

News story: CMA welcomes new Project Director

From:

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The Competition and Markets Authority (CMA) has today announced the appointment of Alison Gold as a Project Director.

Alison joins from the BBC, where she was Head of Strategy at the BBC Trust.

Daniel Gordon, CMA Senior Director, Markets, said:

I am delighted to welcome Alison to the CMA. She impressed us deeply with her leadership abilities and experience of public policy gained at the BBC Trust, and I am very confident that she will be a very strong addition to the CMA's senior leadership team.

Alison is the fourth and final recruit to join us following the last successful campaign, which attracted a very competitive field. Fred Houwen, Tim Geer and Lucilia Falsarella-Pereira have each already started in their new posts.

Notes for editors

1. The CMA is the UK's primary competition and consumer authority. It is an independent non-ministerial government department with responsibility for carrying out investigations into mergers, markets and the regulated industries and enforcing competition and consumer law. For CMA updates, follow us on Twitter [@CMAgovuk](#), [Flickr](#), [LinkedIn](#) and like our [Facebook](#) page.
 2. Alison Gold joins from the BBC where she was Head of Strategy at the BBC Trust, running a core part of the BBC's governance and regulatory system and acting as a senior adviser to the Chairman and Board of the BBC. She was previously a strategy management consultant at KPMG and at a media sector specialist advisory firm.
 3. Media enquiries should be directed to Simon Belgard (simon.belgard@cma.gsi.gov.uk, 020 3738 6472).
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Press release: Huge response to dangerous driving proposals

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Thousands of people have had their say on plans to introduce life sentences for killer drivers.

The consultation, which opened on 5 December 2016, attracted over 1,000 replies in just 3 days, reaching more than 9,000 when it closed yesterday (1 February 2017).

The overwhelming response is one of the highest for a Ministry of Justice (MOJ) consultation, and included contributions from victims, bereaved families, road safety groups and charities.

Justice Minister Sam Gyimah said:

Killer drivers ruin lives. While we can never compensate for the loss of a loved one, we are clear that the punishment must fit the crime.

So I would like to thank the thousands who have contributed to this consultation. We will now carefully consider each of these and will set out our plans as soon as possible.

The consultation sought views on whether the current maximum penalties available to the courts should be increased.

The proposals included:

- increasing the maximum sentence for causing death by dangerous driving from 14 years to life
- increasing the maximum sentence for causing death by careless driving whilst under the influence of drink or drugs from 14 years to life
- creating a new offence of causing serious injury by careless driving, with a maximum sentence of 3 years
- increasing minimum driving bans for those convicted of causing death.

The plans build on the government's pledge to consider sentencing powers available to the courts for the most serious driving offences. The government will consider the responses and set out its plans in the coming months.

Notes to editors

- The UK has one of the best road safety records in the world – but deaths and serious injuries cause devastation to victims and their families.
- The [consultation](#) looked at the most serious road offences. It did not cover other driving or regulatory offences such as speeding, the setting of drink drive limits, the basic offences of careless or dangerous driving and driving whilst using a mobile phone.
- This follows further action in 2015, when the government increased the maximum custodial sentence for causing death whilst driving when disqualified from 2 to 10 years. A new offence of causing serious injury when driving whilst disqualified was also created, with a maximum penalty of 4 years imprisonment. It also brought into force the statutory requirement to extend a driving ban to take account of any time spent in custody.
- Sentencing remains a matter for independent judges, with decisions made based on the full facts of the case.
- For more information call the MOJ press office on 020 3334 3503 or 020 3334 3529.

[News story: Defence Secretary hails global outlook of Midlothian naval engineers](#)

Sir Michael Fallon visited MacTaggart Scott, who design, build, install and maintain engineering systems for the Royal Navy – the company’s “shop window” – and 40 of the world’s navies, including the US, French, Canadian, Australian and South Korean.

The visit is part of the Defence Secretary’s on-going engagement with Scotland’s industrial base, 10% of which is defence-related, directly supporting 11,000 Scottish jobs with thousands more sustained. During the visit he met with some of the company’s 32 engineering apprentices, which make up nearly 18% of the firm’s industrial workforce.

Defence Secretary Sir Michael Fallon said:

MacTaggart Scott is a terrific example of the benefits that combining innovation, a global outlook and an entrepreneurial spirit can deliver for Scotland as part of the UK.

They are a leading hub of international naval innovative design, manufacture and maintenance and should also be applauded for investing in our young people through their apprenticeship

programme.

MacTaggart Scott designed, built and installed the huge lifts that will carry jets and helicopters between the flight decks and hangers on the Royal Navy's new aircraft carriers, HMS Queen Elizabeth and HMS Prince of Wales, currently being built in Rosyth. They also design and build helicopter handling systems, and are competing for contracts relating to the new Clyde-built Type 26 on which the first steel will be cut this summer.

Remarkably, the company has been involved in every submarine built for the Royal Navy since 1915, and manufacture and provide support to a range of specialist submarine equipment, including stealth mast raising equipment for periscopes, optronics and communications equipment, sonar handling gear, hydroplane, rudder and ballast tank valves and actuators for submarines across the globe.

Bill Marsh, Managing Director of MacTaggart Scott said:

Our innovative work for the Royal Navy's surface ships and submarines provides us with a vital shop window which sees half of our £35m turnover come from export.

Our ambition is to design, manufacture and install vital equipment and provide through life product support to every single Royal Navy ship and submarine.

- MacTaggart Scott is a privately owned engineering company founded in 1898 and employs 350 people, 32 of whom are apprentices.

Defence Budget

- The UK is investing £178bn in a decade long equipment programme.
- The UK Defence budget has a "double lock" which ensures that it will rise every year by at least 0.5% annually, above inflation and always exceed 2% of GDP.

UK

- Trade with the rest of the UK makes up over half of Scotland's exports, and is four times the value of exports to the rest of the EU.
- The UK Government is firmly committed to the future of Defence in Scotland and its continued vital role in Defence.
- Scotland is home to military bases that provide essential capabilities for the Defence of the UK as a whole.

- By 2020, Scotland will be home to all of the Royal Navy's submarines, one of the Army's engagement and resilience Infantry Brigades, one of three RAF fast jet main operating bases and new P8 Poseidon Maritime Patrol Aircraft.

Improving access to critical care key – Vaughan Gething

Health Secretary Vaughan Gething today outlined how the NHS is working to improve care for critically ill people in Wales. The delivery plan for the critically ill to 2020 is published today [Thursday 2 February].

Thursday 02 February 2017

Mr Gething said:

“This plan, developed by critical care specialists, sets out how the NHS will meet the needs of people who are critically ill, or are at risk of becoming critically ill. It also outlines plans to improve the early identification of patients, which is key to preventing unnecessary transfers to busy critical care units.

“We know that there is work to do to improve access to critical care in Wales and we are seeing progress; the group has identified areas where bed numbers could be increased without significant staffing increases.

“This plan has been developed by The Critical Care Trauma Network and Critically Ill Implementation Group and outlines the actions we need to take over the next three years.

“Wales faces the same challenges we see elsewhere in the UK in terms of recruitment and rising demand for critical care, and we expect health boards to collaborate and plan services on a regional basis to deliver high-quality care.

“We have seen an improvement in survival rates in recent years and also reductions in the numbers of patients who are re-admitted to critical care soon after leaving it, which is encouraging. This plan outlines how health boards can work together to build on this progress for the future.”

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[After years of dither and delay, it is welcome that progress is finally being made on runway expansion – Andy McDonald](#)

Andy McDonald MP, Labour's Shadow Transport Secretary, commenting on the Government's statement on Heathrow, said:

"Labour has consistently been pushing for a decision on runway expansion in the South East of England so after years of dither and delay, it is welcome that progress is finally being made.

"However, there are still outstanding issues including how Heathrow expansion can be squared with meeting the UK's climate change objectives and demonstrating that local noise and environmental impacts can be minimised.

"This can be achieved, but only in the context of a coherent aviation strategy that works for the country not just London. It starts with confirming our membership of the European Aviation Safety Agency, as well as action on cleaner fuels and improving road and rail access to our international gateway airports."