

Monday 30 September 2013

## SCOTTISH GOVERNMENT

### Enterprise and Environment

**Jamie McGrigor (Highlands and Islands) (Scottish Conservative and Unionist Party):** To ask the Scottish Government what action it will take between now and 2020 to reduce greenhouse gas emissions by the reported 16.3% necessary to meet the interim target of 42% by 2020 compared with the 1990 base year.

(S4W-17270)

**Paul Wheelhouse:** *Low Carbon Scotland: Meeting the Emissions Reduction Targets 2013-2027*, published on 27 June 2013, sets out the policies and proposals that can deliver a 42% reduction in emissions by 2020. The Scottish Government will be implementing and developing these policies and proposals between now and 2020, and the draft budget 2014-15 outlines plans to boost investment in meeting our world-leading climate change targets.

**Jamie McGrigor (Highlands and Islands) (Scottish Conservative and Unionist Party):** To ask the Scottish Government what action it is taking to improve (a) radio and (b) mobile phone reception on the A82.

(S4W-17396)

**Nicola Sturgeon:** Radio reception falls under the reserved policy area of broadcasting, which is regulated by Ofcom. Improving radio reception would rest with the UK Government in discussion with the BBC and the commercial radio sector.

Last year, the UK Government announced that the A82 will benefit from its £150 million Mobile Infrastructure Project, which will improve mobile phone coverage in so-called "Not Spots". The project is now underway.

### Learning and Justice

**Siobhan McMahon (Central Scotland) (Scottish Labour):** To ask the Scottish Government what information it has on how many people participating in the modern apprenticeship programme identify as lesbian, gay, bisexual or transgender and what percentage this represents of the total number of apprentices taking part in the programme.

(S4W-17204)

**Angela Constance:** This information is not held centrally. I will ask the Chief Executive of Skills Development Scotland to write to you on this matter.

**Richard Baker (North East Scotland) (Scottish Labour):** To ask the Scottish Government what arrangements Police Scotland is putting in place to ensure effective policing cover on bank holidays in the former Grampian Police region.

(S4W-17237)

**Kenny MacAskill:** The deployment of police officers throughout Scotland is an operational matter for the Chief Constable. Redeploying police officers according to operational need is not new. Within the former Strathclyde police force, for example, officers were redeployed between urban, rural and island areas, when the operational need arose.

**Richard Baker (North East Scotland) (Scottish Labour):** To ask the Scottish Government what its position is on the provision of community policing by officers with limited local knowledge.

(S4W-17238)

**Kenny MacAskill:** The training and deployment of police officers is an operational matter for the Chief Constable. Redeploying police officers according to operational need is not new. Within the

former Strathclyde police force, for example, officers were redeployed between urban, rural and island areas, when the operational need arose.

**Graeme Pearson (South Scotland) (Scottish Labour):** To ask the Scottish Government what its position is on (a) the relationship between Police Scotland and external media organisations, (b) Police Scotland's openness regarding the release of details of crimes and other incidents to the media and (c) the availability to the public of up-to-date information on crime.

**(S4W-17249)**

**Kenny MacAskill:** Police Scotland recognises external media organisations are one of the main ways the public receive information on policing and other issues.

Police Scotland adheres to guidelines agreed with the Crown Office which clearly set out what information it is appropriate to provide to the media. There has been no change to this since the establishment of Police Scotland.

Information is issued proactively to external media organisations on many issues, from crime which has taken place to forthcoming initiatives. However, operational considerations are also taken into account, it is not always appropriate to give information to the media about incidents while they are ongoing. Information on crime is regularly published.

### **Transport Scotland**

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government whether ministers were informed that the original owner of the land at 57 Clark Street in Paisley had bought back the land.

**(S4W-17209)**

**Keith Brown:** The land at 57 Clark Street in Paisley was not bought back by the original owner, Airlink Security Parking Ltd, as they had ceased to exist.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government who (a) approved and (b) was informed of the offer to buy the land at 57 Clark Street in Paisley after the public auction.

**(S4W-17210)**

**Keith Brown:** The disposal of 57 Clark Street was undertaken by the relevant officials in compliance with the requirements of the *Scottish Public Finance Manual*.

I refer the member to the answers to the following parliamentary questions, which notified the Scottish Parliament of the intention to dispose of surplus land and the processes which would guide the disposal: S3W-31078, answered on 4 February 2010; S3W-32289, answered on 19 March 2010; S3W-32290, answered on 19 March 2010; S3W-33248, answered on 23 April 2010; and S3W-36879, answered on 9 November 2010.

All answers to parliamentary questions are available on the Parliament's website. The search facility for written questions can be found at:

<http://www.scottish.parliament.uk/parliamentarybusiness/28877.aspx>.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government whether ministers were informed of how much land originally bought for the Glasgow Airport Rail Link project was sold for.

**(S4W-17211)**

**Keith Brown:** I refer the member to the answer to question S4W-17209 on 30 September 2013. All answers to parliamentary questions are available on the Parliament's website. The search facility for written questions can be found at:

<http://www.scottish.parliament.uk/parliamentarybusiness/28877.aspx>.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government what land it holds that was bought under compulsory purchase order or the threat of compulsion that is no longer required for the purpose for which it was bought.

**(S4W-17212)**

**Keith Brown:** None, all of the land previously bought for the Glasgow Airport Rail Link has been sold off.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government from what companies land was acquired for the Glasgow Airport Rail Link project and how much each land purchase cost.

**(S4W-17213)**

**Keith Brown:** The cost of the land and property acquired by Strathclyde Partnership for Transport (SPT) for the Glasgow Airport Rail Link and subsequently transferred to the Scottish Government in May 2008 was as follows:

Plot Nos	Original Owner	Purchase Date	Land Purchase Price (excl VAT)
93	Rentokil Ailsa	19 March 2008	£880,000.00
94, 96, 96a	Kenyart Ltd	19 March 2008	£115,000.00
97	J&M Taylor (Holdings) Ltd	19 March 2008	£240,000.00
101, 102, 103, 107a, 108	Airlink Security Parking	27 February 2008	£715,000.00
114, 117, 119a, 119c	BRB (Residuary) Limited	19 March 2008	£5,340.00
Total			£1,955,340.00

With the exception of Plot 97 above, all of the costs reflect the full and final settlement, agreed with the original owners, with respect to the acquisition of the land owners interest in the land and property.

Plot 93 included 3 buildings: a vehicle maintenance building (9,032 ft<sup>2</sup>); main office building (9,881 ft<sup>2</sup>) and a storage building (1,917 ft<sup>2</sup>). These buildings were included in the overall cost of £880,000.

Plot 101, 102, 103, 107a (part of) and 108: the valuation was based upon the plots having rights of access from the main road. SPT secured access rights but these were temporary and only for Glasgow Airport Rail Link .

The purchase prices were based upon a professional valuation of the plots by Strathclyde Partnership for Transport's property services consultants.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government which of the original owners bought back the land that it had acquired for the Glasgow Airport Rail Link project under compulsory purchase order or the threat of compulsion.

**(S4W-17214)**

**Keith Brown:** The following original owners bought back land which had been acquired through compulsory purchase: Kenyart Limited and J & M Taylor Holdings Limited

It should be noted that the original owner of the land at 57 Clark Street Paisley was Airlink Security Parking Limited, a company purchased by Strathclyde Partnership for Transport in February 2008 and which has since ceased to exist.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government how much it received for each sale of land acquired for the Glasgow Airport Rail Link project that it disposed of.

**(S4W-17215)**

**Keith Brown:** The sale prices were as follows:

Plot Nos	Purchaser	Sale Date	Selling Price
93	AKV Vehicle Rentals	6 July 2012	£80,000.00
94, 96, 96a	Kenyart Ltd	24 August 2011	£99,600.00
97	J&M Taylor (Holdings) Ltd	16 April 2012	£124,500.00
101, 102, 103, 107a, 108	SPG Properties Limited	26 June 2013	£50,000.00
114, 117, 119a, 119c	MTS Properties	August 2011	£5,400.00
Total			£359,500.00

Plot 93, when purchased by Strathclyde Partnership for Transport (SPT), included three buildings: a vehicle maintenance building (9,032 ft<sup>2</sup>); main office building (9,881 ft<sup>2</sup>) and a storage building (1,917 ft<sup>2</sup>). These buildings were subsequently demolished in preparation for the Glasgow Airport Rail Link branch line works and therefore it was only the land which was available for resale.

Plot 101, 102, 103, 107a (part of) and 108 valuation of sale price was on the basis of the plots having no access from the main road.

The sale prices were based upon a professional assessment by Transport Scotland's property services consultants of the current market value of each plot.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government how much it spent on the Glasgow Airport Rail Link project.

**(S4W-17216)**

**Keith Brown:** In response to question S3W-33877, answered on 3 June 2010, it was stated that the forecast spend for the cancelled branch line element of the Glasgow Airport Rail Link project would be £33.13 million. As of 19 September 2013, £29.91 million has been expended, with an estimated £0.12 million of close out final costs, giving a cost of £3 million less than previously forecast.

All answers to parliamentary questions are available on the Parliament's website. The search facility for written questions can be found at:

<http://www.scottish.parliament.uk/parliamentarybusiness/28877.aspx>.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government for how much the land at 57 Clark Street in Paisley was sold.

**(S4W-17217)**

**Keith Brown:** I refer the member to the answer to question S4W-17215 on 30 September 2013. All answers to parliamentary questions are available on the Parliament's website. The search facility for written questions can be found at:

<http://www.scottish.parliament.uk/parliamentarybusiness/28877.aspx>.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government for what reason it decided to sell the land at 57 Clark Street in Paisley at auction.

**(S4W-17218)**

**Keith Brown:** Disposal by public auction offered the most effective means of achieving full market value for the site.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government whether the land at 57 Clark Street in Paisley was offered back to its original owner and, if so, at what price.

**(S4W-17219)**

**Keith Brown:** The land at 57 Clark Street in Paisley was not offered back to the original owner, Airlink Security Parking Ltd, as the company had ceased to exist.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government whether ministers confirmed any of the land acquisitions for the Glasgow Airport Rail Link project under compulsory purchase order or threat of compulsion.

**(S4W-17220)**

**Keith Brown:** The acquisition of land for the Glasgow Airport Rail Link project, under compulsory powers, was undertaken solely by Strathclyde Partnership for Transport.

**James Kelly (Rutherglen) (Scottish Labour):** To ask the Scottish Government how much compensation it paid to companies that sold it land for the Glasgow Airport Rail Link project.

**(S4W-17221)**

**Keith Brown:** As at 23 September 2013 a total of £8.532 million has been paid out of the public purse to settle all claims for land compensation related to the Glasgow Airport Rail Link project. This includes payments with respect to: acquisition of land owners interest in land and property; disturbance; fees; injurious affection; and severance.

*The following questions received holding answers:*

S4W-17172

S4W-17198