Beth Harley Jepson  
Regional Cycle Training & Development Officer  
September 2021

#### **Appendix 1 – Statement of Compliance with the Public Services Reform (Scotland) Act 2010**

Policy Implications	None
Financial Implications	As detailed in appendix 1.
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None
Climate Change Implications	None

## **Appendix 1 - Statements of Compliance with the Public Services Reform (Scotland) Act 2010**

### **1. BACKGROUND**

- 1.1 Sections 31 and 32 of the Public Services Reform (Scotland) Act 2010 (“the Act”) impose duties on Scottish public bodies to publish information on expenditure and certain other matters as soon as is reasonably practicable after the end of each financial year. This statement is produced by the South East of Scotland Transport Partnership (SEStran) to ensure compliance with the requirements of the Act.
- 1.2 SEStran works hard to be a transparent, responsive, best value organisation that delivers on its vision for the South East of Scotland’s transport network, as outlined in its statutory Regional Transport Strategy.
- 1.3 SEStran’s vision is for a regional transport system that:  
***“Provides all citizens of South East Scotland with a genuine choice of transport which fulfils their needs and provides travel opportunities for work and leisure on a sustainable basis.”***
- 1.4 SEStran’s annual report and accounts for 2020/21 set out the impact of the work and the outcomes achieved, together with associated costs. This is laid before the Partnership Board of SEStran in September 2021. The purpose of this statement is to disclose those costs which are relevant to Section 31(1) and (2) of the Act.
- 1.5 Section 31(1) of the 2010 Act requires public bodies to publish as soon as is reasonably practical after the end of each financial year a statement of any expenditure they have incurred during that financial year on or in connection with the following matters:
- Public relations;
  - Overseas travel;
  - Hospitality & entertainment;
  - External consultancy
  - Payments in excess of £25,000.
- 1.6 Public bodies are required to publish the total amount of expenditure incurred during each financial year on or in connection with each of the categories set out above, but it is of course open to SEStran to publish a more detailed breakdown of expenditure if they so wish.

### **2. PUBLIC RELATIONS**

- 2.1 SEStran had a net spend of £47,869 on public relations in 2020/21. This represents 3.9% of the total expenditure for the year. The majority of expenditure was on marketing costs to increase awareness of project activity and available services, including development of the Thistle Card and

distribution, Thistle Assistance App and the Do The Ride Thing Awareness Campaign, promoted through online media and advertisement on local radio.

### **3. OVERSEAS TRAVEL**

3.1 SEStran incurred an expenditure of £0 on overseas travel in 2020/21.

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

4.1 SEStran incurred an expenditure of £0 on hospitality in 2020/21. No expenditure was incurred on benefits, sporting or cultural events.

### **5. EXTERNAL CONSULTANCY**

5.1 SEStran incurred expenditure of £533,369.49 on external consultancy. This is the equivalent of 51% of the total expenditure for the year. SEStran continued to commission WYG for RTPI assistance. SEStran have sought consultative assistance from Passio for Thistle Assistance Development. Furthermore, SEStran have also sought consultative assistance from Systra, Ove Arup, Stantec, The Lines Between, 56 Degrees Insight Limited, Andrew Ferguson Consults, Bewegen Technologies, Jacobs, Joe Revans Studio, Mott MacDonald, Not for Profit Planning, PLANCO Consulting GmbH and Steer Davies & Gleave Ltd.

### **6. PAYMENTS IN EXCESS OF £25,000**

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

6.2 SEStran made the following payments over £25,000

<b>Payee</b>	<b>Subject Matter</b>	<b>Gross Amount</b>
Steer Davies & Gleave Ltd	LEZ Support funds	£32,390.40
Clackmannanshire Council	Active Travel Fund	£80,000.00
Edinburgh & Lothians Greenspace Trust	Active Travel Fund	£35,000.00
NHS Lothian	Urban Cycle Networks	£57,500.00
Scottish Enterprise	Thistle Assistance refund	£25,000.00
Trapeze	Core	£57,699.50

- 6.2 Payment of £32,390.40 was made to Steer Davies & Gleave Ltd for the development of a Strategic Study for the development of Mobility Hubs in the region as part of the Low Emissions Zone support fund.
- 6.3 Payment of £80,000.00 was made to Clackmannanshire Council for the completion of place making designs in Alloa Town Centre around their new Active Travel Hub. The Edinburgh and Lothians Greenspace Trust Grant of £35,000 was for work on a feasibility study on the development of a green active travel corridor between Dalkeith and Little France Park routing through the developments at Shawfair.
- 6.4 Payment of £57,500 was made to NHS Lothian associated to consultancy services rendered in the process of work for the active travel corridor between Bio Quarter and Cameron Toll.
- 6.5 Payment of £25,000 was made to Scottish Enterprise refunding saving on £150,000 funding award for Thistle Assistance development.
- 6.6 The £57,699.50 was made to Trapeze for management and maintenance of the NOVUS FX system for regional real time passenger information.
- 6.7 Throughout 2020/21 SEStran paid certain consultants in excess of £25,000 over several payments. These are listed below:

6.9

<b>Supplier</b>	<b>Subject Matter</b>	<b>Total Amount</b>	<b>Comments</b>
Hillside Agency	Thistle Assistance Development	£26,825.40	Marketing and brand development
Hillside Outside	Go e-Bike and Sustainable Travel Awareness	£30,000.00	Do The Ride Thing Branding
Aecom	Leith Docks Freight Study LRDF & Active Travel Fund	£130,555.75	Professional Fees - Studies
Andrew Ferguson Consults	Project Consultancy Support	£32,625.00	Professional Fees – consultancy support
Jacobs	R37 RTS	£70,299.60	Professional Fees - Studies
Ove Arup	LEZ Support funds, Urban Cycle Networks and Active Travel Fund	£142,218.06	Professional Fees - Studies

Systra	Newburgh Transport Appraisal (LRDF)	£48,621.60	Professional Fees - Studies
21st Century Passenger Systems Ltd	RTPI – Revenue Contribution and LEZ Support Funds	£251,272.80	Development of regional real time passenger information system
Scottish Government	Core and Go e-Bike	£79,193.82	
Onestop IT Solutions	Core	£25,091.85	Help desk

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

- 7.1 Section 31(4) of the Act places a duty on public bodies to publish the number of individuals who received remuneration in excess of £150,000.
- 7.2 No employee, office holder or other individual involved with SEStran received remuneration in excess of £150,000 during 2020/21.

## 8. SUSTAINABLE ECONOMIC GROWTH

- 8.1 Section 32(1)(a) of the Act places a duty on public bodies to publish a statement of the steps it has taken during the financial year to promote and increase sustainable growth through the exercise of its functions.
- 8.2 SEStran is a statutory body, under the Transport (Scotland) Act 2005 and is tasked with producing a Regional Transport Strategy for the South East of Scotland.
- 8.3 The following statement sets out the steps that SEStran has taken in 2020/21 to promote and increase sustainable economic growth in the exercise of its functions. Further information on this and our work is contained in our Audited Annual Accounts and Annual Report for 2020/21.
- 8.4 In delivering against its published priorities in the revised Regional Transport Strategy, SEStran contributed to the Scottish Government's overall objectives and National Outcomes. During 2020/21 this work contributed to:
- Reducing the number of commuter journeys by single occupancy vehicles within the South East of Scotland
    - *In the financial year 2020/21, based on statistics from the Liftshare dashboard, Tripshare SEStran contributed to an estimated 417.54 tonnes of CO2 reductions and 1.89 tonnes of NOx reductions.*
  - Minimising the overall need for travel; overall by car.

- *In the area of active travel, the development of the Do the Ride Thing campaign, in-depth behavioural surveying, cargo bike training and development of the strategic network for active travel routes supported our partners in efforts to increase availability of active travel choices.*
- *SEStran's Cycling Officer, continued to support Bikeability Local Authority Coordinators over this year. Adult Cycle Training programmes were delivered across the region.*
- *SEStran's GO e-Bike project continued to promote the use of e-bikes as an alternative to car use. Projects from the previous year continue to perform with staff business journeys at St. Andrews University, and community promotion through West Lothian Bike Library and CLEAR Buckhaven, Socialbite Village and Tweed Valley BID. GO e-Bike is expanded further with new hubs in East Lothian and Midlothian as part of an on-street bike share system.*
- *SEStran has supported the development of a Cargo Bike hub in Edinburgh, increasing access to and awareness of cargo bikes as an alternative transport mode.*
- *SEStran's work in the development of cycle networks saw investment in projects ranging from feasibility to concept and detailed design. Continued support was given to the development of an active travel corridor between Cameron Toll and Edinburgh BioQuarter. Feasibility work was undertaken on a route between Dalkeith and Little France park linking new developments at Danderhall and Shawfair to the Edinburgh BioQuarter site. Building on previous work Arup were engaged to develop a project pipeline and continue stakeholder conversations for the development of the SEStran Strategic Network.*
- *SEStran commenced a longitudinal research project to understand the drivers behind changes in travel behaviour from a sample of participants across the region. The project will be complete in March 2022.*
- Maximising public transport provision and achieving public transport integration and intermodality.
  - *SEStran operates a wide range of programmes and projects to support and bolster the provision of public transport in the region. In addition, SEStran maintains regular contact with rail and bus operators to discuss matters relevant to the provision of public transport in the region. This includes raising any relevant mobility issues for people and communities in the region with rail and bus companies.*
  - *Key during this year has been SEStran's involvement in regional bids to the Bus Partnership Fund, set up by Transport Scotland to enable infrastructure-based solutions to bus delays caused by congestion and related issues. This links to the provisions of the Transport (Scotland) Act 2019 allowing for the creation of Bus Service Improvement Partnerships (BSIPs).*
  - *In 2020/21 SEStran carried out further publicity for the Thistle Assistance Programme. To help respond to the COVID-19 pandemic in March 2020 the SEStran Board agreed to fund*

development of a facemask exemption adaption for the card and app.

- *SEStran was successful with a £150,000 bid to Scottish Enterprise in February 2021 which secured funding for the development and testing for a fully developed working prototype Thistle Assistance Journey Planner App, which will be tested in the public realm. For Phase 2 we propose further exploration of the journey customisation features, both at the lower level of local personal navigation and at the higher macro level of providing better navigation transit systems such as train/bus stations). Additionally, Phase 2 must explore how the demonstrated prototype can be integrated with existing services such as Traveline Scotland.*
- Improving safety for all road and transport users
  - *SEStran's Equality Outcomes 2017 – 2021 were published. For example, there can be a fear of crime particularly when travelling alone on certain modes/routes of transport, particularly in terms of antisocial behaviour or sexual harassment of women on public transport and/or hate crime towards other groups. This can affect the frequency of travel for these groups and curtail their mobility so the RTPi system can play a part in increasing confidence, alongside our promotion of the Thistle Assistance Programme.*
- Enhancing community life and social inclusion
  - *SEStran has been in a Hate Crime working group to develop and implement a Hate Crime Charter for public transport in partnership with Disability Equality Scotland, Transport Scotland and Police Scotland. Following several successful pilots in the SEStran region, the Charter was launched nationally in March 2021.*
- Enhancing movement of freight, particularly by rail and other off-road modes
  - *SEStran continues to work with Edinburgh Napier University and ZEDIFY Logistics on the EU funded SURFLOGH project which aims to improve the commercial sustainability of last and first mile freight distribution and developing business models for urban freight hubs. An expansion of the successful first / last mile delivery trial in the Haymarket area by ZEDIFY was agreed with the project's lead partner. Preparatory work was finalised, and will enable a new hub to be operational in the Leith area in 2021;*
  - *As part of the BLING project the University of Edinburgh supported by SEStran has developed a pilot concept called 'GeoPact'. The GeoPact system is comprised of a complex assembly of technological objects, that together enables the design, deployment of location-aware smart contracts that run on the Ethereum blockchain for study.*
- Enhancing real time passenger information available for bus services in both urban and rural areas
  - *SEStran's RTPi system began in 2010 with the aim to tackle a declining bus patronage and make bus travel more predictable and reliable. In 2020/21 SEStran continued working with the City of*



*Edinburgh Council to move towards a new Content Management System that will improve the public facing regional screen network.*

- *Despite the project timelines being impacted by the COVID-19 pandemic SEStran and local authority partners have continued to upgrade the regional system this year and this work will continue over the next 12 months.*
- *Another qualitative point about RTPI is the safety aspect for women or elderly or other travellers, in that they know their bus is on the way and feel safer in the knowledge of how long they will wait and maybe making contact with people who are going to pick them up. There is an assurance factor as well re linking journeys and making connections*

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

- 9.1 Section 32(1)(a) of the Act requires public bodies to publish a statement of the steps taken to improve efficiency, effectiveness and economy in the exercise of their functions.
- 9.2 The following statement sets out the steps that South-East of Scotland Regional Transport Partnership (SEStran) has taken in 2020/21 to improve its efficiency, effectiveness and economy in the exercise of its functions.
- 9.3 Supporting the principles of public sector reform, SEStran is aware of the overall need to ensure the delivery of public services as efficiently and effectively as possible.
- 9.4 In relation to the Scottish Government's National Outcome 16: *Our public services are high quality, continually improving, efficient and responsive to local people's needs*, we are committed to delivering services that are high quality, continually improving, efficient and responsive.
- 9.5 SEStran receives a total of £190,000 from its constituent councils.
- 9.6 In 2020/21 a grant of £314,000 was received from Transport Scotland Active Travel Fund and £92,500 from Sustrans.
- 9.7 In 2020/21 SEStran were involved with several European projects as follows:
- Bling
  - Share-North
  - Surflogh
  - PriMaaS
  - CONNECT
- 9.8 SEStran received £89,000 from the EU in relation to these projects.
- 9.9 In procurement, SEStran have continued to make use of the Public Contracts Scotland (PCS) portal, taking advantage of efficiencies associated with e-procurement. It is intended to continue to use available frameworks and PCS for procurement.

9.10 In the current economic climate, and with reduced resources, SEStran will continue to work with all involved in regional transport to ensure effective delivery of strategy, policy and projects that deliver the vision for the transport network of the South East of Scotland.