



CÒMHDHAIL
ALBA **TRANSPORT
SCOTLAND**

**TRANSPORT SCOTLAND
PUBLIC SERVICES REFORM (SCOTLAND) ACT 2010
DISCLOSURES FOR THE FINANCIAL YEARS 2018-19 AND 2017-18**

1. Introduction

1.1. Part 3 of the Public Services Reform (Scotland) Act 2010 requires listed public bodies to publish information as soon as is reasonably practicable after the end of each financial year. This is intended to promote greater openness and transparency and should include a statement of any expenditure incurred during that financial year on or in connection with the following matters:

- public relations;
- overseas travel;
- hospitality and entertainment;
- external consultancy

1.2. In addition, Section 31(1) of the Act requires public bodies to publish a statement as soon as is reasonably practicable after the end of each financial year specifying the following:

- the amount, date, payee and subject-matter of any payment made during that financial year which has a value in excess of £25,000 (inclusive of VAT);
- the number of individuals (if any) who received remuneration during that financial year in excess of £150,000 in relation to service as a member or employee of a public body (including office-holders and company directors and secretaries);
- the steps it has taken during that financial year to promote and increase sustainable growth through the exercise of its functions;
- the steps it has taken during that financial year to improve efficiency, economy and effectiveness in the exercise of its functions - as part of the drive to improve the effective and efficient delivery of public services and to achieve maximum economy.

1.3 Information relating to Transport Scotland is shown below for financial years ended 31 March 2019 and 2018.

2. Statement of Expenditure under the Act

Statutory Heading	2018-19	2017-18
Public relations (Note 1)	£707,063	£640,573
Overseas travel (Note 2)	£39,583	£41,566
Hospitality & entertainment (Note 3)	£65,466	£50,053
External consultancy (Note 4)	£7,084,597	£5,229,738

Note 1: The total represents expenditure for the Transport Scotland Communications team on external communication, including the cost of in-house and contracted staff, marketing, PR campaigns, media relations, marketing research and evaluation, branding and design, promotional events, corporate communications, sponsorship, publications and printing, digital communications, advertising and media planning.

Note 2: The total represents expenditure incurred on overseas travel by staff in Transport Scotland covering travel to and from the United Kingdom, the cost of hotels, travel and subsistence and any other related expenditure.

Note 3: The total represents expenditure on hospitality and entertainment incurred by Transport Scotland, as recorded in the accounting system and authorised in accordance with internal procedures.

Note 4: The total represents expenditure on consultancy incurred by Transport Scotland, as recorded in the accounting system and authorised in accordance with internal procedures. It should be noted that for Transport Scotland, year 2018-19 was another critical year in terms of key projects. Consultancy advice was required on areas such as Rail Improvements Programmes, the Rail Franchise performance, Low Carbon Economy Work, Low Emission Zone work, Trunk Road construction, Traffic Scotland Website, Prestwick Airport, The Transport Bill and Ferry Services.

3. Payments with a value over £25,000

3.1 Transport Scotland publishes a monthly report of payments with a value over £25,000. The reports are published on Transport Scotland's website:
<https://www.transport.gov.scot/publications/?publicationtype=37348>

4. Remuneration – Members and Employees

No employees received remuneration in excess of £150,000 in Transport Scotland in financial year 2018-19. Reference is made to this fact, along with the salary and pension entitlements of Transport Scotland's Directors, within the Remuneration Report in Transport Scotland's Annual Report and Accounts for the financial year ended 31 March 2019, which are published on Transport Scotland's website:
<https://www.transport.gov.scot/publication/transport-scotland-annual-report-and-account-2018-19/>

5. Statement of the steps taken by Transport Scotland to promote and increase sustainable growth through the exercise of its functions in the period

5.1 The new National Transport Strategy, sets out a vision for sustainable transport over the next 20 years. A public consultation on the strategy commenced in July 2019, with the final publication anticipated by the end of calendar year 2019. This strategy will also form the development of the new Strategic Transport Projects Review (STPR2), which in turn will consider future investment in all transport modes and in sustainable and active travel. The focus continues to be on a collaborative approach, working with partners, stakeholders and citizens to facilitate inclusivity in the development of a transport policy.

5.2 The Transport (Scotland) Bill, which was introduced to Parliament in June 2018, included significant proposals on low emission zones, smart ticketing bus services, road works reforms, bus services and information services. Engagement with stakeholders in all of these areas has continued during 2018-19.

5.3 Over the year, Transport Scotland has contributed to this agenda in the following ways:

- Scotland has now reached the significant milestone of its 1000th electric vehicle charging point, with some £15 million being invested in charging points during 2018-19 and a further £7 million in our 'Switched on Fleets' initiative, with orders for over 380 Ultra Low Emission Vehicles (ULEVS) being supported across all of Scotland's Local authorities and further support for 120 across other public sector fleets. Furthermore, £20 million of interest free loans has been provided for business and private consumers to purchase ULEVS, and we have witnessed a 46% growth in registrations of ULEVS over this past year.
- Eight rounds of Green Bus Funding, totalling some £17 million between 2011 and 2018 has supported the introduction of 475 low carbon vehicles to the bus fleet so far. Also in 2018-19, a further £1.1 million was allocated to support the purchase of 128 low and zero emission buses. All of this puts us ahead of schedule to meet our Climate Change Plan target of 50% of the Scottish Bus Fleet to be low emission by 2032. In partnership with the Energy Saving Trust (EST) we also allocated some £2 million to provide loans for electric bikes and some £0.8 million was subsequently issued to public sector organisations to encourage adoption.
- The Climate Change Plan 2018, sets out how Scotland will deliver its target of 66% emission reduction for the period 2018-2032 and we continue to seek the greatest emission reduction of any sector over the lifetime of the plan. We continue to work across all business areas to ensure we meet that commitment, including the phasing out of the purchase of petrol and diesel cars and vans by 2032.
- Also in the past year, in excess of £10 million was allocated in order to support local authorities in delivering travel mode behavioural change, including promoting cycle training and driver awareness. The 'bike-ability'

programme for schools involved 42% of schools and some 36,000 children.

- We continue to work with partners on the introduction of low emission zones (LEZ's) into Scotland's four biggest cities by 2020 and other areas by 2023. The first low emission zone was introduced in Glasgow in 2018 and zones in Edinburgh and Dundee have quickly followed. An LEZ strategy has been established and a website and marketing campaign developed.
- In Air Services, the first direct route opened between Scotland and China in 2018 and featured the newer, cleaner Boing 787-900. In addition, a £1.5 million modal shift grant was allocated in year to Montrose Port Authority to facilitate the re-construction of berths to accommodate larger boats, which in turn, will remove 1.26 million tonnes of freight from Scotland's roads over a five year period.

6. Statement of the steps taken by Transport Scotland to improve efficiency, effectiveness and economy in the exercise of its functions in the period

6.1 The Scottish Government sets targets of 3% Efficiency Savings to be achieved each year.

6.2 Total efficiency savings achieved by Transport Scotland for the past two years are shown as follows:

	2018-19 £'m	2017-18 £'m
Efficiency Savings Target	60	60
Efficiency Savings Achieved	19	38
% of Transport Scotland DEL Budget	1%	2%

6.3 The challenge is to use resources in a more efficient and effective way so that more can be delivered for the same or less cost.

6.4 The following are the key efficiency savings achieved in 2018-19:

- favourable negotiations in securing efficiencies achieved through the Ferry Service contracts;
- economic pricing of road operating companies' contracts;
- improved technologies, construction techniques and e-procurement for roads maintenance;
- subletting office accommodation and rationalisation of space; and

- updating Concessionary Travel scheme agreements, monitoring the free bus forecast and applying the established cap where applicable

7. Statement of current levels of shared service / cluster project activity within Transport Scotland in the period

7.1 Shared services / cluster project working is a key element of Transport Scotland's efficiency agenda and we are committed to achieving quality public services that are valued by their customers and that realise efficiencies by employing best business practice and improved collaborative working.

7.2 Transport Scotland shares the following services and systems of the Scottish Government: Information and Communications, Human Resources, Estates, Payments, Financial Reporting and Payroll. In addition, Transport Scotland also shares services with other authorities, such as the Road Asset Valuation System.

7.3 Over the year, Transport Scotland has contributed to this agenda in the following ways:

- Transport Scotland's policy to use collaborative contracts, such as the ones awarded by Scottish Procurement, wherever practicable. Cash savings of £1,051,026.42 in 2018-19 (£988,979 in 2017-18) were delivered through expenditure of just over £6.9 million (2017-18: £6.7 million) on Scottish Procurement-led collaborative contracts and frameworks, thereby contributing to the Scottish Government's efficiency savings targets.
- Transport Scotland continues to encourage sustainability in procurement, for example by using **community benefit clauses** in contracts such as the Aberdeen Western Peripheral Route/Balmedie to Tipperty and A96 Dualling projects. These provide targeted training opportunities with a particular focus on youth employment and helping the long term unemployed and increasing engagement with schools and communities. The current design work on the A96 is helping support over 400 engineering related jobs in Scotland, including over 150 graduate and apprentice jobs. The team have also supplied training for 40 primary and 12 secondary school teachers and provided engineers to support and engage with 14 primary and two secondary school classes and further engagement on apprenticeships, summer placements and work experience is planned.
- It is anticipated that over 14,000 jobs will be generated over the first 30 years of the Aberdeen Western Peripheral Route/Balmedie to Tipperty scheme opening. In addition, the local community will benefit from opportunities for Small Medium Enterprises (SME's) to bid for sub contractor roles on the A737 Dalry project and the provision of at least two vocational and two professional site based training opportunities.

- Transport Scotland supports the drive for improved procurement capability, through participation in the Scottish Procurement and Commercial Directorate's Cluster Group Project. This involves sharing best practice and knowledge transfer.

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

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