



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Public Services Reform (Scotland) Act 2010

**Disclosures for the financial years
2013-14 and 2014-15**

Introduction

1.1. Part 3 of the Public Services Reform (Scotland) Act 2010 imposes a duty on the Scottish Government and 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 identified overleaf for financial years ended 31 March 2015 and 2014.

2. Expenditure under the Act

Statement of Expenditure	2014-15	2013-14
Public relations (Note 1)	£572,102	£611,065
Overseas travel (Note 2)	£68,040	£63,151
Hospitality & entertainment (Note 3)	£50,405	£61,379
External consultancy (Note 4)	£4,934,425	£3,826,270

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 in accordance with internal procedures.

Note 4: The total represents expenditure on consultancy incurred by Transport Scotland, as recorded in the accounting system in accordance with internal procedures. It should be noted that for Transport Scotland, year 2014-15 was a particularly critical year in terms of key projects such as Aberdeen Western peripheral Route (AWPR) reaching financial close and the rail franchise renewal procurement process. This is demonstrated by the increase in external consultancy costs highlighted above.

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:

<http://www.transportscotland.gov.uk/aboutus/expenditure/reports>

4. Remuneration – Members and Employees

4.1 One employee received remuneration in excess of £150,000 in Transport Scotland in financial year 2014-15. Details of this payment, along with the salary and pension entitlements of Transport Scotland's Directors are published as part of the Remuneration Report in Transport Scotland's Annual Report and Accounts for the financial year ended 31 March 2015 at:

<http://www.transportscotland.gov.uk/about-us/corporate>

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 Transport has a crucial role to play in contributing to the Scottish Government's Purpose of sustainable economic growth, by supporting the targets set out in the Climate Change (Scotland) Act and the aims of the Second Report on Proposals and Policies (RPP2), published in June 2013.

5.2 Investment is set within a hierarchy which also promotes sustainable growth by seeking to maintain and safely operate the assets we already have, then to make best use of those networks, and finally to target infrastructure improvements.

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

- The £80 million investment between Cumbernauld and Glasgow marked the first phase of (Edinburgh Glasgow Improvement Programme) EGIP electrification. We remain on target to deliver the electrification of our busiest rail route between Edinburgh and Glasgow by December 2016. Once completed EGIP will deliver a 20% reduction in journey times and 30% more capacity within four years, as well as more comfortable, efficient and reliable trains.
- The £35 million electrification project at Whifflet (Rutherglen & Coatbridge) was completed in September 2014, within budget and four years ahead of the initial schedule. Delivered through the Network Rail and First ScotRail Alliance, the electrification supports more modern, faster and environmentally friendly trains.
- The Borders Railway opened on 9 September 2015. This is the longest new domestic railway to be constructed in Britain for over 100 years, and the route has 30 miles of new railway line, seven new stations and offers a fast and efficient service connecting directly with Edinburgh and the wider Scottish rail network.
- We have continued to support the development of cycling and walking infrastructure, alongside the promotion of active travel, working with partners to deliver the Cycling Action Plan for Scotland and enable progress towards its ambitious vision of 10% of everyday journeys by cycle by 2020.
- The Chargeplace Scotland (CPS) scheme network now comprises over 600 publicly accessible charge points across Scotland, the majority of which provide free Electric Vehicle (EV) charging. The aim is to provide high powered rapid charge points at 35 mile intervals on routes

connecting Scotland's towns and cities, to cater for the growth in electric vehicle ownership. Actions from the Switched On Scotland Roadmap, including replacement of fossil-fuelled vehicles and promotion of plug-in vehicles with £1million funding for the Developing Car Clubs in Scotland, continue to help to drive forward the uptake of plug-in vehicles in Scotland.

- The Forth Replacement Crossing (FRC) has now seen a total of £195 million worth of savings since construction began. The project is now over 50% complete and it employs an average of 1200 people on site, benefitting over 365 Scottish firms. In addition 565 places for vocational and professional body training and the long-term unemployed have been generated. The FRC Contact and Education Centre is a focal point for engagement and learning with communities, education and other organisations and there have been over 30,000 people through the doors since it opened.
- Three design contracts for the A9 dualling (worth approximately £40 million each) were awarded at the end of 2014 and are already supporting over 230 engineering design related jobs in Scotland, 46 of which are new.
- The Strategic Business Case for dualling the A96 and the first Environmental Assessment were published in September 2014. In October 2014 the preferred option for the 30km section of the A96 between Inverness and Nairn was announced. These are the first steps in developing a robust plan to improve connectivity between Inverness and Aberdeen.
- Construction work on the £500 million M8 M73 M74 Motorway Improvements is now well underway. It is estimated that improvements to the M8 and associated connections to the M73 and M74 will reduce journey times by up to 18 minutes at peak times for vehicles using the busiest sections of the motorway.
- We continue to support Highlands and Islands Services through sponsorship of Highland and Islands Airports Limited (HIAL), funding for the Air Discount Scheme and support for routes to Campbelltown, Barra and Tiree. We are working with the Isle of Man Government to restore a link to Glasgow and supporting Prestwick Airport to secure its future, with the goal of returning it to the private sector.
- In a world first, we procured two ferries that incorporate a low-carbon hybrid system of diesel and battery power for use on Clyde and Hebrides routes. The MV Hallaig and MV Lochinvar are the only ferries in the world that offer this low carbon system on passenger and vehicle roll-on, roll-off ships. An order was placed in October 2014 with Ferguson Marine Engineering Ltd for a third hybrid vessel for future deployment on the network.

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 In 2004, the Scottish Government began developing a programme to improve efficiency in the Public Sector. A target of increasing Efficiency Savings by 2% for each year of the 2007 Spending Review was applied to portfolios across the Scottish Government. Following on from this, the Scottish Government set targets of 3% Efficiency Savings which were to be achieved each year going forward to April 2015.

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

	2014-15 £'m	2013-14 £'m
Efficiency Savings Target	60	60
Efficiency Savings Achieved	46	77
% of Transport Scotland DEL Budget	2%	4%

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. Efficient procurement within the FRC project, coupled with robust project management therein and collaborative working between the delivery team and the Forth Crossing Bridge Consortium (FCBC) will ultimately result in £195 million of efficiencies. These are not included in the table here but will be reflected once the project completes. The following are the key efficiency savings achieved:

- Scottish Canals upskilling workforce, sharing services with Scottish National Heritage / Forestry Commission/SEPA and increased project evaluation;
- favourable negotiations in securing the extension of the former ScotRail Franchise.
- more economic pricing of road operating companies' contracts;
- improved technologies, sustainable reconstruction techniques and e-procurement for roads maintenance;
- ferry services operating efficiencies;
- optimum maintenance treatments resulting in lower whole life costs following guidance to Operating Companies; and

- the concessionary bus travel scheme reduced cost agreement with bus contractors.

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 currently shares the following services and systems of the Scottish Government: Information and Communications, Human Resources, Estates services, 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:

- It is the Agency's policy to use collaborative contracts, such as the ones awarded by Scottish Procurement, wherever practicable. Cash savings of £785,340 in 2014-15 (2013-14 £625,875) were delivered through expenditure of just over £5.7 million (2013-14: £2.7 million) on Scottish Procurement-led collaborative contracts and frameworks, thereby contributing to the Scottish Government's efficiency savings targets.
- Transport Scotland encourages sustainability in procurement, for example by using community benefit clauses in contracts such as the Forth Replacement Crossing project, to provide targeted training opportunities with a particular focus on youth employment and helping the long term unemployed
- 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. In addition, we procure our contracts in such a way that gives Scottish firms, particularly Small and Medium Enterprises (SMEs), a fair chance to compete, including the advertising of sub-contract opportunities on the Public Contracts Scotland website.



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
0141 272 7100
info@transportscotland.gsi.gov.uk

!
© Crown copyright 2015

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/> or e-mail: psi@nationalarchives.gsi.gov.uk

Further copies of this document are available, on request, in audio and large prints formats, and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transportscotland.gsi.gov.uk.

This document is also available on the Transport Scotland website: www.transportscotland.gov.uk

Published by Transport Scotland, October 2015

Follow us:

 [transcotland](https://www.facebook.com/transcotland)  [@transcotland](https://twitter.com/transcotland)

transportscotland.gov.uk

**An agency of
Buidheann Ie**



**The Scottish
Government**
Riaghaltas na h-Alba