

Tuesday 17 September 2013

SCOTTISH GOVERNMENT

Enterprise and Environment

Claudia Beamish (South Scotland) (Scottish Labour): To ask the Scottish Government how often the Emissions Reduction Board met in 2013, and whether any of the meetings discussed the draft second report on proposals and policies.

(S4W-17019)

Fergus Ewing: The Emissions Reduction Programme Board met on 28 February. The re-named Climate Change Delivery Board met on 25 July and is expected to meet again in September and December 2013.

Issues discussed by the board are recorded in the notes of meetings published on the Scottish Government website.

Claudia Beamish (South Scotland) (Scottish Labour): To ask the Scottish Government how the Climate Change Delivery Board will oversee delivery of the second report on proposals and policies; how regularly it will meet, and when the recent changes to the board's structure will be updated on the Scottish Government's website.

(S4W-17020)

Fergus Ewing: A system of check point and exception reports is being developed to assist the board monitor delivery of the second report on proposals and policies.

The board meets quarterly and the board web pages are updated after each meeting.

Claudia Beamish (South Scotland) (Scottish Labour): To ask the Scottish Government what the reasons are for the increase in emissions related to consumption in the last year, as noted in the report, *Scotland's Carbon Footprint 1998–2010*.

(S4W-17033)

Paul Wheelhouse: The slight increase in emissions related to consumption in 2010 is due to the particularly cold weather and the associated increase in emissions from household heating which occurred at the beginning and end of that year, an increase in emissions associated with imports, and an increase in emissions associated with goods produced in the UK and consumed in Scotland.

Since this Government first came to office in 2007, statistics show a 19% reduction in Scotland's global carbon footprint.

Finance

John Finnie (Highlands and Islands) (Independent): To ask the Scottish Government what plans it has to review the provision of public sector contracts to faith organisations for which job applicants are required to hold specific beliefs that are determined as an occupational requirement under the Equality Act 2010.

(S4W-16778)

Nicola Sturgeon: The Scottish Government has issued guidance on the implications for public bodies on their procurement activities under the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. In addition, the Scottish Government is working with the Equality and Human Rights Commission to provide further guidance on the equality duty and public sector procurement.

Governance and Communities

Angus MacDonald (Falkirk East) (Scottish National Party): To ask the Scottish Government whether it (a) took account of advice from its Ports and Harbours Division and (b) sought independent

advice on the container market in Scotland and the need for new container capacity prior to the preparation of the National Planning Framework 2.

(S4W-16912)

Derek Mackay: The Scottish Ministers received advice from relevant officials, including Ports and Harbours officials, consulted widely and took account of all responses to the consultation on the draft National Planning Framework 2 prior to preparing the final National Planning Framework 2.

Angus MacDonald (Falkirk East) (Scottish National Party): To ask the Scottish Government whether it will publish the projections used to determine that new container capacity on the Forth was required by 2013 as a national priority.

(S4W-16913)

Derek Mackay: Identification of additional container freight capacity on the Forth as a national development in National Planning Framework 2 was not based on a determination that new capacity would be required by 2013. A range of publicly available evidence informed the preparation of National Planning Framework 2.

Angus MacDonald (Falkirk East) (Scottish National Party): To ask the Scottish Government whether it considers that new container capacity on the Forth remains a national priority in light of the findings of two recent independent studies into the Scottish container market commissioned by Scottish Enterprise and the Freight Transport Association.

(S4W-16921)

Derek Mackay: The main issues report for the third National Planning Framework proposes that additional container freight capacity on the Forth be retained as a national development. All the responses to the consultation on the main issues report are being considered, and the proposed National Planning Framework 3 will be laid before Parliament in due course.

James Kelly (Rutherglen) (Scottish Labour): To ask the Scottish Government, in light of a finding by Jones Lang laSalle that most of the housebuilders it surveyed said that they believed that independence would result in less housing development, whether the white paper on Scottish independence will consider the implications for housing.

(S4W-16999)

Margaret Burgess: There is no evidence to substantiate such claims. Independence will bring substantial economic benefits to Scotland and allow the development of tailored policies which best suit every sector of the Scottish economy, including housing.

The Scottish Government will publish its detailed white paper with positive proposals on the opportunities and gains of independence in the autumn. Material on the referendum and the Scottish Government's proposals for an independent Scotland can be found at www.scotreferendum.com, including published papers and speeches. This site will be regularly updated with additional material including the white paper in the run up to the referendum.

Claire Baker (Mid Scotland and Fife) (Scottish Labour): To ask the Scottish Government how many children in Fife have been classified as living in poverty in each year since 2007, broken down by parliamentary constituency, and how this compares with the rest of the country.

(S4W-17002)

Margaret Burgess: The national poverty figures from the households below average Income datasets cannot be broken down to local authority level in Scotland, meaning poverty figures for local authorities are not available.

Tax credit and benefit claimant data from HM Revenue and Customs can be used as proxy data for child poverty at a local authority level. This is defined as the "percentage of children in each local

authority that live in families in receipt of out of work benefits or tax credits where their reported income is less than 60% of median income".

In 2009, 19.9% of children in Fife were classified as in poverty (compared with 19.0% for Scotland). In 2010, 19.4% of children were classified as living in poverty (compared with 18.6% for Scotland). Breakdowns into parliamentary constituency are not available. Data for earlier years is not available for Scotland.

Claire Baker (Mid Scotland and Fife) (Scottish Labour): To ask the Scottish Government what the average household income has been in Fife in each year since 2007, broken down by parliamentary constituency, and how this compares with the rest of the country.

(S4W-17004)

Margaret Burgess: In 2012, the median gross weekly earnings for full time employees living in Fife was £499.30, compared with £498.30 for Scotland. Median gross weekly earnings (before deductions for Tax & National Insurance) of full-time employees on adult rates, is obtained from the Annual Survey of Hours and Earnings. This is an Office of National Statistics publication which replaces the New Earnings Survey. It includes full time employed adults from whose pay for the survey period was not affected by absence. The self-employed are excluded from this study.

Data is not available at parliamentary constituency level.

Median gross weekly earnings for full-time employees (residence based):

Local Authority	2007	2008	2009	2010	2011	2012
Fife	439.0	465.8	465.2	477.7	468.8	499.3
Scotland	440.9	462.9	471.2	486.6	487.2	498.3

Claire Baker (Mid Scotland and Fife) (Scottish Labour): To ask the Scottish Government what action it has taken in Fife to reduce child poverty since 2007.

(S4W-17005)

Margaret Burgess: The Scottish Government takes a national approach to tackling child poverty, with action at a local level being the responsibility of the local authority. We are working with local authorities, the NHS and others through the collective investment of £272 million in the Early Years Change Fund and over £125 million across government and our agencies to support young people towards and into work across Scotland.

Individual examples of nationally funded projects in Fife include the Communities and Families Fund project with the Ceres Nursery Trust, a group which delivers a nursery lunch club linking the morning and afternoon sessions; and Open Secret which provides art, play and talking therapy activities to children up to the age of eight and their families who have experienced a period of trauma including abuse. The Scottish Government continues to support the STV Appeal which has helped a number of charities throughout Scotland including specific projects in Fife such as the Save the Children Families and Schools Together initiative.

However, only with access to our own resources and the ability to join up policy across devolved and reserved areas, can we make the substantial difference we need to and tackle child poverty for good.

Claire Baker (Mid Scotland and Fife) (Scottish Labour): To ask the Scottish Government how it plans to include the need to meet air quality objectives in the Scottish Planning Policy.

(S4W-17013)

Derek Mackay: The Scottish Government works closely with local authorities, Transport Scotland, SEPA and other partners to ensure that air quality objectives are achieved. The planning system has a key role to play in this process.

The Scottish Government is currently reviewing the Local Air Quality Management system, a consultation concluded on 6 September 2013:
<http://www.scotland.gov.uk/Publications/2013/06/5955/0>.

Draft Scottish Planning Policy (SPP), which was published for consultation from 30 April to 23 July 2013, highlights the important role of the planning system in encouraging and approving development which protects and enhances natural resources including air. SPP will be finalised by June 2014.

Claire Baker (Mid Scotland and Fife) (Scottish Labour): To ask the Scottish Government how it plans to include the need to meet air quality objectives in the National Planning Framework 3.

(S4W-17014)

Derek Mackay: The Scottish Government works closely with local authorities, Transport Scotland, SEPA and other partners to ensure that the air quality objectives are achieved. The planning system has a key role to play in this process.

The third National Planning Framework Main Issues Report was published for consultation from 30 April to 23 July 2013. Its spatial strategy emphasises the importance of reducing emissions from the energy and transport sectors, and notes the continuing role of planning in providing environmental protection. NPF3 will be finalised by June 2014.

Claire Baker (Mid Scotland and Fife) (Scottish Labour): To ask the Scottish Government how the new round of single outcome agreements will ensure that central and local government work together to ensure that air quality objectives are met.

(S4W-17015)

Derek Mackay: Local authorities have statutory responsibilities for managing air quality in their areas under the Environment Act 1995 and associated regulations. These place clear expectations on local authorities to pursue air quality objectives. The Scottish Government provides practical and financial support to assist local authorities in undertaking these duties.

The Scottish Government places no separate expectation on community planning partnerships (CPPs) to reflect a local authority's air quality objectives in their single outcome agreements (SOAs). CPPs have developed their latest SOAs in accordance with guidance jointly published by the Scottish Government and COSLA in December 2012. It is for CPPs to establish the content of their SOAs, based on their understanding of local place and with partnership working at their heart. Their emphasis is towards themes on which integrated working can make a real difference to improving outcomes, preventing harm and reducing inequalities.

Health and Social Care

Rhoda Grant (Highlands and Islands) (Scottish Labour): To ask the Scottish Government, in light of research findings from the USA and Australia that vaccinating children with 7-valent pneumococcal conjugate vaccine (PCV7) reduced hospital admission rates, what research it is undertaking on the impact of introducing a pneumococcal vaccination programme.

(S4W-16861)

Michael Matheson: The pneumococcal vaccine PCV7 was introduced into the Scottish routine immunisation schedule in 2006. In 2010 the vaccine was replaced by PCV13, which contains the seven serotypes included in the PCV7 vaccine, as well as six additional serotypes which broadens the protection against pneumococcal disease.

Health Protection Scotland (HPS) has been working to evaluate the impact of the pneumococcal vaccination programme in Scotland since its introduction in 2006. This has been in collaboration with laboratory, academic and clinical partners. HPS has also contributed to wider UK evaluation, reporting to the Joint Committee on Vaccination and Immunisation. Enhanced surveillance studies have also been undertaken with ISD colleagues to examine the impact on related hospitalisations, as well as additional surveillance work with European and US counterparts.

Nanette Milne (North East Scotland) (Scottish Conservative and Unionist Party): To ask the Scottish Government, following publication of the Stroke Association report, *Feeling Overwhelmed*, what its position is on (a) the prioritisation of improved emotional and psychological support for people affected by stroke in the next Scottish Stroke Action Plan, (b) the needs of stroke survivors and their unpaid carers to be highlighted in future Scottish mental health policy and guidance, (c) improving understanding of the emotional and mental health impact of stroke among health and social care providers and how difficulties can be prevented or resolved, (d) improving information provision about emotional and mental health to people affected by stroke, including sources of local support and (e) improving community-based support for stroke survivors with emotional and mental health difficulties, through primary care, social care providers and voluntary groups.

(S4W-16998)

Michael Matheson: Our Better Heart Disease and Stroke Action Plan, backed by over £1 million in Scottish Government funding recognises that services should focus on empowering and supporting people with stroke through the process of recovery. This includes meeting emotional and psychological needs.

In August 2012, the Scottish Government published the *Mental Health Strategy (2012-15)*. It sets out a commitment to work with the Royal College of GPs and other partners to increase the number of people with long-term conditions who are also experiencing depression and anxiety who are receiving appropriate care and treatment for their mental illness.

NHS Education for Scotland are supporting work to provide learning resources for staff working with patients with physical health problems, particularly long term conditions, which will help them understand the link between physical and emotional issues and deliver more holistic and effective care.

For all people with mental health problems, including those with stroke, we are committed to delivering faster access to psychological therapies. This is underpinned by the HEAT target which will ensure access to such therapies within 18 weeks by December 2014.

We have supported the development of an online educational tool "Stroke Training and Awareness Resources". This includes a specific module which aims to provide health and social care staff with the skills and knowledge to meet the basic emotional needs of individuals following stroke. This includes:

Explaining the reasons why an individual may be emotionally distressed following a stroke;

Describing the effects of being emotionally distressed following stroke;

Identifying strategies which may be used to assist an individual experiencing emotional problems following stroke.

Transport Scotland

Jamie McGrigor (Highlands and Islands) (Scottish Conservative and Unionist Party): To ask the Scottish Government, further to the answer to question S4W-16515 by Keith Brown on 21 August 2013, how many cancellations there were during the period due to (a) weather disruption and (b) technical breakdown as this information is not available on the website links provided.

(S4W-16866)

Keith Brown: The detailed information requested has been collated and a copy has been placed in the Scottish Parliament Information Centre (Bib. number 55207).

Rob Gibson (Caithness, Sutherland and Ross) (Scottish National Party): To ask the Scottish Government what estimate it has made of the journey time between Inverness and Perth at an average speed of (a) 45mph, (b) 50mph and (c) 60mph.

(S4W-16878)

Keith Brown: The A9 between Perth (Inveralmond roundabout) and Inverness (Raigmore roundabout) is approximately 108 miles long. To drive between these points would take approximately 2 hours and 25 minutes at an average speed of 45mph, 2 hours 10 minutes at an average speed of 50mph and 1 hour 50 minutes at an average speed of 60 mph.

Rob Gibson (Caithness, Sutherland and Ross) (Scottish National Party): To ask the Scottish Government which supermarket chains have made use of rail freight grants on the Highland mainline.

(S4W-16880)

Keith Brown: Awards of rail freight grants have been made to John G Russell (Transport) Limited, Safeway Stores PLC and Eddie Stobart Limited which have enabled Morrisons, Safeway and Tesco to transport freight on the Highland mainline.

Rob Gibson (Caithness, Sutherland and Ross) (Scottish National Party): To ask the Scottish Government what marketing exercises Transport Scotland has undertaken to encourage regular heavy goods vehicle (HGV) users of the A9 between (a) Inverness and Perth and (b) Inverness and Dunblane to use rail freight.

(S4W-16881)

Keith Brown: We encourage modal shift of freight from road to rail and water across Scotland through our freight grant schemes, making improvements to the rail network and through the promotion of industry best practice. Awards of freight facilities grant totalling £4.6 million for the development of the Needlefield inter-modal rail freight facility in Inverness and the expansion of Inverness Harbour have both contributed to the removal of HGV journeys from the A9 between Inverness, Perth and Dunblane. The availability of freight grant support from Transport Scotland is regularly brought to the attention of the rail freight industry who market their services to the wider business community, most recently on 2 August 2013.

Our 2012 High Level Output Specification (HLOS), which includes a £30 million Scottish Strategic Rail Freight Investment Fund for Control Period 5 (2014-2019), makes clear the important contribution rail freight makes to economic growth in Scotland. The HLOS also specified that the Highland Main Line Improvements Project is to deliver more efficient operations for freight. Network Rail is currently developing a freight strategy to deliver Scottish Ministers' requirements for the project. In addition Transport Scotland facilitated a road to rail seminar in 2012 which brought together road freight hauliers with rail operators, with the aim of identifying potential opportunities for moving more freight by rail. A report of the event is available at:

[http://www.transportscotland.gov.uk/files/documents/roads/freight/Road to Rail Seminar - Report - 24 May 2012.pdf](http://www.transportscotland.gov.uk/files/documents/roads/freight/Road%20to%20Rail%20Seminar%20-%2024%20May%202012.pdf).

Ultimately, however the choice of transport mode is a commercial and practical matter for individual businesses.

Elaine Murray (Dumfriesshire) (Scottish Labour): To ask the Scottish Government how many (a) fatal, (b) serious and (c) other accidents were recorded on trunk roads and motorways in the Dumfriesshire constituency in (i) 2009, (ii) 2010, (iii) 2011 and (iv) 2012, broken down by road.

(S4W-16899)

Keith Brown: The following table provides the statistics requested.

		Fatal	Serious	Slight
A701	2009	0	2	6
	2010	0	1	11
	2011	2	4	7
	2012	0	0	6
A75	2009	2	2	18
	2010	1	5	13
	2011	0	1	12
	2012	1	1	10
A76	2009	1	5	8
	2010	0	4	13

		Fatal	Serious	Slight
	2011	0	2	14
	2012	0	4	8
A7	2009	0	1	7
	2010	0	2	0
	2011	1	1	3
	2012	0	0	4
M74	2009	1	12	20
	2010	1	2	15
	2011	1	6	17
	2012	0	6	17

Elaine Murray (Dumfriesshire) (Scottish Labour): To ask the Scottish Government what improvement schemes are proposed for the A76 between Dumfries and New Cumnock and when these will be implemented.

(S4W-16901)

Keith Brown: There are three roads structural maintenance schemes planned for the A76 between Dumfries and New Cumnock, as follows:

Route	Scheme Name	Implementation Date
A76	Newbridge Farm to Cluden Water Bridge	7-10-2013
A76	Trigony to Thornhill South Gateway	14-10-2013
A76	Thornhill North Gateway	20-11-2013

Please note that the implementation dates are dependent on weather conditions.

Elaine Murray (Dumfriesshire) (Scottish Labour): To ask the Scottish Government, further to the answer to question S4W-03867 by Keith Brown on 15 November 2011, what measures (a) have been taken and (b) are planned to improve road safety on the A76 at Ellisland Farm.

(S4W-16902)

Keith Brown: There are no safety measures specific to Ellisland Farm, however Transport Scotland has carried out a route accident reduction plan study along the entire length of the A76 trunk road from Kilmarnock to Dumfries and a range of road safety measures were recommended.

The recommended measures from the report were completed in March 2013 and included surfacing, high friction surfacing, signing, lining and bend assessment works to provide drivers with a consistent message when approaching challenging bends along the route. These types of measures have proven to be successful in reducing casualties when implemented on other trunk roads in Scotland.

Jamie McGrigor (Highlands and Islands) (Scottish Conservative and Unionist Party): To ask the Scottish Government, further to the answer to question S4W-16819 by Keith Brown on 9 September 2013, whether it will involve local ferry action groups in the tendering process for the Clyde and Hebrides ferry services contract for 2013-16.

(S4W-17078)

Keith Brown: No tender process has occurred for the Clyde and Hebrides ferry service for 2013-2016 as a contract extension for this period has been directly awarded.

The tender for the next Clyde and Hebrides Ferry Services contract, post 2016, is set to commence in Autumn 2014. As stated in answer to S4W-16819, we will involve action groups regarding other ferry services as and when appropriate. The level and type of involvement for such groups can be considered by ministers on a case by case basis.

The following questions received holding answers:

S4W-16776
S4W-16922
S4W-16923
S4W-16940
S4W-16951
S4W-16954
S4W-16955
S4W-16956
S4W-16957
S4W-16958
S4W-16959
S4W-16960
S4W-16961
S4W-16962
S4W-16963
S4W-16964
S4W-16965