

Tuesday 1 September 2015

## SCOTTISH GOVERNMENT

### Crown Office

**Neil Findlay (Lothian) (Scottish Labour):** To ask the Scottish Government how much money the Crown Office and Procurator Fiscal Service pays in recruitment and retention allowances or other market-based pay supplements.

(S4W-27068)

**Frank Mulholland QC:** The Crown Office and Procurator Fiscal Service pays a total of £192,060 per annum in recruitment and retention or other market-based pay supplements.

**Neil Findlay (Lothian) (Scottish Labour):** To ask the Scottish Government how many posts in the Crown Office and Procurator Fiscal Service are subject to a recruitment and retention allowance or other market-based pay supplement and whether it will provide a breakdown of staff in these posts by (a) age, (b) gender and (c) geographical area.

(S4W-27069)

**Frank Mulholland QC:** In the Crown Office and Procurator Fiscal Service there are 53 posts that are subject to recruitment and retention allowance or other market-based pay supplements. This is broken down as follows:

(a) Age

Age Split	Number
<30	6
30-39	15
40-49	19
50-60+	13
Total	53

(b) Gender

Gender Split	Male	Female	Total
Number	39	14	53

(c) Geographical Area

Geographical Area	No. of Employees
East	30
West	15
North	8
Total	53

### Finance

**Neil Bibby (West Scotland) (Scottish Labour):** To ask the Scottish Government what action it is taking to ensure that agreed school or other infrastructure projects are not delayed because of an increased involvement of the private sector in their funding.

(S4W-27116)

**John Swinney:** I refer the member to the answer to question S4W-26951 on 31 July 2015. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at [www.scottish.parliament.uk/parliamentarybusiness/28877.aspx](http://www.scottish.parliament.uk/parliamentarybusiness/28877.aspx).

### Health and Social Care

**Jackson Carlaw (West Scotland) (Scottish Conservative and Unionist Party):** To ask the Scottish Government whether it has assessed the report commissioned by Public Health England, E-cigarettes: an evidence update, and, if so, what (a) its position is on the findings and (b) implications the report will have on the advice provided by NHS Scotland's smoking cessation services.

(S4W-27155)

**Maureen Watt:** The Public Health England report is a welcome addition to the evidence base around e-cigarettes as the Scottish Government continues to develop its overall policy around e-cigarettes. Current evidence suggests e-cigarettes are far less harmful than tobacco and if using them helps smokers quit entirely then that is to be welcomed. Anyone using an e-cigarette to help them quit will most likely see the best results if they do this alongside the support of their local stop smoking services. Scottish Government is working with smoking cessation services in Scotland to explore how they can best help users of e-cigarettes to quit tobacco for good. Further research on the long-term health impacts of e-cigarettes is needed, and we will continue to monitor evidence. Our Health Bill strikes a balance between regulating e-cigarettes and helping those who wish to use them to help stop smoking. By doing so we hope both to prevent smoking from appearing normal again, but also gain the public health benefits from reductions in the use of cigarettes.

**Jackson Carlaw (West Scotland) (Scottish Conservative and Unionist Party):** To ask the Scottish Government what its position is on the comment in the report, NHS Smoking Cessation Services (Scotland) that the rise in the use of electronic cigarettes is a plausible explanation for the decrease in quit attempts using NHS smoking cessation services.

**(S4W-27157)**

**Maureen Watt:** Evidence suggests that increased use of e-cigarettes has contributed to a reduction in the popularity of other methods of quitting smoking. Nevertheless, NHS stop smoking services continue to support significant numbers of smokers to give up this deadly habit. Anyone using an e-cigarette to help them quit will most likely see the best results if they do this alongside the support of their local stop smoking services. Scottish Government is working with smoking cessation services in Scotland to explore how they can best help users of e-cigarettes to quit tobacco for good.

#### **Transport Scotland**

**John Wilson (Central Scotland) (Independent):** To ask the Scottish Government when it last carried out a review of rail freight services.

**(S4W-27062)**

**Derek Mackay:** Transport Scotland is currently undertaking a widespread review as part of work to refresh the rail freight strategy and will launch a public consultation on this in the autumn. The strategy will set out our approach to supporting a sustainable rail freight industry in Scotland and will consider how best to work with industry and business to maximise opportunities to do so.

**John Wilson (Central Scotland) (Independent):** To ask the Scottish Government what work it has done to encourage the use of rail freight services.

**(S4W-27063)**

**Derek Mackay:** The Scottish Government recognises that the rail freight industry has a vital role to play in delivering economic and environmental benefits for Scotland. Through our refreshed rail freight strategy, due for public consultation in the autumn, we are working with the industry and partners to ensure it can maximise its future potential. This Government already has a strong record of investment in rail with the £3.5 billion capital investment programme 2014 to 2019, and freight services will benefit from major improvements such as the Edinburgh to Glasgow Improvement Programme and the Aberdeen to Inverness and Highland Main Line projects. In addition to the freight mode shift grant schemes which help offset any extra costs incurred through moving from road to more sustainable transport modes, there is also a dedicated £30 million Scottish Strategic Rail Freight Investment Fund which is supporting opportunity-led investment in infrastructure to encourage growth.

**David Stewart (Highlands and Islands) (Scottish Labour):** To ask the Scottish Government what action it will take to address the congestion on the A96 through Nairn.

**(S4W-27082)**

**Derek Mackay:** Since spring 2014, and further to previous works undertaken, we have implemented additional measures to help improve journey time reliability and traffic flows in Nairn. This has included reconfiguration of traffic detectors which are linked to real time alterations to the signal timings based

on traffic demand, road surfacing and relining schemes through the town and also implementation of pedestrian sensors to give more appropriate balance to pedestrian crossing times. Local councillors and community groups have acknowledged a notable improvement as a result and this is supported by the findings from our Bluetooth journey time monitors which indicate more consistent journey times. Transport Scotland is also aware of the congestion in the area as a result of works carried out by Scottish Gas Network at the start of August and the inconvenience which the travelling public experienced. Transport Scotland and its operating company, BEAR Scotland, will raise this with the contractor at a senior level. In the longer term, we are fully committed to duelling the A96. A £30 million design contract was awarded earlier this year for the 19 mile section between Inverness and Nairn, which includes a bypass at Nairn. We are now progressing our plans to publish draft road orders for the scheme in 2016, having identified a preferred option last October.

**Patricia Ferguson (Glasgow Maryhill and Springburn) (Scottish Labour):** To ask the Scottish Government whether the (a) ScotRail and (b) Network Rail franchise has a requirement stipulating that major work on the network is carried out at night

**(S4W-27089)**

**Derek Mackay:** The ScotRail franchise sets out the Scottish Government's specification for the operation of rail services rather than the delivery of rail infrastructure works. Network Rail is responsible for the operation, maintenance, renewal and enhancement of the rail infrastructure in Scotland and its activities are regulated by the independent Office of Rail and Road (ORR). The conditions upon which it must operate are set out in their network licence, a copy of which is available from the ORR website. Safety is Network Rail's top priority and a significant proportion of infrastructure works are therefore required to be carried out at night when trains are not running.

**Patricia Ferguson (Glasgow Maryhill and Springburn) (Scottish Labour):** To ask the Scottish Government what guidelines are included in the (a) ScotRail and (b) Network Rail franchise concerning night-time working close to residential areas.

**(S4W-27090)**

**Derek Mackay:** The requirements set out within the ScotRail franchise relate specifically to the operation of passenger services. Network Rail is responsible for the operation, maintenance, renewal and enhancement of the rail infrastructure in Scotland and must manage this within defined regulatory and control frameworks. Its activities are regulated by the independent Office of Rail and Road (ORR) and the conditions upon which it must operate are set out in their network licence, a copy of which is available from the ORR website. Network Rail has broader social and sustainability obligations that require employees and contractors to respect the privacy, sensitivity, and property of those who live and work near the railway when undertaking engineering works. A range of measures are deployed to minimise noise and disruption from engineering activities and local resident and stakeholder engagement is encouraged prior to the commencement of major works.

**Sarah Boyack (Lothian) (Scottish Labour):** To ask the Scottish Government, in light of the announcement by the Minister for Environment, Climate Change and Land Reform on 9 June 2015 that energy efficiency will be designated as a national infrastructure priority, what new measures it will take to deliver energy efficiency improvements in the transport sector.

**(S4W-27152)**

**Derek Mackay:** The Scottish Government are delivering a number of energy efficiency improvements across the Scottish transport sector. We are installing LED Road Lighting luminaires on the Scottish Trunk Road Network, which can achieve a 50% reduction in energy consumption, and have procured the world's two first sea going roll-on/roll-off diesel/electric hybrid ferries. Energy efficiency measures have been embedded within our public contracts. The new ScotRail franchise states that the new operator must ensure that all aspects of running the new franchise consider energy efficiency including rolling stock design, timetable preparation and stabling arrangements. There are additional targets to monitor and minimise train traction energy and invest in energy efficiency at Stations and Depots.

**John Wilson (Central Scotland) (Independent):** To ask the Scottish Government, in light of reports that the three most persistently running late train services embark from the area, what action it will take to improve the reliability of rail services in North Lanarkshire.

**(S4W-27161)**

**Derek Mackay:** Responsibility for operating train services in North Lanarkshire rests with Abellio ScotRail. Officials from Transport Scotland meet regularly with the ScotRail alliance, to ensure that the improvement in performance remains in line with the targets set in the Franchise Agreement. Over the year-to-date, some 199,000 of the 211,800 trains run in the Suburban West service group, of which North Lanarkshire is part, have arrived at their destination within five minutes of the scheduled arrival times 93.8%. The overall target of the ScotRail alliance for reliability is to achieve a public-performance-measure of 92% by 31 March 2016.

**John Wilson (Central Scotland) (Independent):** To ask the Scottish Government what its position is on the concept of public ownership of railway services in Scotland.

**(S4W-27162)**

**Derek Mackay:** It is in Scotland's interests that the Scottish Government is able to consider the full range of options for structuring our railways, within the boundaries of what is permissible under European law, including models of public ownership. However, this is not possible under the current framework for UK railways, which remains a reserved matter. As proposed by this Government, there is provision within the draft Scotland bill which will enable public sector bodies to bid for future Scottish franchises. This is a step in the right direction, but falls short of the full transfer of railway powers to the Scottish Parliament which we have requested on numerous occasions, including in our submission to the Smith Commission.