

Press release: Innovate UK welcome appointment of UKRI Chief Executive designate

The Minister for Universities, Science, Research and Innovation, Jo Johnson has confirmed Sir Mark's appointment as Chief Executive designate of UK Research and Innovation.

UKRI will, subject to legislation currently in Parliament, incorporate the seven Research Councils, Innovate UK and the research funding and knowledge exchange parts of HEFCE. It is anticipated that UKRI will be formed in April 2018.

Dr Ruth McKernan, Chief Executive of Innovate UK said:

The creation of UK Research and Innovation is an unprecedented opportunity to fuse together world leading UK science with cutting edge innovation from British businesses. To make sure the new organisation delivers on that opportunity it will require the sort of strong leadership and expert knowledge that Sir Mark will bring to the role.

His substantial experience will set UKRI up for success and the whole team at Innovate UK look forward to continuing to work closely with him to make sure that UKRI is fully prepared to address the scientific, economic and social challenges of the future.

The appointment has also been welcomed by the other organisations that will eventually form part of UK Research and Innovation.

Professor Philip Nelson, Chair of Research Councils UK, said:

Mark is a fantastic choice as the first Chief Executive of UKRI. His career has taken him through active research, leadership of high profile organisations and into government. This experience and his knowledge of how the research and innovation base and policy making works is unrivalled. I am confident Mark will ensure UKRI delivers on the potential of a more coordinated and strategic research and innovation system, with a stronger and clearer voice. Together with my colleagues across the Research Councils I look forward to working with him over the next year to establish UKRI and set it on a successful course.

Professor Madeleine Atkins, HEFCE Chief Executive, said:

We look forward to working with Sir Mark over the coming months in the period of transition to the creation of UK Research and Innovation. The HEFCE Chief Executive, Directors and staff will work with the new Chief Executive to ensure a smooth and efficient process in developing the UKRI and for transferring the relevant staff from HEFCE.

Sir Mark has tremendous experience of research in the public, charity and university sectors. He will bring this to bear on the creation and operation of this very important new public body which will deliver Government policy for science and innovation in the future.

Go to [the announcement by Jo Johnson](#) to find out more information about the role of UK Research and Innovation, and to see the announcement of £15 million of funding through Innovate UK's latest Open competition.

[Green Party slams decision to forge ahead with Heathrow expansion](#)



2 February 2017

The Green Party has called the decision to push ahead with a third runway at Heathrow airport 'entirely misguided and unfair', as the Government publishes plans for the expansion and starts a four month public consultation. [1]

Jonathan Bartley, Green Party co-leader, said:

"The decision to expand Heathrow airport is entirely misguided and unfair. It is clear the Government is prioritising the whims of the super rich instead of taking seriously the need to protect us all against the threat of climate change.

"It is still unclear how the Government can possibly meet the commitments it made in the Paris agreement while forging ahead with its expansion plan. Not only will this turn the lives of local people upside down, but it means the rest of the country will have to do more than they already are, in order to reduce carbon emissions.

“The Government should introduce a frequent flyer levy where those who fly the most pay the most. This would tackle both the demand and growing travel inequality, while providing much needed investment to improve our existing transport infrastructure.”

Notes:

1. <https://www.theguardian.com/uk-news/2017/feb/02/heathrow-third-runway-plans-published-for-public-consultation>

[Tweet](#)

[Back to main news page](#)

[Let's block ads! \(Why?\)](#)

[Press release: Time to Talk Day 2017: Prime Minister's message](#)

From:

First published:

2 February 2017

Part of:

Prime Minister Theresa May spoke about Time to Talk Day and how conversations can improve people's mental health and help to change lives.

[Prime Minister's Time to Talk message](#)

Prime Minister Theresa May said:

[Time to Talk](#) is an important day in our national calendar – a day when we put the issue of mental health at the forefront of our minds.

These problems affect millions of people – an estimated 1 in 4 of us has a common mental disorder at any one time.

Last month [I set out the first steps](#) in our plan to transform the way we deal with mental health problems at every stage of a person's life.

I said that the inadequate treatment of these problems was a

burning injustice – and that we needed to deal with them not just in our hospitals, but in our classrooms, at work and in our communities.

From crisis cafés to online therapy, there is much we can do to remove the stigma that stops so many people seeking help.

Getting people talking to one another is central to that. Because, as the theme of this year's Time to Talk Day puts it, 'conversations change lives'.

It is this personal contact – a chat over a cup of tea; a heart-to-heart over the phone; a text message to check someone's OK – that can help free people from the prison of their own thoughts and help them to see a brighter future.

So many people – especially charities and campaigns, like [Time to Change](#) and [Heads Together](#) – are helping to get people talking and get these issues out in the open. But we can all do more.

Together, by giving our time and reaching out, we can end the suffering that blights so many lives.

Statement to Parliament: Airport capacity and airspace policy

Consultation on the draft Airports National Policy Statement

Today I will be laying before Parliament a draft Airports National Policy Statement and beginning a period of extensive public consultation on the policy proposals it contains. National policy statements were introduced under the Planning Act 2008 and are used to set out government policy on nationally significant infrastructure projects. This draft Airports National Policy Statement sets out the need for additional airport capacity, as well as the reasons why the government believes that need is best met by a north-west runway at Heathrow.

The:

- draft Airports National Policy Statement
- Appraisal of sustainability of the draft Airports National Policy Statement, incorporating a strategic environmental assessment
- Assessment of the policy under the Habitats and Wild Birds Directive

- Health impact analysis
- Equality impact assessment

will be made available online.

The Airports National Policy Statement, if designated, will provide the primary basis for making decisions on any development consent application for a new north-west runway at Heathrow Airport.

For a scheme to be compliant with the Airports National Policy Statement, the Secretary of State would expect Heathrow Airport Ltd to:

- demonstrate it has worked constructively with airlines on domestic connectivity – the government expects Heathrow to add 6 more domestic routes across the UK by 2030, bringing the total to 14, strengthening existing links to nations and regions, and also developing new connections
- provide compensation to communities who are affected by the expansion including noise insulation for homes and schools, improvements to public facilities and other measures – this includes establishing a community compensation fund and a community engagement board
- honour its commitment of payments for those people whose homes need to be compulsorily purchased to make way for the new runway or for those who take up the voluntary scheme of 25% above the full market value of their home and cover all costs including stamp duty, reasonable moving costs and legal fees
- put in place a number of measures to mitigate the impacts of noise, including legally binding noise targets and periods of predictable respite – the government also expects a ban of 6 and a half hours on scheduled night flights
- set specific mode share targets to get more than half of airport users onto public transport, aimed at meeting its pledge of no more airport-related road traffic with expansion compared to today
- implement a package of industry-leading measures to limit carbon and air quality impacts both during construction and operation
- demonstrate that the scheme can be delivered in compliance with legal requirements on air quality

I have appointed Sir Jeremy Sullivan, the former Senior President of Tribunals, to provide independent oversight of the draft Airports National Policy Statement consultation process and ensure best practice is upheld.

Consultation on airspace policy

We need to think about how we manage the rising number of aircraft in an efficient and effective manner. By taking steps now to future-proof this vital infrastructure, we can harness the latest technology to make airspace more efficient as well as making journeys faster and more environmentally friendly.

I am therefore also publishing proposals to modernise the way UK airspace is managed, which will be consulted on in parallel. The policy principles set

out in this airspace consultation influence decisions taken later in the planning process for a north-west runway at Heathrow, if the Airports National Policy Statement were to be designated, including how local communities can have their say on airspace matters and how impacts on them are taken into account.

It is an important issue and one that will define the principles for shaping our airspace for years to come. It is therefore sensible to allow members of the public to consider both matters at the same time.

The proposals being published for consultation today include the functions, structure and governance of an Independent Commission on Civil Aviation Noise, which we will establish. The commission would build relationships between industry and communities, embed a culture of best practice, and ensure an even fairer process for making changes to airspace.

The proposed new call-in function for a Secretary of State on airspace changes, similar to that used by the Secretary of State at the Department for Communities and Local Government for planning applications, create a democratic back-stop in the most significant decisions, much called for by communities.

The consultation on airspace policy, new Air navigation guidance and the Strategic rationale for upgrading the UK's airspace will be made available online.

Aviation strategy

The aviation sector is a great British success story, contributing around £20 billion per year and directly supporting approximately 230,000 jobs across the United Kingdom. It also supports an estimated 260,000 jobs across the wider economy.

I want to build on this success. My department is currently progressing work to develop a new strategy for UK aviation.

This strategy will champion the success story of the UK's aviation sector. It will put the consumer back at the heart of our thinking. The strategy will also explore how we can maximise the positive role that our world class aviation sector plays in developing global trade links, providing vital connections to both the world's growing economies and more established trading partners. Connections that will only grow in importance as our trading network expands.

I will come back to the House to update you on our plans for the strategy as they develop over the coming weeks.

Consultation and Parliamentary scrutiny

These 2 consultations will last for 16 weeks and close on 25 May 2017. At the same time, and as required by the Planning Act 2008, a period of Parliamentary scrutiny (the 'relevant period') now begins for the Airports

National Policy Statement, ending by summer recess 2017.

I will be placing copies of all relevant documents in the Libraries of both Houses. Following consultation and Parliamentary scrutiny, and assuming that in the light of these processes the decision is made to proceed, we expect to lay a final Airports National Policy Statement before Parliament for debate and an expected vote in the House of Commons by winter 2017-18.

Government response: New child car seat rules: no change for existing booster seats

From:

First published:

2 February 2017

Part of:

Existing booster seats and cushions are not affected by new rules coming into force by March 2017.

By 1 March 2017 new rules are being introduced across Europe that will change how backless booster seats (booster cushions) are made.

The new rules mean that manufacturers aren't allowed to introduce new models of backless booster seats for children shorter than 125cm or weighing less than 22kg.

Existing seats not affected by new rules

The change doesn't affect existing models of seats or cushions and doesn't mean that they are unsafe or illegal – though parents are still being encouraged to make sure they know the [rules for using child car seats](#).

The change to the technical standards means that the range of products available on the market are better suited for younger children.