

News story: The Chancellor for the Duchy of Lancaster to visit China in a 'Golden Era' for the two countries

David Lidington, the Chancellor for the Duchy of Lancaster and Minister for the Cabinet Office, will make a three-day visit to China this week, building on the announcement of a new chapter in the 'Golden Era' between the UK and China during the Prime Minister's visit earlier this year.

Mr Lidington will lead the UK's 10th UK-China Senior Leadership Forum to the country. The Leadership Forum is a unique partnership that brings together British Parliamentarians and senior members of the Communist Party of China for frank discussions, debates and collaboration.

The theme of the 10th Leadership Forum this year is 'Partners for Progress: Strengthening the UK-China relationship in the Golden Era' and will focus on practical cooperation between the UK and China in light of Brexit. Other prominent figures who are members of the Forum are former Cabinet Office Minister Oliver Letwin, Lord Mandelson and Lord Sassoon.

The Chancellor for the Duchy of Lancaster will give the keynote speech at the Forum's meeting in the International Department of the Communist Party of China. He is expected to discuss the importance of the relationship between Britain and China and opportunities for further cooperation on trade and other issues that will arise following Brexit. He will also give a speech about Brexit to Chevening alumni which will include members of the Chinese Government.

This will be the first Ministerial visit since the PM visited in January and comes at an important juncture in Chinese politics – straight after the National People's Congress and at the start of Xi Jinping's second Presidential term.

Mr Lidington will be meeting a number of officials from the Chinese Government, including the newly appointed Vice President, Wang Qishan. He will be the first British politician to meet Vice President Wang, who previously served as President Xi's anti-corruption tsar.

Speaking ahead of the visit, David Lidington, the Chancellor for the Duchy of Lancaster and Minister for the Cabinet Office, said,

I am delighted to be returning to China at a moment of renewed strength between our two countries. Our relationship with China is, and will remain, a clear priority for the UK Government.

As the UK prepares to leave the European Union, I am confident that we can deliver on our bold vision for a Britain outside the EU that remains open for business and is the same outward-looking, globally

minded country that we always have been.

That is why I believe we are now entering a new chapter in the 'Golden Era' of UK-China relations, in which co-operation between us is stronger than ever before, and in which we can tackle mutual threats together, and take advantage of the exciting new opportunities that await us both.

Green Party: Ineos health campaign blatant attempt to detoxify image



9 April 2018

The Green Party has accused fossil fuel company Ineos of make a "blatant attempt to detoxify their image" after it launched a healthy living campaign [1].

Jonathan Bartley, co-leader of the Green Party, has called on Ineos to prove it really cares about children's health by investing in renewable energy instead of fracking.

Bartley said:

"Even Ineos cannot fail to see the obvious irony of a healthy living campaign run by a fossil fuel company. Fracking is dirty and dangerous – any drilling for gas will put our climate targets out of reach and risks contaminating local air, water and soil. If Ineos really cared about our children's health and futures they would stop fracking and invest in clean, renewable energy. As it stands this blatant attempt to detoxify their image is fooling no one."

ENDS.

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Recording of the week: Steve Reich at the ICA

This week's selection comes from Stephen Cleary, Lead Curator of Literary & Creative Recordings. Anyone who enjoyed BBC Four's recent two-part documentary on American minimalism Tones, Drones and Arpeggios: The Magic of Minimalism might also like this recording of composer Steve Reich discussing his life and work. Reich was joined...

Weekly Road Report – West End Ward #dundeewestend



DUNDEE CITY COUNCIL – WEEKLY ROAD REPORT

REPORT FOR WEST END WARD – WEEK COMMENCING MONDAY 9 APRIL 2018

South Union Street/South Marketgait at Dundee Railway Station – northbound nearside lane closure from 9.30am for 5 weeks for footway works.

Glamis Road (Blackness Road to Perth Road) – off-peak (9.30am – 3.30pm) stop/go traffic control from Tuesday 10 April for 2 days for crane lifting works.

How green is bus travel?

The average bus in 2016/17 carried just 11.9 passengers. If you excluded the very crowded peak time service busies in our major towns and cities, the average figure for bus use would be considerably lower. It makes many bus services an expensive way of carrying a few people, and means there is a substantial output of exhaust gases, particulates and CO₂ for the typical bus passenger. The argument for large buses is a better ratio of passengers to

the cost of the driver and vehicle, but where in many cases there are insufficient passengers wanting that route at that time it obviously dearer and less environmentally friendly than a mini bus or taxi sized vehicle.

This is compounded by the fact that the average bus is 7.6 years old. That means there are still many diesel buses running on UK roads that do not meet modern standards of exhaust emission control. We see these buses discharging smoke and particulate matter as they stand at bus stops or in bus stations with engines running, or as they accelerate away from traffic lights or congestion points.

In 2016 29 cyclists and pedestrians died from accidents involving buses, and 232 people sustained serious injuries from crashes involving buses. Bus drivers usually drive safely and carefully. Many of the crashes were probably not the fault of the bus, but the bus is a large vehicle to deploy on many of our narrow and crowded streets leading to conflicts with other road users. Buses can add to congestion by their need to stop on the carriageway to drop off and pick up, and some bus lanes are designed in ways which greatly reduce the total capacity of the road which they are part of. A road of variable width can offer more traffic conflict by directing buses onto a bus lane for a short distance then back onto the narrow road, then back into the bus lane in ways which slow traffic and may cause misunderstandings and collisions.

Buses are good ways of moving lots of people in very busy urban areas at peak times, and quite good ways of moving people throughout the day in places where enough people want to use these services so they can be frequent. Outside busy places and periods it is not possible to offer a frequent bus service, given the costs of running a large bus. The lack of frequent services then reduces the numbers of people who find it potentially useful. Many people want more flexible public transport like dial a ride services executed by mini buses. Many would prefer a car based service, if it could be made affordable. These different options would also reduce the number of very large vehicles on small roads.