

[REDACTED]

From: [REDACTED]
Sent: 20 July 2011 15:49
To: 'Barry Colford'
Cc: [REDACTED]
Subject: RE: FETA - Efficient Government / Efficiency Savings 2010/11

Barry,
Thanks. That's fine. We will therefore record the savings as **£720k** for FETA for 2010/11.

[REDACTED]

From: Barry Colford [mailto:Barry.Colford@forthroadbridge.org]
Sent: 20 July 2011 11:21
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: FETA - Efficient Government / Efficiency Savings 2010/11

[REDACTED],
Sorry for the delay in answering this one.

I can confirm that the £715k savings were achieved. However, the pay inflation figure was estimated at 2.5% to give a figure of £733k. In fact, the pay award figure was lower and we estimate that the final figure was £720k.

We do have any further information on further efficiency savings in 2010/11.

Regards,

Barry

From: [REDACTED]
Sent: 19 July 2011 15:37
To: Barry Colford
Cc: [REDACTED]
Subject: RE: FETA - Efficient Government / Efficiency Savings 2010/11

Barry,
Are you able to provide this data today, or early tomorrow?

Thanks,
[REDACTED]

Barry Colford
Chief Engineer & Bridgemaster



Forth Road Bridge
Administration Office
South Queensferry
West Lothian
EH30 9SF
Scotland

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From: [REDACTED]
Sent: 08 July 2011 17:57
To: Barry Colford
Cc: [REDACTED]
Subject: FETA - Efficient Government / Efficiency Savings 2010/11

Barry,

FETA - Efficient Government / Efficiency Savings 2010/11

The Scottish Government efficient government annual returns fall due shortly. I am therefore seeking confirmation of the actual level of efficiency savings achieved at the Forth Road Bridge in **2010/11**.

According to a previous response - see below - following abolition of tolls on the Forth Road Bridges and associated reductions in staff numbers, on-going savings were achieved for the period 2008-11. The anticipated figure was £715k+ pay inflation = £733k. Can you confirm that is correct? (I have also attached the full e-mail chain.)

We had previously discussed providing information about any additional efficiencies achieved in 2010/11, and while not essential, if those are now available, that would be helpful.

It would be very helpful if you could reply with the final estimates for 2010/11 by Friday 15th July

[REDACTED]



[REDACTED]
Transport Policy

[REDACTED]

Transport Scotland, Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

From: [REDACTED]
Sent: 16 June 2010 11:10
To: [REDACTED]
Subject: RE: Annual Efficient Government Returns

[REDACTED],

Thanks. Provided you are content, I shall confirm the efficiency saving as £715k plus pay inflation of 2.5% for 2009/10. I estimate this figure to be £733k. If you think the pay inflation element should be excluded, can you let me know. This will exceed the target by £530k.

More generally, you are correct we need to know about how the efficient government methodology will develop. I suspect that August will be too early for confirming the actual approach for future years, but I can certainly contact SG colleagues who lead on efficient government to ask for an update beforehand.

[REDACTED]
[REDACTED]
Strategy & Investment
[REDACTED]

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From: [REDACTED]
Sent: 15 June 2010 15:44
To: [REDACTED] Barry.Colford@forthroadbridge.org
Cc: Stewart L (Lesley); [REDACTED]
Subject: RE: Annual Efficient Government Returns

[REDACTED]

I think for now it would be appropriate for the efficiency submission for FETA to remain at £0.715m applicable to the full three-year spending review period 2008-11. This would represent the achieved reduction in cost as a result of removing tolls. The efficiencies targeted for the 3 year period 2008-11 were £122k, £203k and £284k respectfully and therefore FETA have achieved more that the £609k required.

There may be cause to review the efficiency agenda requirements for the next three-year spending review 2011-14. I would therefore request further advice/discussion on this if possible, perhaps when we meet on the 5th August?

Regards,
[REDACTED]

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