

[News story: UK-Canada collaborations to boost productivity: apply for funding](#)

The UK and Canada are committed to working together to advance science, engineering, research and innovation and strengthen industry, to the benefit of both countries.

Innovate UK has up to £5 million for UK businesses to partner with Canadian organisations to develop innovative products, processes or services for overseas markets.

The competition will fund developments that either advance enabling technologies or enhance industrial productivity.

Projects that could attract funding include those in the fields of automation and artificial intelligence, advanced manufacturing and food and drink processing.

Joint working agreement

This is the latest phase of a [joint working agreement](#) between the [National Research Council of Canada](#) and [UK Research and Innovation](#).

Funding on the Canadian side will be provided through the National Research Council of Canada's [Industrial Research Assistance Program](#).

It is part of the [EUREKA network](#), which promotes co-operation by member countries for market-focused research and development.

Enabling technologies

Under the theme of enabling technologies, projects can look at applying artificial intelligence to accelerate the design of materials, devices or processes in advanced manufacturing or food production.

Projects within this theme can be led by a UK-based [small to medium-sized enterprise](#) (SME) or a research and technology organisation, working with at least one Canadian business and one Canadian research organisation.

Enhanced productivity

The theme of enhanced productivity includes improving existing products or processes through technologies such as the Internet of Things, blockchain and cybersecurity.

A UK SME needs to be the lead for projects under this theme, collaborating with a Canadian business with fewer than 500 employees.

Competition information

- the competition opens on 11 February 2019, and the deadline for registration is at midday on 2 May 2019
 - we expect total projects costs to be up to £1 million. For UK applicants the maximum grant they can get is £200,000, with up to \$300,000 CAD for Canadian applicants
 - projects must start by 1 October 2019 and can last up to 2 years
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[News story: Tony Juniper announced as preferred Natural England Chair candidate](#)

The Secretary of State for Environment, Food and Rural Affairs, Michael Gove, is pleased to announce that Tony Juniper has been selected as the Government's preferred candidate to take up the post of Chair of Natural England, the Government's advisor for the natural environment in England.

Tony Juniper has been selected following a rigorous process which was conducted in accordance with the Ministerial Governance Code on Public Appointments.

The Secretary of State has invited the Environment, Food and Rural Affairs Select Committee to hold a pre-appointment hearing and to report on Tony's suitability for the post. Pre-appointment scrutiny is an important part of the appointment process for some of the most significant public appointments made by Ministers. It is designed to provide an added level of scrutiny to verify that the recruitment meets the principles set out in the Governance Code on Public Appointments.

Pre-appointment hearings are held in public and allow a Select Committee to take evidence from a Minister's preferred candidate before they are appointed. The Select Committee will publish a report setting out their views on the candidate's suitability for the post. Ministers consider the Committee's views before deciding whether to proceed with the appointment.

All appointments are made on merit and political activity plays no part in the selection process. However, in accordance with the original Nolan recommendations, there is a requirement for appointees' political activity (if any declared) to be made public. Tony has not declared any significant political activity in the past five years.

Natural England

- Natural England plays a key role in delivering the environmental

priorities of central government.

- Its general purpose is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.
- Natural England is a non-departmental public body, set up under the Natural Environment and Rural Communities Act 2006.

Biographical details of Tony Juniper

- Tony Juniper CBE is currently Executive Director for Advocacy and Campaigns at WWF-UK, President of Royal Society of Wildlife Trusts, Fellow of the University of Cambridge Institute for Sustainability Leadership and former advisor to the Prince of Wales.
- He began his career working as an ornithologist with Birdlife International and for many years worked with Friends of the Earth, most recently as Executive Director and Vice Chair of Friends of the Earth International.
- He is a prolific author publishing many books, including the award-winning best seller 'What has Nature Ever Done for Us?'
- In 2017 Tony was recognised for his services to conservation with a CBE in the Queen's Birthday Honours.

[Press release: Ex-West Yorkshire police officer has rape sentence increased](#)



An ex-police officer who raped a woman 40 years ago while on duty has today had his sentence increased after the Solicitor General, Robert Buckland QC MP, referred it for being too low.

David Lomax was a 43 year old serving with the West Yorkshire Police at the time of offending, and responsible for arresting those who had failed to pay court-ordered fines. In October 1978, Lomax was sent to arrest his victim, but instead he told her that she would have to perform a sexual favour for him to avoid being arrested and going to prison. Lomax then raped the victim.

When the victim was later arrested for non-payment of the fine, she told the arresting officers about the rape. While DNA testing was able to identify a specimen as not belonging to the victim's partner, and possibly belonging to Lomax; it was not able to identify Lomax conclusively.

The case was reopened in 2016, and modern DNA testing was able to prove that the specimen belonged to Lomax, leading to his arrest.

Lomax, now 84, was originally sentenced in October 2018 to 4 years and 9 months imprisonment at Leeds Crown Court. Today, the Court of Appeal has increased his sentence to 8 years in prison.

Commenting on the increase, the Solicitor General said:

“Lomax abused his position of trust as a police officer, and got away with his crime for too long. Thanks to modern forensic science, he was brought to book. It is only right that it is now made clear to him that his actions have not been forgotten and will be met with the full force of the law.”

Published 6 February 2019

Last updated 6 February 2019 [+ show all updates](#)

1. 6 February 2019 Offender's age amended to 84.
2. 6 February 2019 First published.

[Press release: Chief Executive of HM Prison and Probation Service: next appointment](#)

Jo will take up the post on 1 April, following an open competition.

During a career spanning more than 30 years, Jo has gained wide-ranging experience of leading complex public organisations through times of significant change. At present, she is Director General for Local Government and Public Services at the Ministry of Housing, Communities and Local Government – a role she has held since 2016. As part of this, she has helped local government to deal with significant increases in demand in a difficult financial climate.

Before that, she served as Chief Executive first at Bath and North-East Somerset Council and then at Bridgend County Borough Council.

Prior to those roles, Jo spent 16 years in central government – with both the Home Office and Cabinet Office. Her public service career started in the Parole Unit of the Prison Service, in 1987.

She succeeds Michael Spurr who is leaving the role after nine years, as was announced in September 2018.

Jo Farrar said:

I am hugely honoured by the opportunity to lead HMPPS at such an important time. It is a service that is critical to protecting the public and helping people turn their lives around. Early in my career, my work in prisons and probation gave me a lasting commitment to public service and a passion to make a difference. I am delighted to return.

The issues we face in our prisons, and the need to put vital probation services onto a strong footing, are well known. Working alongside the dedicated people in all parts of HMPPS, I look forward to addressing these challenges and delivering improvement over the years to come as we create an outstanding service of which we can all be proud.

Sir Richard Heaton, Permanent Secretary, said:

Jo's record of getting difficult things done in the public service made her an outstanding candidate for this job. She will provide energy, focus and humane leadership as HMPPS emerges from several challenging years. It is a tribute to Michael Spurr's determination and skill, as well as to the hard work of so many colleagues across HMPPS, that Jo will arrive at a time of cautious optimism for this incredibly important service. I look forward to working closely with her as we consolidate and accelerate this progress.

Rt Hon David Gauke MP, Justice Secretary and Lord Chancellor, said:

This is truly one of the most important jobs in the civil service and I am delighted that HMPPS has secured a Chief Executive of Jo's undoubted calibre. Since taking office, I have worked very closely with Michael's team on an ambitious programme of reform to prisons and probation. His dedication during that time – and for many years beforehand – has been outstanding. As HMPPS enters a new era, under new leadership, I very much look forward to working with Jo as we strive to deliver the world-class service to which we all aspire.

Rt Hon James Brokenshire MP, Communities Secretary, said:

I am extremely grateful to Jo for her relentless dedication and commitment to local government during a period where the system has

faced real challenges.

Her focus has been unwavering on doing the best for her staff, as well as turning innovative policies on communities and public service reform in to tangible actions with real results. She is an example of the very best of public service and I wish her all the best in her new role.

Michael Spurr will remain as Chief Executive of HMPPS until 31 March.

Speech: Buses that build a better society

Good morning everyone.

It's a pleasure to join you this morning.

I'd like to thank Transport Times for hosting this key event in the bus calendar. And ensuring buses remain high on the agenda as an important driver of mobility, economic growth and community cohesion.

One hundred and twenty years after the first motorized bus services were established in Britain – buses remain by far our most popular, effective, and flexible form of public transport.

Over that time, transport technologies have come and gone.

And travel patterns have changed dramatically.

Yet throughout, buses have remained a constant.

Part of the transport fabric of every town, every city and every region.

You may have seen reports last week that passenger journeys were down slightly.

But the fact remains that two thirds of all public transport journeys in Britain were made by bus and coach last year.

4.4 billion individual bus journeys last year in England alone.

And almost nine in ten passengers say they are satisfied with their bus services.

Which is a tribute to the whole industry.

But these numbers are so much more than just a set of statistics.

Mere figures don't reflect the purpose of those journeys – nor the benefits they bring to society. Benefits like taking children to school, young people to job interview and pensioners to medical appointments.

Buses are the glue that binds communities together. And they are a vital link for those who may otherwise be isolated and for those who live in rural areas.

But they also keep our high streets busy while tackling congestion and air pollution.

So I'd like to take this opportunity to talk to you about what we are doing in government to ensure that Britain's bus network not only serves people's transport needs. But is also set up to continue contributing in all these ways to our society and economy.

First – if we want buses to thrive over the coming decades, it's vital that we continue to improve, to innovate and to move with the times.

And to do this we have to ensure that buses participate in the digital revolution all around us.

The rise of technology highlighted by innovations such as CityMapper's journey planning app, as well as ride sharing services like UberPool, are changing the way we get around and the way we think about transport.

Increasingly, mobility is being viewed more as a service planned and paid for via a smartphone. So if bus services are to continue accounting for three quarters of journeys, the industry has to reach out to customers to provide easy access to information about local bus services, fares, payment method and bus stops.

Customers are going to demand real time data about the journey all through easy and convenient apps. And there's a lot of great work going on to speed up the pace of change.

For example operators are developing contactless and mobile ticketing – making travel more convenient.

But as Secretary of State Chris Grayling said in a speech to the Confederation of Passenger Transport last week the industry also needs to respond to the growth of demand-responsive transport. Through initiatives like travellers being able to request journeys through a smartphone app or minibus services which take passengers where they want, when they want.

That's exactly what ArrivaClick does, which I saw when I visited Kent last week, as well as Go-Ahead's PickMeUp service in Oxford and it can do it at a lower cost than a traditional fixed-route, fixed-timetable bus.

Technology changes like these should be seen as an opportunity for the bus industry – not a threat.

For example, we can use innovation to make buses accessible to all.

Last summer I launched our [Inclusive Transport Strategy](#) – to help disabled people travel easily, confidently and at no additional cost.

And the Bus Services Act 2017 contained a range of measures to harness technology in order to create better, more accessible services.

Measures such as Accessible Information Regulations, which will speed up the delivery of audible and visible information on board local buses, with £2 million government funding to help smaller bus operators meet this commitment.

The Bus Open Data powers in the Act will also lead to improved services, helping passengers to plan their journeys and secure the best value tickets.

I saw this already happening on a trip to Reading Buses last summer for the launch of their Innovation Centre.

Lastly, the Act enables local transport authorities to partner with local bus operators and introduce benefits like multi-operator smart ticketing, connecting bus timetables and ticketing with other modes of transport, such as rail, to provide more seamless journeys.

Today I also want to highlight greener travel.

Buses have a clear strategic advantage over other road transport in terms of the environment because they have the capacity to reduce car use, ease congestion and improve air quality.

Fifteen percent of the fleet already uses low emission technology, with electric buses now on the streets of Liverpool, Guildford and others, such as Harrogate, which I was pleased to see in person.

We're supporting innovators to make buses cleaner than ever and last year the government announced £40 million of funding for 20 local authorities through the [Clean Bus Technology Fund](#) – providing grants of up to £500,000 to upgrade buses operating in areas of poor air quality, with low emission technology.

And today I am delighted to announce that we are awarding [£48 million to operators and local authorities across the country to help buy ultra low emission buses and invest even further in charging technology](#).

This funding will support the purchase of 263 ultra-low emission buses, ensuring that communities from Cardiff to Nottingham, from Yorkshire to London, from Coventry to Newport, from Manchester to Brighton and many more places around the country can enjoy the benefits of cleaner, greener bus services that benefit society as a whole.

It will also provide £14.2 million of investment in charging infrastructure, further supporting our progress towards greener journeys.

Indeed, this latest investment reinforces the bus industry's role as a

leading contributor to the government's Road to Zero Strategy and also to our [Future of Mobility Grand Challenge](#), which encourages greener journeys through technological innovation.

But buses also benefit society because of the role they play in improving lives on an individual level.

As lead minister on the role of transport in tackling loneliness, this is a matter close to my heart and it's essential that we act.

Research by campaign group Greener Journeys found that two thirds of people sometimes feel lonely – while a third admitted that they deliberately catch a bus to ease these feelings.

There's some really imaginative thinking going on in the industry to examine if there's more we can do.

For instance, last week [Go Ahead launched the Chatty Bus campaign](#) – meaning that from Newcastle to Brighton, Chatty Bus ambassadors were on board buses talking to anyone who wanted a chat.

Stagecoach also redesigned one of its open topped buses, previously used to transport holidaymakers around Skegness into a community bus which provides a friendly place for people to chat and have a cuppa.

And National Express and First Group have been running their own campaigns aimed especially at preventing loneliness among older people.

But stopping the scourge of loneliness will require a much more concerted effort.

Which is why we made a commitment last year, in the [government's Loneliness Strategy](#), which was itself inspired by the visionary work of my late colleague Jo Cox to work with the transport sector and take action.

So today I am delighted to make a further announcement. That the department is launching a major collaboration with Greener Journeys to explore how we can use buses to further address the issue of loneliness.

This initiative is supported by a pledge from four bus companies, Go Ahead Group, Stagecoach, National Express and First Group to examine the vital role of buses in addressing loneliness.

Whether that's looking at how bus interiors can be designed to help with social interaction or considering how to roll out even more chatty buses - which have so far proved to be a great success.

This is just the first step and there is huge potential for the transport industry to make a real difference to the lives of people who want more human contact. So I look forward to seeing more great initiatives over the coming year.

I want to finish by talking about a theme which has run throughout this

speech – and that's partnership.

I firmly believe that the quickest and most effective way of improving bus services is through partnership – whether it be through initiatives with government, working with local communities or effective collaboration between operators and local transport authorities to tackle congestion.

I know that many of you are already involved in collaborative initiatives – whether they're as a result of the government's £2.5 billion Transforming Cities Fund. Or whether you are taking advantage of the collaborative opportunities afforded by the Bus Services Act. Legislation which provides new and improved ways for local transport authorities to partner with bus operators, like in York, where the city council and operators have launched a customer charter which sets out the standard of service that passengers can expect.

But while we can legislate to encourage partnerships the impetus must come from you.

So I would encourage all of you – operators and local authorities to continue to forge strong relationships which are so critical for achieving many of the goals I've spoken about today.

Because if we can build a bright future for this industry, we will also achieve a bright future for the communities you serve.

This will be built on new technologies, like the ultra-low emission buses we are supporting today.

On effective legislation, like the Bus Services Act.

On understanding what customers want.

And on collaboration to tackle issues like loneliness.

These are our objectives for the future – not just to boost bus services and not just to provide better journeys but to build a better society too.

And we will build it through partnership.

Thank you.